

## Appendix M: Mixed Use

Mixed use on ML 3 roads for Alternative 5 – Modified has been approved by the Regional Forester for roads over 3 miles in length, see below. Mixed use for ML 3 roads less than 3 miles in length has been approved by the California Highway Patrol, see below.

Regional Forester’s approval letter:

File 7700 Date: August 26, 2009  
Code:  
Route (2350)  
To:  
Subject: Approval of Mixed Use Analysis on the Modoc National Forest  
To: Forest Supervisor, Modoc National Forest

I have received your April 24, 2009, 7700/2350 memo regarding Motorized Mixed Use on roads maintained for passenger cars and your detailed individual Mixed Use Analysis reports. Based on the recommendations of the Director of Engineering and in concurrence with the Office of General Council (OGC), I am approving the 51 roads proposed for Mixed Use as requested. In all cases, the Mixed Use Analysis for each road indicated there is a low probability of a moderate severity crash.

Prior to opening these roads to mixed use, the Forest shall develop and implement a sign plan, specifically addressing Mixed Use. The Forest shall use the Manual of Uniform Traffic Control Devices approved “Share the Road” warning sign, with an appropriate yellow diamond warning sign showing an ATV, as part of your signing safety plan. These warning signs shall be placed at strategic points throughout the Forest, so the recreating public has a clear understanding of where they can operate ATV’s and where they cannot. The Forest should strongly consider adding additional regulatory signing for routes, where mixed use is specifically not allowed, to avoid confusion. All signing shall be in conformance with the latest addition of the Manual of Uniform Traffic Control Devices.

The Forest Supervisor shall inform the Regional Forester of any accidents on this road involving off-highway vehicles. The Regional Forester’s approval for Mixed Use will be reconsidered if there are accidents on roads involving mixed use.

If you have any questions regarding mixed use, please contact George Kulick, Director of Engineering at 707-562-8841.

*/S/ ANGELA V. COLEMAN (FOR)*  
RANDY MOORE  
Regional Forester

California Highway Patrol's approval letter:

State of California

Business, Transportation and Housing Agency

**Memorandum**

Date: July 22, 2009

To: Northern Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**  
Assistant Commissioner, Field

File No.: 002.A9293.09-0672.051

Subject: PROPOSED COMBINED-USE ROADWAY DESIGNATION - MODOC  
NATIONAL FOREST

The Modoc National Forest has requested combined-use highway designations for specific Maintenance Level 3 roadway segments within the Forest. It is understood that the proposed combined-use roadways are within the jurisdictional boundaries of Alturas, Redding, and Yreka Areas. All of the Areas have agreed the proposed segments will not pose significant safety-related concerns provided the Alturas Area's recommendations for signage are completed.

The request has been reviewed and is approved contingent upon completion of the following signage recommendation:

Alturas Area recommended that information/cautionary signs be posted at the entrance to the improved campgrounds which include: Ash Creek, Big Sage, Cave Lake, C Reservoir, Cedar Pass, Jane's Reservoir, Patterson, Pepperdine, Plum Valley, Upper and Lower Rush Creek, Soup Springs, and Stowe Reservoir campgrounds.

Additionally, Alturas Area recommends a sign be posted at the entrance to Lily Lake day use, due to limited sight distance and moderate use.

Alturas Area provided a thorough analysis of the proposed plan and I'm satisfied upon the completion of the recommended signing, public safety will be ensured.

If you have any questions, please contact Captain Paul Congi or Ms. Sue Barsanti of our Research and Planning Section at 916-657-7237.



T. J. CLARK  
Assistant Commissioner

*Safety, Service, and Security*

CHP 51WP (Rev. 11-86) OPI 078

08/11/2009 14:28 FAX 530 241 1590 101\_1R3380\_Clerical\_Alturas Area

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The individual engineering reports for the ML 3 roads to be included for mixed use are in the project record; these files are very large and not presented here.

**Table M-1. Crash Probability and Crash Severity for Mixed Use on ML3 NFTS Roads**

ID	miles	ID	miles	ID	miles	ID	miles	Crash Probability	Crash Severity
42N10A	0.78	44N77	5.41	43N24	0.63	43N24B	0.18	Low	Medium
38N54	7.31	39N01	1.12	40N33	0.49	48N81	0.44	Low	Medium
38N54	0.19	39N01	1.73	40N33	3.92	48N08E	0.52	Low	Medium
42N03	12.41	39N01	0.51	40N33	4.31	45N04	0.26	Low	Medium
38N46	6.88	39N01	1.83	40N25	0.30	47N11	0.37	Low	Medium
42N56	5.56	39N01	3.67	39N15	0.95	47N11	2.84	Low	Medium
38N54	9.02	39N01	0.08	39N15	0.57	43N14	0.65	Low	Medium
43N07A	0.10	39N01	1.92	43N48	2.27	40N13	2.97	Low	Medium
38N54	3.13	48N08	4.46	41N44	0.43	48N08E	0.08	Low	Medium
42N56	5.90	48N08	4.65	42N05	12.97	40N05A	0.11	Low	Medium
38N04	10.15	44N77	3.58	42N31	1.49	40N05	1.65	Low	Medium
42N10	2.73	46N30	0.18	42N31	4.87	45N04	1.39	Low	Medium
38N54	0.50	46N30	7.74	42N31	4.67	39N50	7.78	Low	Medium
38N46	3.48	46N30	2.06	41N44	0.15	39N50	1.42	Low	Medium
42N56	5.75	46N30	3.04	41N44	6.37	43N24A	0.29	Low	Medium
38N54	0.28	46N30	6.84	41N44	0.14	40N37	5.92	Low	Medium
42N56	7.59	46N30	0.25	40N11	7.64	40N22R	0.02	Low	Medium
42N68	0.16	46N30	4.65	40N11	0.35	40N12	1.48	Low	Medium
44N77	1.09	46N30	2.42	40N05B	0.13	43N12	3.48	Low	Medium
48N70	0.51	43N54	3.64	39N01	2.85	40N25AA	0.05	Low	Medium
48N70	6.43	46N10	7.17	48N80	0.14	42N79	0.69	Low	Medium
48N7	0.2	46N10	1.9	42N4	0.1	38N54	0.1	Low	Medium

ID	miles	ID	miles	ID	miles	ID	miles	Crash Probability	Crash Severity
0	3		9	6	7	E	5		m
45N35	1.72	46N10	1.59	42N46	0.09	43N47B	0.35	Low	Medium
45N35	1.41	46N10	7.87	42N46	3.00	39N12	2.91	Low	Medium
41N11	5.15	46N10	0.90	42N31	7.33	43N21	2.47	Low	Medium
45N35	2.68	46N10	10.97	44N59	0.22	43N17	1.11	Low	Medium
45N35	0.11	44N02	8.25	46N63	2.95	43N17	1.92	Low	Medium
45N35	0.35	46N06	8.42	44N19	1.37	39N28	0.16	Low	Medium
37N07	0.07	46N06	0.23	48N11	2.50	40N24	8.27	Low	Medium
44N03A	0.50	46N06	2.07	48N11	3.71	38N07	3.98	Low	Medium
48N28	2.43	47N16	0.22	40N27	6.24	38N07	0.71	Low	Medium
44N11	8.27	47N16	0.04	44N60	0.19	40N12	1.48	Low	Medium
44N11	6.48	44N01	0.30	44N32	0.70	40N12	3.55	Low	Medium
43N42	1.08	44N01	1.38	47N37	3.49	40N41	1.19	Low	Medium
43N99	1.33	44N01	7.61	40N25A	0.02	41N11	2.12	Low	Medium
43N99	1.23	44N01	1.51	46N09	0.06	41N11	4.84	Low	Medium
43N99	3.17	44N01	2.16	46N08	1.46	41N11	5.55	Low	Medium
43N42	0.69	37N11	0.87	46N06A	1.62	41N06	0.22	Low	Medium
46N10	0.10	39N28A	0.23	45N35A	0.25	47N06	12.33	Low	Medium
42N23	7.41	39N01C	0.52	45N04	4.81	47N06	0.62	Low	Medium
37N11	4.04	38N47	0.24	43N36	1.26	48N70	3.26	Low	Medium
41N34	0.19	43N14	3.65	43N36	5.57	48N70	1.94	Low	Medium
40N22	4.89	46N14B	0.05	42N24	1.57	45N09A	5.54	Low	Medium
40N22	1.60	46N14A	0.10	40N01	0.32	43N48	0.31	Low	Medium
40N22	2.6	38N30	0.0	40N4	0.2		0.4	Low	Medium

ID	miles	ID	miles	ID	miles	ID	miles	Crash Probability	Crash Severity
2	0	AB	6	6A	3		0		m
40N22	10.93	48N19A	0.23	41N47	4.26		0.38	Low	Medium
				47N97	0.77		0.19	Low	Medium
				45N09	5.68		2.27	Low	Medium
							1.90	Low	Medium
							7.09	Low	Medium

Further analysis for each of the roads can be found in the mixed use analysis document in the project record. The other factors considered were 1) Operator considerations 2) Crash history 3) Traffic volume and type 4) Speed 5) Road surface type 6) Intersections with other roads and trails 7) Other roadway factors and 8) roadside conditions.

There is no crash history on these roads on the Forest. The roads are all crushed aggregate and the speed is 35 mph or less. Use is very low and there is not an expectation that population or use will grow in the near future.

