



**Finally, a Starting Point -
Routes to Forest Adventures Will Soon Be Designated**
Ramiro Villalvazo, Eldorado National Forest Supervisor
March 12, 2008

Soon I will make a decision that is likely to affect many who enjoy visiting the Eldorado National Forest. Hopefully, you know by now that the Forest Service is in the process of formally designating a system of motorized travel routes in the Eldorado National Forest. Once the decision is implemented, motorized travel will be limited to these designated routes. I plan to make a decision on the Forest's Travel Management Plan on April 2.

The fact that the population in our area continues to grow presents some unique challenges for Forest management. Growth in the area translates into more people in the Forest. I welcome more people from all walks of life to experience the Forest. It is recognized that being outdoors and close to nature is important to us as human beings. It significantly adds to our quality of life. However, more people in the Forest also increases the need for proper management and a shared responsibility among all to care for its resources.

How we care for the land and provide for quality of life is always dynamic, like the Forest itself. I anticipate that this decision will begin the process to improve management of motorized travel routes and overall access in the Forest. Based on yearly evaluations and public involvement, we will consider what changes are needed to protect resources and provide recreation opportunities.

The current Forest transportation system already includes paved Forest roads and all the routes within the Rock Creek Recreational Trails Area near Georgetown. My decision is focused on considering native surface roads and trails. My rationale for the decision will be documented in a Record of Decision and will be supported by the analysis in the Final Environmental Impact Statement. Both documents will be available on the web and on CD.

Once my decision is made, the direction in the 1989 Eldorado National Forest Land and Resource Plan to keep motorized vehicles on designated routes will be realized and enforceable. You may be asking, "What took you so long?" There is no easy way to answer this question. The lawsuit surrounding the 1990 Off Highway Vehicle and Trail Management Plan was not resolved until 2005. Since 2005 my staff and I have been working to comply with the 2005 U.S. District Court Order and the National Travel Management Rule. It has been very challenging trying to address both; however, my decision will fulfill the court order and implement the Travel Management Rule.

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It is important for me to consider many different criteria when making my decision. For example, I want to ensure that having non-licensed vehicles on the same routes with SUVs, station wagons, and the like are safe and appropriate. I want to assure that we have easements to cross private land, and to minimize conflicts between different types of Forest uses. I want to ensure that my decision is within our financial ability to implement.

After hearing from more than 6,000 people in writing, and more than 1,200 in public meetings, two tough questions emerged: "Will I have access to my favorite places?" and "Will sensitive resources be protected and quiet recreation be available?"

I believe we have done a good job of listening. Our goal has been to be responsive by doing our best to provide access where it is important to Forest visitors and to protect resources. I really appreciate that you took the time to share your insights. While you may not have your interests met 100%, I can assure you we are much closer to meeting them than if you had not participated.

There is a very important point I want to share with you. My decision about the Forest's Travel Management Plan is only the beginning, and in no way ends this process. I know that getting it exactly right the first time is not possible. You will find routes that are closed that you want open. You will find routes that you believe should be closed that are open. One key to implementing the plan is the opportunity to make changes!

Implementation of the plan will include features intentionally designed to allow you to help us. For example, we will welcome volunteers who want to help us make resource protection improvements that will allow us to open up a trail or route. We will also welcome learning about where resource sensitivities exist, and perhaps where routes should be modified, closed temporarily, or closed. You will have a voice.

The Eldorado National Forest is important to the quality of our lives. Even in today's technologically advanced world, we still crave the beauty and naturalness of the Forest. It allows us to recreate and refresh ourselves during our visits. The Forest provides us with clean air by replenishing oxygen and by removing carbon from the atmosphere. It serves as a "water factory" by collecting and storing the water we need to live. The benefits to our daily lives are so many.

My hope is that even though my decision will not satisfy everyone, we will move forward together. My optimistic way of thinking causes me to believe that we all desire to both enjoy and care for the Forest and that our diverse Forest users can come together to work through differences. There's a lot to be done, but I think we are up to it.

For more information about Travel Management please visit our website: www.fs.fed.us/r5/eldorado.

// Ramiro Villalvazo

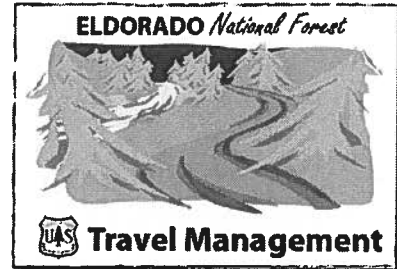


United States
Department of
Agriculture

Travel Management

Final EIS Questions and Answers

Eldorado National Forest



Do you want to close the Forest?

No. Motor vehicles are a legitimate and appropriate way for people to enjoy their national forests – in the right places and with proper management.

Did you meet the court date to complete the EIS?

Yes, we met the April 2, 2008 District Court deadline to complete the FEIS and Record of Decision. We still have a 45 day administrative appeal period and another 45 days to try to resolve any appeals.

Why are you closing any routes? There are plenty of people interested in volunteering who will take care of the Forest.

This project is designed to establish a “backbone system” of designated routes that complies with the Forest’s Standards and Guidelines. It is the intent of the Forest Supervisor to maintain the system of roads and trails open for use so that they can continue to be used. However, it is recognized that this travel management system is dynamic and allows for a yearly evaluation.

The Forest Service will monitor route conditions and will continue to perform necessary maintenance. The Forest Service intends to expand working with volunteers to complete needed route maintenance to avoid damage to routes. As a part of route designation, the Forest Service will annually prepare and distribute a free motor vehicle use map (MVUM). Based on trail monitoring, public input, and budget constraints, new routes may be added to the system, existing routes may be removed from the system or the system may remain unchanged.

Why did the mileage open to motorized travel increase in Forest Supervisor’s decision?

Based on comments received on the DEIS, Alternative B was modified between the DEIS and FEIS in order to provide a higher level of access than Alternative D while still minimizing impacts to certain resources. Many of the roads included in Modified B are secondary roads or short spur roads that provide access to areas used by people who camp, picnic, or enjoy other day use activities.

Why are you shutting down the Rubicon Trail by not allowing travel on bypasses?

This travel management project makes no decisions regarding State or County roads or highways, including the Rubicon 4WD Trail, which is a county un-maintained road. El Dorado County has been completing the Rubicon Trail Master Plan, which will provide direction for the use and management of the Rubicon Trail. The Forest has addressed some of the roads and trails providing access to the Rubicon Trail in this travel management project. However, some of the bypasses were not included because no site-specific analysis was completed. We will continue to work with the county to address specific bypasses along the trail.

How will I know where I can travel legally?

The Forest will annually produce a motorized travel map displaying the designated travel routes open to public use, much the same as it has since 2005.

Forest Service
Pacific Southwest
Region



April 2008

Won't there be increased impacts on the remaining routes if the demand increases and travel opportunities are reduced?

Reducing the total number of miles of routes does not necessarily lead to increased resource damage. Trails and roads in sensitive areas are more likely to sustain damage, even at lower levels of use, whereas trails and roads that are located in stable areas or otherwise avoid sensitive areas (archaeological sites, sensitive plant locations, etc.) can accommodate high levels of use without leading to resource damage. It is not just a matter of concentration of use, but also the location of routes, for both providing a good recreation opportunity and avoiding resource impacts. We cannot guarantee that impacts to trails will not increase as a result of a reduction in travel opportunities. However, we will continue to monitor route conditions.

How will the routes be maintained?

The forest will continue to use federal funding for road or trail maintenance. However, we intend to work with interested people to help maintain the trails. This assistance may come in the form of volunteer work or grants to accomplish specific work.

Did you consider or analyze new routes to meet growing demand for access?

No. The Forest Supervisor at the start of the project decided that, in order to comply with the court ordered timeline, it was necessary to keep the scope of the project manageable. As a result, construction of new routes was not part of this decision. It will be possible, however, to revise designations as needed to meet changing conditions, including the potential to add new routes following public involvement and site specific environmental analysis.

Will the designated travel routes be different from the routes people have been allowed to travel on since 2005 when the court order went into effect?

In many cases the routes people have been using will be the same, however, there were a few unauthorized routes added and some NFS roads or trails closed for resource protection. The court ordered map includes a number of routes that were never intended to be open to the public (ML-1) roads that will not be shown on the new map.

What if I disagree with the decision?

Appeals from people who commented on the Draft Environmental Impact Statement will be reviewed by R-5 Regional Forester. The 45 day appeal period begins April 2, 2008.

How will this decision affect persons with disabilities?

Persons in a wheel chair will be able to go where ever foot travel is permitted. However, restrictions on motor vehicles, including 4 X 4s, ATVs, and motorcycles, apply to all people, including those with disabilities.

Isn't there a way you can designate a route through private land?

The Forest Service may obtain an easement through a written agreement with the property owner or through condemnation – taking property for public use by power of eminent domain. The Forest Service has worked with landowners to obtain easements or rights of way across private land and will continue to do so, within the limits of available resources and funding.

Won't you need the closed roads to fight wildfires?

This decision does not obliterate routes; it merely decided which routes are open to public use. Any thought about obliteration will need to be explored in a more site specific decision and not in this one.

Why have you limited access to dispersed camp sites?

This decision limits cross country travel, driving off system roads and trails. This prohibition has been in place since 2005 when the court order was implemented. You will be able to park one vehicle length off the road, and in some cases you may need to carry your gear to your campsite. This decision includes some short parking spurs that lead to popular dispersed camping, picnicking, and other day use sites. An analysis of dispersed camping sites will begin after this decision is implemented.

Why are you closing the dirt roads for three months in the winter?

The primary objectives of the wet season closure are to protect drainage structures, such as earthen mounds placed across roads to channel water off the road, to protect the road or trail tread from rutting or other damage and to minimize impacts to water quality. Appendix D was added to the FEIS to explain the basis for the period of closure. As described in Appendix D, the closure period is based on rainfall data and soil moisture conditions associated with the critically dry water year type. The Forest Supervisor may sign Forest Orders at other times of the year to close roads or trails due to wet weather conditions, when conditions warrant.

Are you following the Executive Order to minimize impacts to specific resources?

Yes. Alternative B was modified between the DEIS and FEIS. Modified B provides a high level of access while adhering to Standards and Guidelines within the LRMP and minimizing impacts to certain resources, as described in Chapter 2 of the FEIS. Modified B and the other action alternatives were developed to meet the objectives of the Executive Orders and the Travel Management Rule, as described in Chapter 1 of the FEIS under the Purpose and Need.

Are there any changes to non-motorized routes?

Yes, 1.7 miles of non-motorized routes are now motorized and 10.3 miles of previously motorized routes are non-motorized, mostly in the Caples Creek area.

When will this decision be implemented?

Given the appeal period and associated administrative activities the forest will not be implementing until January of 2009. The interim forest order and Motor Vehicle Restriction map will continue to be used for the 2008 summer season.

Why are you allowing travel on the Hunter's trail?

This area was identified during public scoping as one that various interests were concerned about. Certain users recommended that motorcycle use continue to be allowed on the trail as it provides a unique high country opportunity in a scenic setting. Others requested that the trail be closed to motorized use to allow for undisrupted non-motorized recreation. The Forest Supervisor decided to allow motorized use on the Hunter's Trail to provide a unique riding opportunity. This was balanced with not allowing wheeled motor vehicle use in other high country areas, such as the Caples Creek recommended wilderness area.

What about hunting? Can I still drive to my hunter's camp?

Depends on whether or not your camp is accessed by a designated route. This was considered when the routes were designated.

How will this decision affect woodcutting?

Driving off road is covered by the terms of the woodcutting permit.

Why didn't you notify people that you were planning to keep people on designated roads?

We attempted to notify as many people as possible that they were invited to participate in public involvement activities. Public awareness activities began in 2005 when

the court order went into effect restricting people to travel only on routes identified on a free map. Last summer more than 1,200 people attended public meetings and 6,000 people sent in comments on the draft EIS. We'll continue to try to reach more people.

How quickly will you start working on the dispersed camping and parking situation?

The Implementation Strategy presented in Chapter 2 of the FEIS describes how the ENF intends to develop a strategy for designating areas for public motor vehicle use of dispersed camping areas within one year after the completion of the ROD.

Will you decommission routes if you can't maintain them?

Route decommissioning is a proposed action that is normally triggered by resource concerns. If a road or trail is causing resource concerns and the route is not providing some other benefit, or if it provides access into an area where motorized use would cause resource concerns, then decommissioning is considered. The decommissioning proposal is then analyzed through the NEPA process. Some routes may be proposed for decommissioning because there is a lack of adequate maintenance funding, and therefore the routes have deteriorated to the level where resource damage is a concern. If this happens, decommissioning won't be postponed while waiting on the available maintenance funding to be increased.

How can we get a second look at routes if they are closed? What about new routes, or routes that need to be closed?

The Implementation Strategy in Chapter 2 of the FEIS describes that the ENF will begin working with public stakeholders within six months of the final decision. The process for considering the addition of routes, closure of routes, or changes in management of the designated system will be developed in collaboration with diverse interested publics.

Why does the Pohe Ridge area have a seasonal closure?

The experience on the ENF has been that to implement a wet weather closure that opens roads or trails for short periods during the normal wet season has required a significant amount of time and resources to assure that signs are changed to display which routes are open or closed, gates are in proper positions, and phone messages, email messages, and websites are current. The Forest Supervisor has concluded that it is not reasonable to implement the Rock Creek strategy for seasonal closure to

other areas of the Forest because of the staffing needed to implement signing, gate management, etc., and the ability to inform the diverse publics that use the Forest in a timely way.

Why didn't you include more miles of mixed use in your decision?

The mixed use designation that is part of the ROD/FEIS is limited to roads that are going to be managed as Maintenance Level 2 roads. The Forest separates the road system into two classes- roads that are subject to the Highway Safety Act, and roads that are not subject to the Highway Safety Act. Our more heavily used, higher standard roads are included in the class of roads subject to the Highway Safety Act. The Maintenance Level 2 roads are not subject to the Highway Safety Act. We manage the heavily used roads similar to County and State roads, and we start with the presumption that they are not suitable for mixed use by off-highway and highway legal vehicles. If through a detailed analysis we feel confident that mixed use on these roads can be safely accommodated, then we will designate them in the future for mixed use. The information needed for this detailed analysis isn't available, and we are planning to begin the process of collecting this information this year. However, we don't want to create the wrong impression about the future. Allowing mixed use on roads subject to the Highway Safety Act may be considered on a few key roads in the future, but we have no intention of designating a large number of these roads as allowable for mixed use.

Why have you changed access to Little Indian Valley and Indian Valley?

Wheeled motor vehicle use will not be allowed in Indian Valley because of two issues that do not comply with the Land and Resource Management Plan (LRMP) standards and guidelines. The trail that provides access, 19E04, bisects the meadow in Indian Valley and the ENF does not have a public right-of-way for road 9N03, which accesses 19E04. The unauthorized routes within Little Indian Valley are within a Critical Aquatic Refuge. These routes were not designated to minimize impacts to the aquatic resources.

Are you planning to close down campgrounds, boat ramps, and restrooms?

No. In a process un-related to travel management, the Eldorado determined through a recreation facility assessment, formally known as Recreation Facility Master Plan, that it could keep all of its 113 facilities open with the exception of a restroom on Highway 50. Considering the size of the recreation demand on this relatively small urban Forest, the analysis came out with good news. You can find more information about the Recreation Facility Assessment on our website at: www.fs.fed.us/r5/eldorado/rfa/index.

Why is Caples Creek Trail non-motorized? It was allowed under the Forest Plan.

A large portion of the Caples Creek IRA is within a management area recommended for Wilderness designation in the ENF LRMP. As such, that portion of the Caples Creek Inventoried Roadless Area has additional management direction applied to it. National direction for management of recommended wilderness areas states in part that "activities currently permitted may continue, pending designation, if the activities do not compromise wilderness values of the area" (FSM 1923.03). The analysis of these effects is described in the Wilderness section of Chapter 3 of the FEIS.

Why didn't you consider equestrian's needs with your parking decision? We need more space for vehicles, trailhead parking is too limited.

Limiting vehicles to one vehicle length from the edge of the route provides a guideline between parking on the route system and driving cross country. The distance proposed in this analysis is the distance currently proposed nationally by the Forest Service. The Forest Service agrees that parking in inappropriate locations or positions can be a safety issue. Following the release of the FEIS and Record of Decision, analysis for designating public motor vehicle use for dispersed recreation will be conducted as resources are available.

Why aren't you protecting meadows more?

Appendix G contains the rationale for not allowing motorized use on routes in Modified B. Routes identified for inclusion in the Forest Plan Amendment are routes that provided a unique recreation opportunity (such as high elevation trail experience), enhanced the recreation experience by connecting routes or areas, provided access to an area of interest, or allow access to dispersed camping. The ecological importance of meadow habitat was considered and the number of routes crossing meadows was minimized.

Did you give into the OHV community?

The comments we received on the DEIS covered a wide, often conflicting, range of concerns from Forests users with diverse interests. The Forest Supervisor, in his decision, wanted to provide access for both motorized and non-motorized users in a manner that is environmentally sustainable over the long term. Alternative B was modified to respond to those comments by providing greater access for all classes of vehicles, complying with LRMP standards and guidelines, displaying rationale for eliminating use on ML-2 routes, and minimizing impacts to certain resources. Prohibiting cross country travel will enhance our ability to provide clean water and wildlife habitat and protect against soil erosion.

Did you consider the interests of people who want quiet recreation?

Yes. Noise is a concern that was considered in this decision. National Forests are managed by law for multiple uses. The effects to recreation visitors, including those seeking quiet recreation opportunities, are described in Chapter 3 in the Recreation, Wilderness, and Inventoried Roadless Areas sections.

Are you encouraging illegal use by allowing mixed use on dirt roads? Aren't you encouraging route proliferation?

We do not believe we are encouraging illegal use when we allow mixed use on the lower standard roads that are not subject to the Highway Safety Act. The direction in our Forest Plan states that, in general, native surface roads will be open to both highway and non-highway licensed vehicles.

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United States Department of Agriculture

Using Motorized Vehicles

Eldorado National Forest



If you frequently visit the Eldorado National Forest, you have probably noticed an increase in the number of people using motorized vehicles. Our goal is to find ways to provide quality motorized opportunities while minimizing user conflicts and protecting forest resources.

What Is Going On?

In 2008, 1,847 miles of system roads and motorized trails on the Eldorado were designated for wheeled motor vehicle travel. Vehicle travel off these designated roads and trails is prohibited.

Motor Vehicle Use Map (MVUM)

The Motor Vehicle Use Map is a free map available at any of the Eldorado National Forest offices and on our forest website (see below). This map shows the roads and trails in the Eldorado National Forest that are designated for motor vehicle use, the type of vehicle that can be operated on the routes, and identifies which routes are restricted during the seasonal closure.

Seasonal Road Closure

All dirt roads and trails are closed to motor vehicle use between January 1 and March 31. The seasonal closure may be extended if roads or trails are wet and susceptible to damage. This closure is intended to protect water quality and prevent rutting and damage to these roads and trails. Be sure to call (530) 644-6048 or refer to the Eldorado National Forest web site (see below) for the latest road closure status prior to driving on any non-paved road.

Approximately 600 miles of paved and gravel roads are not affected by the closure. The Rock Creek area near Georgetown has its own seasonal closure policy and procedures.

Who Does This Apply To?

This applies to all wheeled motorized vehicles including: cars, trucks, four-wheel drives, motorcycles, all-terrain vehicles (ATV), sand buggies, etc.



(Above and right) Designated route sign. (Below) System route marked with post and road number.



Forest Service Pacific Southwest Region



Centennial 1910 - 2010

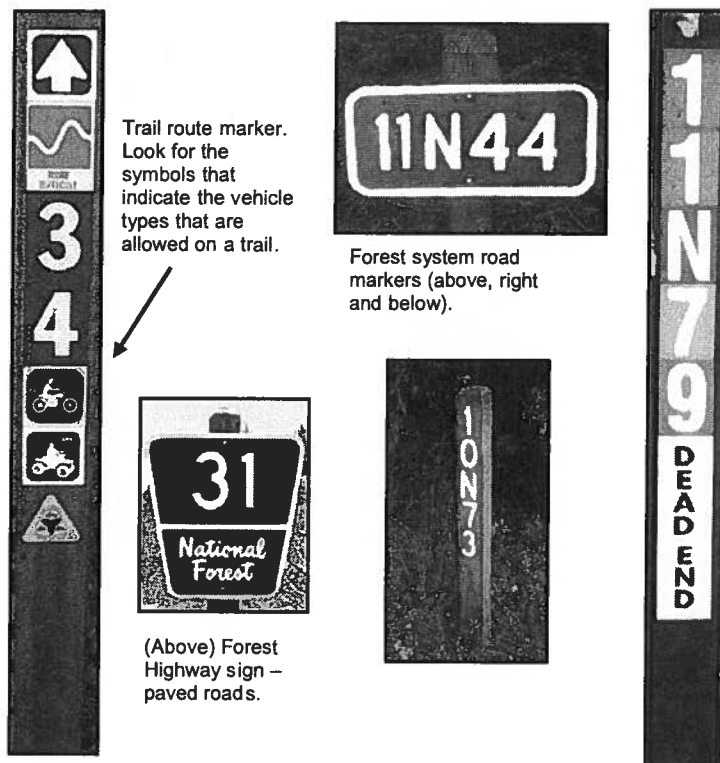
“100 Years Of Discovering Forest Treasures”

www.fs.fed.us/r5/eldorado



How Do I Know Where These Open Routes Are Located?

- **Map:** The designated routes are displayed on a Motor Vehicle Use Map (MVUM) that is available to the public, free-of-charge. If the road or trail is not shown on the current Motor Vehicle Use Map, it is not legal to drive on. The MVUM also shows the types of vehicles which are allowed on a road or trail, and any seasonal restrictions that might apply.
- **Route Markers:** Road or trail markers at the beginning of routes will help you to locate yourself on the map and to determine if motor vehicle use is allowed on that route. Paved roads are legal to drive on as long as the vehicle is licensed to operate on a highway.
- **Vehicle Travel web page:** www.fs.fed.us/r5/eldorado/recreation/travel/index.shtml. Download a map of the area you will be visiting.



Who Does This Affect?

This affects more than the Off-Highway Vehicle recreationists. If you camp outside of a developed campground or hunt, for example, you will also be affected. You need to be aware of the rules if you intend to travel off of system roads or trails in order to park.

Dispersed Camping: Visitors can camp free-of-charge just about anywhere in the national forest, unless it is specifically prohibited. Some of the “access” routes to remote spots along a river, stream, or lakes are routes that were created over the years by visitors. If the route leading to a spot does not have a sign as shown above or is not on the current Motor Vehicle Use Map, it is not open to drive on.

Parking along roads designated or authorized for public travel is permitted within one vehicle length from the edge of the road surface.

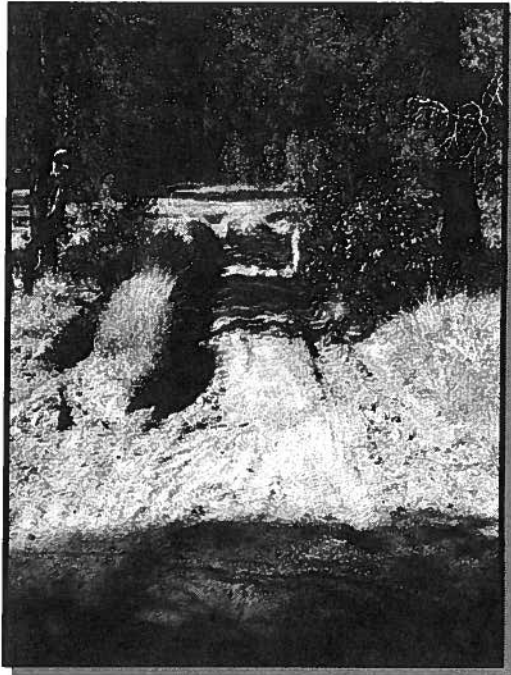
Hunting: Some visitors look for game or scout hunting areas by patrolling the backroads in their vehicle. Please stick to the designated routes. When you are on foot, keep in mind how far you will have to pack your “game”. You can still use your non-motorized game cart.

Remember: The California State Vehicle Code still applies in National Forests.

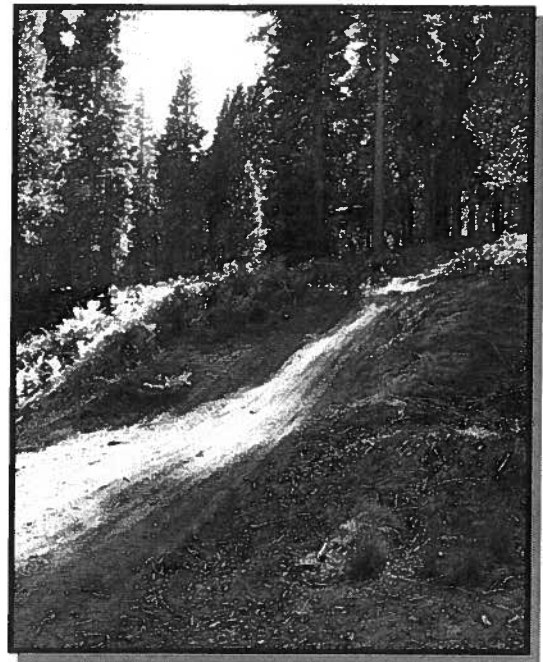
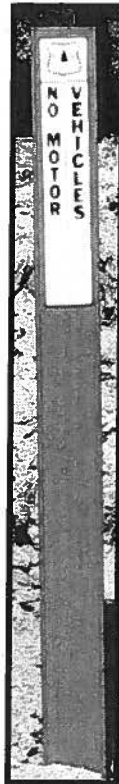
Woodcutters: Periodically throughout the woodcutting season, the Eldorado National Forest may identify concentrations of fuelwood not accessible from the roads designated on your Motor Vehicle Use Map. In order to facilitate the removal of fuelwood from these identified areas, Ranger Districts may establish “Fuelwood Cutting Areas”. As these areas are established, routes will be signed open and maps will be available from Ranger District Offices or from the Eldorado National Forest website. Contact the Ranger District offices or visit our web site for information about current fuelwood cutting areas.

During the wet season, some roads may be too wet to travel on without causing resource damage. The Eldorado National Forest will implement road closure orders during these periods. These closure orders will supersede any road use authorized by your wood permit.

Be sure to call (530) 644-6048 or refer to the Eldorado National Forest web site for latest road closure status prior to driving on any un-surfaced road.



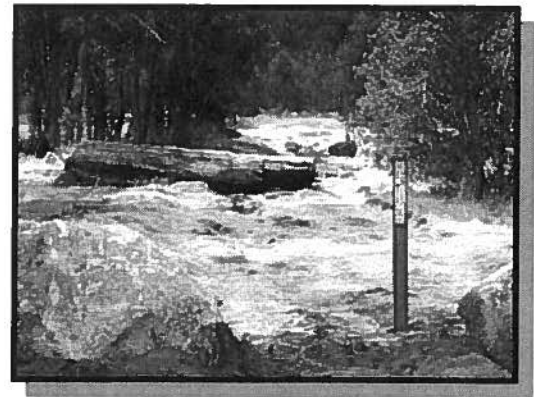
Many non-system routes lack water drainage which can cause damage to the road, adjacent vegetation, and other resources.



(Above) Some trails have been created by vehicle use. A route is closed to vehicle use if there is no sign on the route showing it as a system route and it is not shown on the MVUM map. (Left) No Motor Vehicles route marker used to indicate a closure area.

Where Can't I Drive?

- ◆ **Motorized travel off a designated road or trail** is prohibited.
- ◆ **Routes not on the Motor Vehicle Use Map (MVUM):** Motor vehicles are only allowed to travel on roads or trails shown on the MVUM map.
- ◆ **Un-authorized routes:** Over the years, visitors have created their own routes, or "opened" routes the Forest Service previously closed to prevent environmental damage. These routes are closed.
- ◆ **Gates/barriers:** Vehicles are not allowed to travel beyond gates or barriers.
- ◆ **Private land:** Use of roads on private land requires the permission of the landowner.



Restoration Areas:

Throughout the forest areas that have been damaged are being restored. The nature of the damage may include; soil erosion, stream sedimentation, or damage to archaeological sites and meadows. Repairing these sites is a Forest Service priority. Blocked roads or trails means a restoration project is underway.



(Above) An example of a completed restoration project. This treatment was implemented in the Lyons Creek area on the Pacific Ranger District. (Left) Restoration area sign.

Where Do We Go From Here?

Now that the backbone of designated roads and trails is in place, attention is moving on to identifying the dispersed camping, parking areas, or specific travel routes most important to visitors to analyze next. The four Eldorado National Forest District Rangers will each solicit suggestions from forest visitors as to changes or improvements to the designated system. The District Rangers will then analyze the suggestions to the extent that they have staff and resources available.

Suggestions are welcome at our informal public open houses, by visitor contact through the district recreation staff, or by emailing to eldoradoroutes@fs.fed.us. The more specific people can be during their discussions about which routes or trails need attention, the more helpful the information will be to the District Ranger.

TREAD LIGHTLY PLEDGE

Travel & recreate with minimum impact.

Respect the environment and the rights of others.

Educate yourself. Plan and prepare before you go.

Allow for future use of the outdoors. By leaving it better than you found it.

Discover the rewards of responsible recreation.



OFFICE LOCATIONS:

Placerville Ranger District

7 ½ miles east of Placerville
on Highway 50 - Cedar Grove exit #54
4260 Eight Mile Road
Camino, CA 95709
(530) 644-2324

Pacific Ranger District

16 miles east of Placerville
on Highway 50 - Mill Run Road
7887 Highway 50
Pollock Pines, CA 95726
(530) 647-5415

Amador Ranger District

17 miles east of Jackson
on Highway 88
26820 Silver Drive
Pioneer, CA 95666
(209) 295-4251

Georgetown Ranger District

3 miles east of Georgetown
on Wentworth Springs Road
7600 Wentworth Springs Road
Georgetown, CA 95634
(530) 333-4312

Supervisor's Office

Placerville Drive/Forni Road exit,
(behind the Midas store.)
100 Forni Road
Placerville, CA 95667
(530) 622-5061

Exceptions: The restriction of motor vehicles to system roads and trails does not apply to:

- ◆ Snowmobiles
- ◆ Watercraft
- ◆ Aircraft
- ◆ Non-motorized use (equestrian, mountain bikes)
- ◆ Uses authorized by permit.