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Motor Vehicle Travel Management

Forest Plan Direction



Forest Plan Direction

Motor Vehicle Travel Management

Alpine, Calaveras, Mariposa and Tuolumne Counties, California
June 2004

Lead Agency: U.S. Department of Agriculture
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Abstract

The Stanislaus National Forest issued an Environmental Assessment (EA), Decision Notice and Forest Plan Amendment for Motor Vehicle Travel Management on February 18, 1998. As a result of subsequent administrative appeals, the Regional Forester issued an appeal review decision on November 12, 1998. This document, the Stanislaus National Forest "Motor Vehicle Travel Management Forest Plan Direction" (Motor Vehicle Direction) presents the current Forest Plan motor vehicle travel management direction, based on the original Forest Plan Amendment as modified through the appeal review process and subsequent Forest Plan Amendments.

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Motor Vehicle Travel Management

Forest Plan Direction

Introduction

The Stanislaus National Forest issued an Environmental Assessment (EA), Decision Notice and Forest Plan Amendment for Motor Vehicle Travel Management on February 18, 1998. As a result of subsequent administrative appeals, the Regional Forester issued an appeal review decision on November 12, 1998. This document, the Stanislaus National Forest "Motor Vehicle Travel Management Forest Plan Direction" (Motor Vehicle Direction) presents the current Forest Plan motor vehicle travel management direction, based on the original Forest Plan Amendment as modified through the appeal review process and subsequent Forest Plan Amendments.

This Motor Vehicle Direction amends the 1991 Forest Plan as follows:

1. Replaces the OHV Forest Objectives with Motor Vehicle Travel Management Forest Objectives.
2. Replaces the OHV Management Practices with Motor Vehicle Travel Management Practices.
3. Replaces the OHV Forestwide Standards and Guidelines with Motor Vehicle Travel Management Forestwide Standards and Guidelines.
4. Replaces the OHV prescription within in each Management Area with a Motor Vehicle Travel Management prescription.
5. Replaces the OHV monitoring requirements with Motor Vehicle Travel Management monitoring requirements.
6. Identifies a Forestwide concept for the California Backcountry Discovery Trail.

Management Direction

The following sections (Forest Objectives; Management Practices; Forestwide Standards and Guidelines; and, Management Area Direction) provide management direction for motorized use on the Stanislaus National Forest. They supersede the corresponding OHV sections of the 1991 Forest Plan.

Forest Objectives

The following Motor Vehicle Travel Management Objectives supersede and replace the OHV portion of Table IV-1 (See Forest Plan page IV-8).

Table 4.1: **Motor Vehicle Travel Management Objectives**; Stanislaus National Forest

Motor Vehicle Travel Management Objectives	Ranger Districts				Forest Totals
	Mi-Wok	Calaveras	Summit	Groveland	
Motor Vehicle acres					
1. Closed Motor Vehicle (10-G-1)	23,975	100,000	190,000	44,140	358,115
2. Restricted Motor Vehicle (10-G-2)	145,350	152,640	79,350	162,545	539,885
<i>Total</i>	169,325	252,640	269,350	206,685	898,000
Off-Highway Vehicle miles					
Motorcycle (MC)	100.0	45.0	0.0	0.0	145.0
All-Terrain Vehicle (ATV)	125.0	45.0	10.0	45.0	225.0
Off-Highway Vehicle (OHV)	360.0	400.0	135.0	253.0	1,148.0
4 Wheel Drive (4WD)	40.0	40.0	21.0	50.0	151.0
<i>Total</i>	625.0	530.0	166.0	348.0	1,669.0
California Backcountry Discovery Trail					
CBDT Segments (miles)	82.8	58.6	3.0	77.0	221.4
Over-Snow Vehicle acres					
Available OSV	145,350	152,640	79,350	162,545	539,885
Over-Snow Vehicle miles					
Groomed	0.0	40.0	30.0	0.0	70.0
Un-groomed Marked	25.0	50.0	50.0	0.0	125.0
Un-groomed Un-marked	275.0	240.0	116.0	40.0	671.0
<i>Total</i>	300.0	330.0	196.0	40.0	866.0
Wheeled Over-Snow miles					
Wheeled Over-Snow (WOS)	5.0	9.0	26.0	0.0	40.0

Management Practices

The following management practice for Motor Vehicle Travel Management supersedes and replaces the Off-Highway Vehicle (OHV) Management Practice 10-G (See Forest Plan page IV-23).

Motor Vehicle Travel Management *(10-G)

Motor Vehicle Travel Management applies Forestwide. Every acre of National Forest treated by this Forest Plan fits into either the Closed or Restricted categories as shown below (No Open use is included). The basic Motor Vehicle Travel Management categories are Closed Motor Vehicle (10-G-1) and Restricted Motor Vehicle (10-G-2).

1. Closed Motor Vehicle Travel Management

Applies to areas that are closed to motorized use. These areas do not provide opportunities for motorized use, but for comparison purposes, they are tracked as the Closed Motor Vehicle (10-G-1) category.

2. Restricted Motor Vehicle Travel Management

Applies to areas that are available for motorized use. These areas provide several different opportunities for motorized use, depending on the vehicle type and season of use. For comparison purposes, they are tracked as the Restricted Motor Vehicle (10-G-2) category.

Forestwide Standards and Guidelines

The following Forestwide Standards and Guidelines (S&Gs) for Motor Vehicle Travel Management supersede and replace the Forestwide S&Gs for Off-Highway Vehicle (OHV) Management (See Forest Plan pages IV-70 and 71).

Motor Vehicle Travel Management *(10-G)

Motor Vehicle Travel Management applies Forestwide. Every acre of National Forest treated by this Forest Plan fits into either the Closed or Restricted categories as shown below.

1. Closed Motor Vehicle Travel Management

- a. Closed to motorized use
 1. Consider temporary exceptions when threat to life or property dictate otherwise.
 2. Consider temporary exceptions for administrative access.
- b. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.

2. Restricted Motor Vehicle Travel Management

A. Social Setting

1. Private Property:

- a. Inventory, rank and acquire route rights-of-way as needed.

- b. Recognize private property during route inventory and revisions.
- c. Locate designated routes to avoid private property unless opportunities and agreements for a connected network of routes exist.
- d. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize conflicts with private property caused by motorized use.

2. User Groups:

- a. Seek partnerships with the State, industry, users and other federal and local agencies to develop a successful motorized recreation program.
 - 1. Encourage users to work with local authorities to seek opportunities for hill climbs and moto-cross events on lands other than National Forest.
 - 2. Stay in tune with motorized users. Users are essential in laying out road and trail networks and organized groups are interested in resource protection. User participation and support are essential ingredients to all motorized recreation management activities.
 - 3. Work with user organizations and vehicle dealers to identify needs, utilize volunteers and spread a conservation ethic.
 - 4. Strengthen work with the State and BLM to address joint management of trail networks and define roles.
 - 5. Use Adopt-a-Trail to maintain routes.
 - 6. Use public to monitor motorized use and report problems.
- b. Monitor public concerns and preferences to identify new issues.
 - 1. Maintain and update the Forest OHV mailing list and periodically make related information available to the public.
 - 2. Create a file for public comments and agency responses and review for trends and issues.
- c. Use public participation to complete route inventories and make recommended changes in the route system. Include both users and non-users in this process.
- d. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize conflicts with other user groups caused by motorized use.

B. Resource Setting

- 1. Cultural Resources:** Follow Forestwide Standards and Guidelines for Cultural Resources (See Forest Plan pages IV-36 to 38). In addition:
 - a. Complete cultural resource inventory and analysis as part of all site-specific motor vehicle travel management projects.
 - b. Complete a module for motorized use and add to the programmatic agreement for the treatment of cultural resources.
 - c. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to cultural resources caused by motorized use.
- 2. Fire:** Follow Forestwide Standards and Guidelines for Fire (See Forest Plan pages IV-39 to 49). In addition:
 - a. Locate routes and manage motorized use to minimize conflicts with fuel break and other fire management activities.
 - b. Emphasize good fire prevention practices in Forest Service generated public information material, news releases, and public service announcements.
 - c. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize fire losses caused by motorized use.
- 3. Fish and Wildlife:** Follow Forestwide Standards and Guidelines for Fish and Wildlife (See Forest Plan pages IV-49 to 55). In addition:
 - a. The wildlife areas (See Wildlife Maps, Forest Plan Appendix I, as amended) subject to special management are:

1. **Peregrine Falcon** (not on Forest Plan Maps)
 - a. Implement a limited operating period (LOP), from February 1 through July 31, on all peregrine falcon territories active within the preceding five years, for at least 0.5 miles from the nest.
 1. Restrict motor vehicle activities and new road construction, during this LOP, according to a management plan for the area.
 - b. Prohibit new motor vehicle activity within 200 feet of lake shorelines that are used by peregrine falcons.
2. **Bald Eagle**
 - a. Within Designated Territories (delineated bald eagle management areas, or additional territories, based on nesting occupancy):
 1. Implement a LOP, from January 1 through August 31.
 - a. Apply LOP restrictions to motor vehicle activities on level 1 roads and OHV routes open to the general public.
 - b. Allow new road construction, during the LOP, only when surveys determine no nesting activity.
 - c. Encourage use of existing roads and skid trails for vegetation and fire management purposes.
 - d. Construct new roads only for vegetation or fire management purposes; close these new roads following their management use.
 2. Prohibit new motor vehicle activity in wetlands, streamside management zones, and within 200 feet of lake shorelines that are used by bald eagles.
 - b. Outside Designated Territories (new active bald eagle nests outside of designated management territories):
 1. From January 1 through August 31, implement the following restrictions in a buffer area around the nest for a distance determined by the Wildlife Biologist on a site-specific basis.
 - a. Re-route existing OHV use to routes at a safe distance from the nest.
 - b. Close or detour existing roads in the proximity of the nest site.
 - c. Prohibit motor vehicle activities in the roost area.
3. **California red-legged frog** (not on Forest Plan Maps)
 - a. Within 300 feet of streams or ponds that have potential suitable habitat:
 1. Construct new roads or trails or off-road routes for motorized vehicles only after conducting amphibian surveys to the most recent protocol for the frog.
 2. Allow stream crossings only where the route, through the water, and the adjacent streamside areas are naturally resistant to tires or are hardened with rock or other materials.
4. **Spotted Owl, Fisher, Marten, Goshawk, Great Gray Owl, Western Pond Turtle**
 - a. Active nests of sensitive raptors not otherwise protected in specified management areas (not on Forest Plan Maps):
 1. Provide special measures to protect nests discovered close to motorized trails or 4WD routes where needed for nesting success.
 - b. Within Fisher/Marten reproductive areas in Forest Plan Near Natural and Wildlife management areas (see Forest Plan Wildlife Maps).
 1. Construct new roads or trails or use existing off-road routes for motorized vehicles only where compatible with the road/trail density standards below, and where approved in the fisher/marten area management plan.
 - c. In area adjacent to waters with known populations of western pond turtle (not on Forest Plan Maps):

1. Construct new roads or trails or use existing off-road routes for motorized vehicles only if at least ¼ mile from occupied habitat or where approved by a Wildlife Biologist.
5. **Early Successional Species** (mule deer and associates)
 - a. Deer winter concentration areas or critical winter deer range may be closed to motorized use from 11/15 to 4/15.
 - b. Deer summer concentration areas or critical summer deer range may be closed to motorized use from 4/15 to 8/1.
- b. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize conflicts with fish and wildlife caused by motorized use.
4. **Range:** Follow Forestwide Standards and Guidelines for Range (See Forest Plan pages IV-65 to 68). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize conflicts with range caused by motorized use.
5. **Recreation:** Follow Forestwide Standards and Guidelines (as amended) for Recreation (See Forest Plan pages IV-65 to 68). In addition:
 - a. Designate a managed system of existing motorized routes maintained to standards.
 1. Conduct route condition ratings, using the Route Condition Rating form and its instructions (See Appendix A, Monitoring and Evaluation).
 - a. Utilize interdisciplinary skills and public participation.
 - b. Manage routes as follows:
 1. For routes rated **Green** (OK): Sign open to motorized use with width restrictions, if any. Schedule maintenance to remain in Green.
 2. For routes rated **Brown** (Needs maintenance): Sign open to motorized use with width restrictions, if any. Schedule maintenance to move up to Green, with priorities set to avoid moving into Orange.
 3. For routes rated **Orange** (Needs Major Attention): Close to motorized use. Schedule maintenance, rehabilitation or mitigation to move up to Brown, then Green; or, obliterate.
 - b. **Designated Routes:** include roads, routes and trails as described below. If resource damage or unresolvable conflicts are likely, the route should be repaired, relocated or closed. Designated routes may be installed, signed and maintained by Special Use Permittees.
 1. **Off-Highway:** include Motorcycle, ATV, OHV, 4WD and Combined Use routes as described below.
 - a. **Designated Motorcycle Routes:** include narrow single track trails. Designated Motorcycle Routes are open only to single track vehicles less than 24 inches wide (Motorcycles Only).
 - b. **Designated ATV Routes:** include narrow double track trails. Designated ATV Routes are open only to vehicles less than 50 inches wide (Motorcycles and ATVs Only).
 - c. **Designated OHV Routes:** include full width roughly graded (level 2) Forest System roads which are open to public motorized use. Designated OHV routes also include other full width routes and trails which are open to motorized use. Designated OHV Routes are open to all vehicles, but not maintained for conventional highway vehicles.
 - d. **Designated 4WD Routes:** include full width roads, routes or trails which are not maintained for conventional highway vehicles; 4WD travel is recommended.
 - e. **Designated Combined Use Routes:** include portions of high standard roads for Combined Use by street legal and non-street legal vehicles.
 2. **Over-Snow:** include Wheeled Over-Snow (WOS) routes and Over-Snow Vehicle (OSV) routes as described below.

- a. **Designated WOS Routes:** include surfaced roads and other routes which are open for WOS use by ATVs.
 - b. **Designated OSV Routes:** include roads, routes and trails which are open to motorized use. Cross-country oversnow travel, by vehicles designed specifically for that purpose, will be permitted when there is 12 inches or more of snow and no contact is made with native soil or vegetation.
 - c. Provide comprehensive user information and education programs.
 1. Renew the "Host" program emphasis and provide training.
 2. Include well done entry stations and bulletin boards at staging areas and contact stations.
 3. Provide professional quality signs, maps and brochures.
 4. Emphasize a conservation ethic through literature, handouts and radio announcements with the message being the same: tread lightly, stay on roads and trails to protect our sport, our meadows and our environment.
 5. Encourage motorized use in appropriate areas.
 - d. Provide comprehensive project level planning, perhaps within a watershed analysis.
 1. Incorporate control measures such as fencing and rehabilitation measures for presently disturbed areas.
 2. Involve interdisciplinary skills and public participation in route condition ratings, nominations, designations, closures, construction and maintenance.
 3. Include sign planning, installation and maintenance in contracts for construction and maintenance of routes.
 4. Strategically locate staging areas serving as trailheads near street legal access points.
 5. Consider future changes, additional designations and route developments to enhance OHV opportunities for loop travel.
 6. Consider other selected maintenance level 3, 4, and 5 Forest roads for Combined Use where this would enhance OHV opportunities.
 7. Provide motorcycle and ATV trail riding opportunities in the Hull Creek, Crandall, Penny Pines, Liberty and Pilot Ridge areas.
 - e. Prepare California Backcountry Discovery Trail (CBDT) nominations after project level analysis and sign routes that are accepted by the California Department of Parks and Recreation.
 1. Provide maps and other information on CBDT segments. Include information on segments open to OSV use and other similar OSV opportunities.
 - f. Seek opportunities to increase OSV route grooming as additional non-Forest Service funding is available.
 - g. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize conflicts with other recreationists caused by motorized use.
- 6. Riparian:** Follow Forestwide Standards and Guidelines for Riparian (See Forest Plan pages IV-73 to 75). In addition:
- a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to riparian areas caused by motorized use.
- 7. Sensitive Plants:** Follow Forestwide Standards and Guidelines for Sensitive Plants (See Forest Plan pages IV-75 to 76). In addition:
- a. Protect sensitive plants from motorized activities which might cause the plants to become federally threatened or endangered.
 1. Allow OHV use through populations of sensitive plants only where the planned impacts are considered acceptable and where proliferation of routes into adjacent parts of the population does not occur.
 2. Locate OHV staging areas where associated off-site use does not damage sensitive plants.
 - b. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to sensitive plants caused by motorized use.

8. **Soils:** Follow Forestwide Standards and Guidelines for Soils (See Forest Plan pages IV-76 to 78). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize soil loss caused by motorized use.

9. **Special Areas:** Follow Management Area Direction (as amended) for Special Interest Areas (See Forest Plan pages IV-132 to 149), Research Natural Areas (See Forest Plan pages IV-150 to 156), and Experimental Forest (See Forest Plan pages 157 to 158). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to special area values caused by motorized use.

10. **Transportation:** Follow Forestwide Standards and Guidelines for Transportation (See Forest Plan pages IV-79 to 80). The existing direction to manage the road system to protect wildlife and riparian values also applies to OHV routes and OSV routes. In addition:
 - a. Prohibit non-street legal vehicles on roads or routes not designated for OHV use.
 - b. Consider closing to all motorized use those roughly graded roads that do not enhance motorized opportunities.
 - c. Comply with the Highway Safety Act and prepare Combined Use orders as necessary.
 - d. Utilize seasonal closures to protect road and route surfaces.
 - e. Develop entrance strategies to discourage normal passenger vehicle travel on designated OHV routes.
 - f. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize traffic conflicts caused by motorized use.

11. **Vegetation:** Follow Forestwide Standards and Guidelines for Diversity (See Forest Plan pages IV-38 to 39). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to vegetation caused by motorized use.

12. **Visual Resource:** Follow Forestwide Standards and Guidelines for Visual Resource (See Forest Plan pages IV-80 to 83). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to the visual resource caused by motorized use.

13. **Water:** Follow Forestwide Standards and Guidelines for Water (See Forest Plan pages IV-83 to 91). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to water quality caused by motorized use.

14. **Wild and Scenic Rivers:** Follow Management Area Direction (as amended) for Wild and Scenic Rivers (See Forest Plan pages IV-98 to 105). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to Wild and Scenic River values caused by motorized use.

15. **Wilderness:** Follow Management Area Direction (as amended) for Wilderness (See Forest Plan pages IV-93 to 97). In addition:
 - a. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.

C. Management Setting

1. **Administration:**

- a. Prohibit motorized use and close motorized routes in non-motorized areas.
- b. Prohibit cross-country overland OHV travel.
- c. Recognize OHV activities as legitimate uses of the National Forest and provide opportunities, where compatible the other direction and guidelines established in the Forest Plan and this Amendment.
- d. Manage OHV activities to meet the intent of the Executive Orders 11644 and 11989.
- e. Control and direct OHV use to protect resources, promote the safety of all users, and minimize conflicts among the various uses of the Forest (36 CFR 219.21 (g)).
- f. Resolve motorized activity problems presenting an immediate threat to life or property through an immediate closure to vehicle type(s) causing the problem.
- g. Include an evaluation of motorized activities in timber sale, reforestation, fuelbreak, fire suppression and other projects that may affect Motor Vehicle Travel Management. For traffic safety, roads or routes may be temporarily closed during management activities.
- h. Consider applications for organized events on a case-by-case basis.
- i. Treat different types of motorized use fairly.
 1. Motor vehicle travel is restricted to designated routes. Manage motorized routes as open unless signed or physically closed.
 - a. Cross country overland travel is not permitted.
 - b. Cross country oversnow travel, by vehicles designed specifically for that purpose, is permitted when there is 12 inches or more of snow and no contact is made with native soil or vegetation.
 2. Permit motor vehicle travel up to 100 feet from roads, routes and established travel ways for direct access to campsites, parking, woodcutting, or gathering forest products provided that:
 - a. no resource damage occurs; and,
 - b. such access is not otherwise prohibited.
- j. Provide consistent signing.
 1. **Roads:** Forest roads are signed as described below.
 - a. **Roads maintained for conventional highway vehicles:** standard highway sign, or Forest Service sign with horizontal route number, installed at road intersections.
 - b. **Roads not maintained for conventional highway vehicles:** standard Forest Service sign, or carsonite type marker (on Designated OHV Routes), with vertical route number, installed at road intersections.
 2. **Off-Highway:** Forest roads, routes and trails are signed as described below.
 - a. **Designated Motorcycle Routes:** carsonite type marker with motorcycle symbol (vertical route number, if shown) installed at access points and intersections with other designated routes.
 - b. **Designated ATV Routes:** carsonite type marker with ATV or motorcycle/ATV symbol (vertical route number, if shown) installed at access points and intersections with other designated routes.
 - c. **Designated OHV Routes:** standard Forest Service sign, or carsonite type marker, with vertical route number, installed at access points and intersections with other designated routes.
 - d. **Designated 4WD Routes:** standard Forest Service sign, or carsonite type marker, with 4WD (Jeep) symbol and vertical route number, installed at access points and intersections with other designated routes.
 - e. **Designated Combined Use Routes:** yellow diamond shaped highway sign with ATV symbol in addition to standard signs indicating Combined Use by street legal and non-street legal vehicles, installed at both ends of the Combined Use segment.

3. **Over-Snow:** Forest roads, routes and trails are signed as described below.
 - a. **Designated WOS Routes:** ATV symbol installed at access points from winter parking areas.
 - b. **Designated OSV Routes:** snowmobile symbol installed at access points from winter parking areas.
 4. **Closed:** Forest roads, routes and trails that are closed to motorized use are indicated by:
 - a. the presence of closed signs, gates or barriers.
2. **Law Enforcement:**
- a. Provide appropriate levels of enforcement:
 1. A Forest Service presence in the use area and application of law enforcement based on the need are essential.
 2. Forest Service personnel riding the type of vehicles used in the area; these contact persons must be well equipped with machine and safety gear and they must be qualified riders or drivers.
 - b. Update Forest Orders and enforce closures and other restrictions.

Management Area Direction

The following Motor Vehicle Travel Management prescriptions supersede and replace the Off-Highway Vehicle (OHV) Management prescriptions within each individual Management Area (See Forest Plan pages IV-92 to 199).

Management Area

WILDERNESS
and
PROPOSED WILDERNESS

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Wilderness and Proposed Wilderness Management Area (See Forest Plan page IV-95).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
1. Closed Motor Vehicle Travel Management	Closed to motorized use.	Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.

Management Area
WILD and SCENIC RIVERS
and
PROPOSED WILD and SCENIC RIVERS

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Wild and Scenic Rivers and Proposed Wild and Scenic Rivers Management Area (See Forest Plan page IV-101).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
1. Closed Motor Vehicle Travel Management	Closed to motorized use.	<p>Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management.</p> <p>Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.</p> <p>CLARK FORK Headwaters – Wilderness</p> <p>CLAVEY RIVER Bell Creek (6 mi. Wild portion) Lily Creek (9 mi. Wild portion) 3N01 - Cottonwood Road (4 mi. Wild portion) Cottonwood Road - Tuolumne (14 mi. Wild portion)</p> <p>MIDDLE FORK STANISLAUS Kennedy Creek Clark Fork - Donnell Reservoir Sand Bar - North Fork Stanislaus</p> <p>NORTH FORK MOKELUMNE Wilderness - Salt Springs Reservoir</p> <p>NORTH FORK STANISLAUS Highland Creek - McKays (13 mi. Wild) McKays - Middle Fork Stanislaus</p> <p>SOUTH FORK TUOLUMNE STANISLAUS TUOLUMNE Yosemite - Early Intake Cherry Creek - Lumsden Lumsden Area - Don Pedro</p>

**2. Restricted
Motor Vehicle
Travel Management**

Provide opportunities for motorized recreation compatible with Wild and Scenic River values as shown below.

Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect Wild and Scenic River values.

Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to Wild and Scenic River values caused by motorized use.

CLARK FORK

Wilderness - Middle Fork
Stanislaus

CLAVEY RIVER

Bell Creek (1 mi. Scenic portion)
Lily Creek (2 mi. Scenic portion)
Bell/Lily Confluence - 3N01
3N01 - Cottonwood Road (4 mi.
Scenic portion)
Cottonwood Road - Tuolumne (2
mi. Scenic portion)

MIDDLE FORK STANISLAUS

Deadman Creek
Relief Reservoir - Clark Fork

NORTH FORK MOKELUMNE

Highland Lake - Wilderness

NORTH FORK STANISLAUS

Highland Creek - McKays (3 mi.
Rec)

MERCED

TUOLUMNE

Early Intake - Cherry Creek
Lumsden Area

NIAGARA CREEK

Management Area

NEAR NATURAL

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Near Natural Management Area (See Forest Plan page IV-111).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
1. Closed Motor Vehicle Travel Management	Closed to motorized use.	Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.

Management Area

SPECIAL INTEREST AREAS

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Special Interest Area (SIA) Management Area (See Forest Plan page IV-135).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
1. Closed Motor Vehicle Travel Management	Closed to motorized use.	Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use. Emigrant Road and Big Trees- Carson Valley Road
2. Restricted Motor Vehicle Travel Management	Provide opportunities for motorized recreation compatible with SIA values.	Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect SIA values. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to SIA values caused by motorized use. Column of the Giants Sonora Mono Toll Road Jordan Creek/Bower Cave Pacific Madrone Trumbull Peak Windelar Cave Bourland Trestle Bull Run Niagara Creek

Management Area

RESEARCH NATURAL AREA

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Research Natural Areas Management Area (See Forest Plan page IV-151).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
1. Closed Motor Vehicle Travel Management	Closed to motorized use.	Manage to Forestwide S&Gs for Closed Motor Vehicle Travel Management. Conduct surveys, observe conditions and carry out rehabilitation, as needed, to eliminate evidence of, and access by, unauthorized motorized use.

Management Area

EXPERIMENTAL FOREST

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Experimental Forest Management Area (See Forest Plan page IV-157).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)	Provide opportunities for motorized recreation compatible with Experimental Forest values.	Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect Experimental Forest values.
2. Restricted Motor Vehicle Travel Management		Conduct surveys, observe conditions and carry out rehabilitation, as needed, to mitigate and minimize damage to Experimental Forest values caused by motorized use.

Management Area

DEVELOPED RECREATION SITES

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Developed Recreation Sites Management Area (See Forest Plan page IV-188).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)	Provide opportunities for motorized recreation compatible with Developed Recreation Site values.	Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect Developed Recreation Site values.
2. Restricted Motor Vehicle Travel Management		Limit vehicle use to roads and parking areas.
		Allow administrative use of OHVs and OSVs in connection with operation of the sites.
		Allow non-street legal vehicle use for the purpose of accessing designated routes from staging areas.

Management Area

WINTER SPORT SITES

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Winter Sport Sites Management Area (See Forest Plan page IV-194).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
2. Restricted Motor Vehicle Travel Management	Provide opportunities for motorized recreation compatible with Winter Sports Site values.	Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect Winter Sports Site values. Limit vehicle use to roads and parking areas. Allow administrative use of OHVs and OSVs in connection with operation of the sites.

Management Area

DEVELOPED (NON-RECREATION) SITES

The following Motor Vehicle Travel Management prescription supersedes and replaces the Off-Highway Vehicle (OHV) Management prescription within the Developed (Non-Recreation) Sites Management Area (See Forest Plan page IV-197).

Management Practice	General Direction	Standards and Guidelines
Motor Vehicle Travel Management *(10-G)		
2. Restricted Motor Vehicle Travel Management	Provide opportunities for motorized recreation compatible with Developed (Non-Recreation) Site value.	Manage to Forestwide S&Gs for Restricted Motor Vehicle Travel Management. Use restrictions to protect Developed (Non-Recreation) Site values. Limit vehicle use to roads and parking areas. Allow administrative use of OHVs and OSVs in connection with operation of the sites.

Appendix A

Monitoring and Evaluation

This Appendix contains a monitoring and evaluation plan that will be used to track the effects of motorized use and Motor Vehicle Travel Management on the social, resource and management issues identified in Chapter 1. It also contains a format, for rating the condition of existing trails, originally developed by James P. O'Hare, Soil Scientist, on the Los Padres National Forest. The monitoring activities outlined below are designed to answer three questions:

1. Are the desired condition objectives being met?
2. Are standards being met?
3. Are management actions effective in correcting conditions exceeding standards?

The following Monitoring and Evaluation Plan for Motor Vehicle Travel Management is in addition to the monitoring requirements set forth in the Forest Plan (See Forest Plan pages V-1 to 26); however, it supersedes and replaces the Effects of Off-Highway Vehicles (OHVs) items identified under Recreation (See Forest Plan page V-16) and Soils (See Forest Plan page V-18). **All items refer only to effects which are documented and attributable to public motor vehicle use.**

Table A.1: **Monitoring and Evaluation Plan**; Stanislaus National Forest

Indicator	Standard	Monitoring Method	Monitoring Personnel	Reporting Frequency
Conflicts with Private Property, other Motorized Users or Non-Motorized Users.	No than one conflict presenting immediate threat to life or property per National Forest System Watershed (See Forest Plan page III-152). No conflicts in non-motorized areas.	Field observations and photos during patrols. Reports from property owners, motorized users and non-motorized users.	OHV Patrols	Annual
Designated Route Miles	No more than +/- 20% total miles difference between designated route goals and achievements.	20% annual sample of the motorized portions of the Forest.	OHV Patrols	5 years
Trail Condition Rating	No more than 20% of the total trail miles per National Forest System Watershed (See Forest Plan page III-152) rated as Orange (See Route Condition Rating).	Annual sample of motorized routes in selected watersheds.	Trail Condition Rating Teams	Annual

**Stanislaus National Forest
MOTOR VEHICLE TRAVEL MANAGEMENT
TRAIL CONDITION RATING**

Name/Number: _____ Date: _____

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Description: _____ Length: _____

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Location: T.____; R.____; Section _____ Quad Name/Number: _____

Watershed: _____ Condition Rating: _____ Cause _____

Ranking: _____

Observer: _____ Agency/Unit: _____

A. CONDITION RATING: complete condition rating checklists below. Show ratings (e.g. A2cf), on 1:24,000 topographic maps, by color codes GREEN (OK), BROWN (Needs Maintenance), or ORANGE (Needs Major Attention). Photograph route segments and record photo points on maps.

- 1. GREEN (OK)** all of the following yes y n
- a. Drains and water dispersal systems adequate.....
 - b. Tread adequate (rocks/rough surface OK on OHV routes).....
 - c. No evidence of off-route use or damage to vegetation.....
 - d. Signing adequate for resource protection and information.....
 - e. Safety hazards do not exceed posted route difficulty class.....
 - f. Designation and use consistent with Forest Plan (complete Item C below).....
 - g. No resource conflicts requiring mitigation.....
 - h. Clearing and brushing adequate.....

Management: Sign open to motorized use with width restrictions, if any. Schedule maintenance to remain in **GREEN**.

- 2. BROWN (Needs maintenance)** one or more of the following yes; no yes in 3 below: y n
- a. Drains or water dispersal systems minimally adequate.....
 - b. Tread minimally adequate with rills/gullies no more than 4 inches deep.....
 - c. Evidence of no more than one site of off-route use or damage to vegetation per mile.
 - d. Signing minimally adequate for resource protection and information.....
 - e. Clearing and brushing inadequate.....

Management: Sign open to motorized use with width restrictions, if any. Schedule maintenance to move up to **GREEN**, with priorities set to avoid moving into **ORANGE**.

- 3. ORANGE (Needs Major Attention)** one or more of the following yes: y n
- a. Drains or water dispersal systems inadequate.....
 - b. Tread inadequate with rills/gullies more than 4 inches deep and off-site damage.....
 - c. Evidence of more than one site of off-route use or damage to vegetation per mile.....
 - d. Signing inadequate for resource protection or information.....
 - e. Safety hazards exceed posted route difficulty class.....
 - f. Designation or use not consistent with Forest Plan (complete Item C below).....
 - g. Resource conflicts require mitigation.....

Management: Close to motorized use. Schedule maintenance, rehabilitation or mitigation to move up to **BROWN**, then **GREEN**; or, obliterate.

B. CAUSE RANKING: rank the following causes, if present, for motorized routes rated in the **ORANGE** (Needs Major Attention) condition. Record the top three causes on the maps (e.g. Bejc).

RANKING

- a. Drains or water dispersal systems inadequate..... _____
- b. Tread inadequate and off-site damage..... _____
- c. Off-route use or damage to vegetation..... _____
- d. Signing inadequate..... _____
- e. Safety hazards..... _____
- f. Designation or use not consistent with Forest Plan (complete Item C below)..... _____
- g. Resource conflicts (list)..... _____
- h. Route not designed for the major type or amount of use occurring..... _____
- i. Grade too steep for type and amount of use, soil or runoff..... _____
- j. Poor route location (e.g. located in riparian, dead-end route, etc.)..... _____
- k. Barriers (natural or constructed) inadequate..... _____
- l. Dusty; low soil moisture at time of use (needs dry season closure or surfacing)..... _____
- m. Wet; excess soil moisture at time of use (needs wet weather closure or surfacing)..... _____
- n. Intensity of storms unusual or unique..... _____
- o. Forest Service patrols inadequate..... _____
- p. User awareness inadequate..... _____
- q. Other (list)..... _____

C. CONSISTENT with FOREST PLAN: check all that apply and complete condition rating items A1f and A3f.

Management Area

- Wilderness
- W&S River
- Near Natural
- Special Interest Area
- Research Natural Area
- Experimental Forest
- Developed Recreation
- Winter Sports Site
- Developed Non-Rec

Designation (or Use)

- Closed (non-motorized)
- Street Legal (street legal only)
- Combined Use (all wheeled vehicles)
- 4WD Route (4WD recommended)
- Motorcycle Route (motorcycles only)
- ATV Route (motorcycles and ATVs)
- OHV Route (all wheeled vehicles)
- OSV Route (snowmobiles only)
- Wheeled Over-Snow (WOS) Route
- Other (list) _____

D. COMMENTS and RECOMMENDATIONS: include specific comments and recommendations (management, maintenance, monitoring, etc.).

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**Stanislaus National Forest
MOTOR VEHICLE TRAVEL MANAGEMENT
TRAIL CONDITION RATING
INSTRUCTIONS**

Name/Number: enter route name and number. Use official or common name, if any (e.g. Slick Rock). Use assigned road number (e.g. 7N17) for Forest Development Roads and other full width routes. Assign trail numbers using the location (T;R;Sec) of the point where users access the trail that is closest to Mount Diablo (always the lowest possible township and range numbers). If users access a motorized trail from both a road in T4N;R15E;Sec35 and another road in T5N;R16E;Sec22, then assign the number 4N15E35. If users access a trail from only one point, assign a number based on that location. Add letter designators (A, B, C, etc.) for other trails accessed in the same section (e.g. 4N15E35A). Show assigned trail numbers on maps.

Date: enter date field ratings completed.

Description: enter brief description of the route, or segment, (e.g. single track trail from 3N39 to 4N90).

Length: enter route, or segment, length in miles and tenths (e.g. 3.5 miles).

Location: enter township, range and section of access point closest to Mount Diablo (see Name/Number above).

Quad Name/Number: enter name and number of quad map(s) showing route, or segment (e.g. Strawberry 474-1)

Watershed: enter watershed(s) traversed by the route, or segment.

Condition Rating: enter condition rating code (see item A below).

Cause Ranking: enter cause ranking code for routes rated in the ORANGE (Needs Major Attention) condition (see Item B below).

Observer: enter name of the person(s) or team responsible for the rating (e.g. Ted Lightly, or North District ID Team).

Agency/Unit: enter observer's agency and unit (e.g. Stanislaus National Forest, Mi-Wok Ranger District).

- A. CONDITION RATING:** determine by completing condition rating items 1, 2 and 3. Show routes on 1:24,000 topographic maps, by color codes **GREEN** (OK), **BROWN** (Needs Maintenance), or **ORANGE** (Needs Major Attention). Code **GREEN** routes merely as A1; code **BROWN** or **ORANGE** routes with all items answered yes (e.g. A2cde, or A3bcg); enter at top of form and show on maps. Photograph route segments and record photo points on maps.
- B. CAUSE RANKING:** only for routes rated in the ORANGE (Needs Major Attention) condition; determine by ranking all causes, with 1 being the top cause. The top three causes (at most) are the Cause Ranking (e.g. Bk, or Bejc); enter at top of form and show on maps.
- C. CONSISTENT with FOREST PLAN:** determine whether designation/use (existing or proposed) is consistent with the Forest Plan (as amended, including Motor Vehicle Travel Management). Review Forest Plan for Management Area allocation and direction. Review Motor Vehicle Travel Management Amendment for additional direction. Check all items that apply and complete condition rating items A1f and A3f.
- D. COMMENTS and RECOMMENDATIONS:** enter specific comments and recommendations on items such as difficulty rating, traffic, use patterns, tread surface, resources, conflicts, management, maintenance, and monitoring.

Appendix B

California Backcountry Discovery Trail

Introduction

Several concepts for a motorized trail system traversing California evolved over the years as shown below.

a. North/South Trail

In 1981, California prepared a draft statewide OHV plan which included the North/South Trail concept, a non-street legal route traversing California from Mexico to Oregon. In 1984, the OHV Commission adopted this concept. Since then, users accepted the fact that they will never traverse the entire State in a non-street legal vehicle. However, they still believe that non-street legal vehicles can access most areas with some street legal connections.

b. Statewide Motorized Trail System

In 1988, California officially recognized the Statewide Motorized Trail System (SMTS) concept, using non-street legal routes with some street legal connections for long distance travel from Mexico to Oregon and from the Pacific Coast to Nevada. A Memorandum of Understanding with the State of California says that the Forest Service shall:

1. Plan and establish overall criteria for OHV management on the National Forests within the context of the Forest Land Management Plans.
2. Identify and evaluate site specific area or route locations for all OHV use within the National Forest as part of the Forest OHV or travel management plan. Such evaluations shall comply with NEPA.
3. Identify existing or planned routes that meet guidelines adopted by the OHV Commission and could provide long range touring opportunities for OHV users within the National Forest.
4. Identify segments to be constructed to complete a cross Forest route.
5. Identify connections with adjacent National Forests or BLM allowing OHV travel between units.
6. Designate suitable routes as funding is available, following completion of the State's evaluation of effects.
7. Operate and maintain the designated segments to ensure continuing OHV use as funding is available from State OHV grants or other sources.

The SMTS segments are described below. A segment is a route connecting two nodes. A node is a junction; a staging area; a source of services; or, a camping location. A section is a piece of a segment.

Permanent Segments: full width Forest Service level 2 road or equivalent, open to non-street legal vehicles with unlicensed operators.

Interim Segments: for economic, geographic or even political reasons, interim status may last for years. The segment manager should, if possible, attempt to raise the level until it qualifies for permanent segment designation. The interim levels are:

1. A section open only to vehicles with a tread less than 50 inches (ATVs and motorcycles only), but an alternate route for street licensed operators and vehicles exists. Allowed for new construction, where full width is not economical.
2. A section open only to single track vehicles with a tread less than 24 inches (motorcycles only), but an alternate route for street licensed operators and vehicles exists. Allowed for existing sections, but not for new construction.
3. A section open only to licensed operators. Allowed as a true interim during construction of an interim level 1 or permanent section.
4. A section open only to street legal vehicles. Allowed as a true interim during construction of an interim level 1 or permanent section.

Alternate Routes: for recreation, typical alternate routes include ATV or motorcycle trails bypassing easy sections of level 2 road.

c. California Backcountry Discovery Trail

The original North/South and SMTS concepts are no longer feasible due to the statewide loss of OHV trails from rampant urbanization, Wilderness designations and other resource concerns. Along with the loss of trails, the character of OHV recreation changed with the introduction of street legal dual sport motorcycles and sport/utility vehicles which now hold a significant share of the OHV market. Under a recent concept, the California Backcountry Discovery Trail (CBDT) replaces the SMTS. The CBDT follows the SMTS alignment, using roughly graded roads where possible. In areas without roughly graded roads, the trail follows street legal routes including paved roads. Alternate routes include motorcycle and ATV trails. Designated "Discovery Points", along the trail, could include scenic, historic or cultural points of interest; trailhead; or, highly technical motorcycle and 4WD connections.

Table B.1 lists route segments for a CBDT concept on the Stanislaus National Forest.

Table B.1: **California Backcountry Discovery Trail (CBDT) Concept**, Stanislaus National Forest.

Segment #	Ranger District	Route Number	Segment Description	Length (miles)
1	Groveland	3S01	Briceburg Rd - 2S03	4.0
	Groveland	2S03	3S01 - 2S02	8.0
	Groveland	2S02	2S03 - 2S22	1.5
	Groveland	2S22	2S02 - 2S13	0.5
	Groveland	2S13	2S32 - 2S01	2.0
	Groveland	2S01	2S13 - 2S62	3.0
	Groveland	2S01	2S13 - 2S30	2.5
	Groveland	2S62	2S01 - 2S33	2.5
	Groveland	2S33	2S62 - 2S39	1.0
	Groveland	2S39	2S33 - 1S67	1.0
	Groveland	1S67	2S39 - 2S09	1.5
	Groveland	2S09	1S67 - Moore Ck Rd	1.5
	Groveland	1S14	Moore Ck Rd - 1S66	2.0
	Groveland	1S66	1S14 - 1S79	1.0
	Groveland	1S79	1S66 - 2S65	3.0
	Groveland	2S65	1S80 - 1S13	1.5
	Groveland	1S13	2S65 - 2S89	0.5
	Groveland	2S89	1S13 - 1S13	2.0
	Groveland	1S13	2S89 - 2S25	0.5
	Groveland	2S25	1S13 - 2S01	2.5
Groveland	2S30	2S01 - 1S73	6.0	
Subtotal 1				48.0
2	Groveland	1S95	Evergreen Rd - 1S98	1.0
	Groveland	1S98	1S95 - 1S03	0.5
	Groveland	1S03	1S98 - 1S05	1.0
	Groveland	1S05	1S03 - 1S03	3.5
	Groveland	1S03	1S05 - 1S81	2.5
	Groveland	1S81	1S03 - 1S26	1.0
	Groveland	1S26	1S81 - 1S02	0.5
Subtotal 2				10.0
3	Groveland	1N01	1N10 - Clavey	8.0
	Groveland	1N08	1N01 - 2N10Y	2.0
	Groveland	2N10Y	1N08 - 1N91	3.0
	Groveland	1N91	2N10Y - 3N01	1.0
	Mi-Wok	1N01	Clavey - 1N49	6.0
	Mi-Wok	1N49	1N01 - 2N11	3.5
	Mi-Wok	2N11	1N49 - 2N13	2.0
	Mi-Wok	2N13	2N11 - 3N86	0.5
	Mi-Wok	3N86	2N13 - 3N10	11.0
	Mi-Wok	2N29	3N86 - 2N14	3.0
	Groveland	2N14	2N29 - 1N04	5.0
	Mi-Wok	2N55	3N86 - 3N08	2.0
	Mi-Wok	3N08	3N01 - 2N07	4.0
	Mi-Wok	2N07	3N08 - 1N04	4.0
	Mi-Wok	3N10	3N86 - 3N26	1.5
	Mi-Wok	3N26	3N10 - 3N21	0.5
	Mi-Wok	3N21	3N26 - 3N17	2.0
Mi-Wok	3N17	3N21 - 3N29	3.0	

Segment #	Ranger District	Route Number	Segment Description	Length (miles)
3	Mi-Wok	3N29	3N17 - 4N09	5.0
	Mi-Wok	4N09	3N29 - 4N17Y	0.5
	Mi-Wok	4N17Y	4N09 - 4N25	1.0
	Mi-Wok	4N25	4N17Y - 4N33	0.3
	Mi-Wok	4N33	4N25 - 3N20	1.0
	Mi-Wok	3N20	4N33 - 3N08	8.0
	Subtotal 3			
4	Mi-Wok	3N30	Hwy 108 - 4N90	6.5
	Mi-Wok	3N39	Hwy 108 - 3N30	1.0
	Mi-Wok	4N90	3N30 - 4N02	4.0
	Mi-Wok	4N02	4N90 - 4N15	3.0
	Mi-Wok	4N15	4N02 - 4N01	2.5
	Mi-Wok	4N01	4N15 - 4N42	3.0
	Mi-Wok	4N42	4N01 - 4N39	1.0
	Mi-Wok	4N39	4N42 - Summit	3.0
	Summit	4N39	Mi-Wok - Hwy 108	3.0
	Subtotal 4			
5	Calaveras	5N14	5N95 - 6N05	1.5
	Calaveras	6N05	5N14 - 6N15	5.0
	Calaveras	6N15	6N05 - 5N14	1.0
	Calaveras	5N14	6N15 - 6N27	2.0
	Calaveras	6N27	5N14 - 5N14	4.0
	Calaveras	5N14	6N27 - 6N90	0.5
	Calaveras	6N90	5N14 - 6N17	2.5
	Calaveras	6N17	6N90 - 5N14	1.0
Calaveras	5N14	6N17 - 5N02	3.5	
Subtotal 5				21.0
6	Calaveras	6N58	Hwy 4 - 6N10	4.0
	Calaveras	6N10	6N58 - 7N23	4.0
	Calaveras	7N23	6N10 - 6N09	1.1
	Calaveras	6N09	7N23 - 7N09	5.0
	Calaveras	7N09	6N09 - 7N11	0.5
	Calaveras	7N11	7N09 - 7N88Y	4.0
	Calaveras	7N88Y	7N11 - 7N88	1.5
	Calaveras	7N88	7N88Y - 7N11	4.5
	Calaveras	7N11	7N88 - 7N16	1.5
	Calaveras	7N16	7N11 - 7N09	3.0
	Calaveras	7N09	7N16 - 7N28	2.0
	Calaveras	7N28	7N09 - 7N22Y	4.0
	Calaveras	7N22Y	7N28 - 7N28Y	1.0
Calaveras	7N28Y	7N22Y - 7N08	1.5	
Subtotal 6				37.6
TOTALS			Combined Use	2.1
			Groveland	77.0
			Mi-Wok	82.8
			Summit	3.0
			Calaveras	58.6
			All	221.4

