

**GRANT APPLICATION  
For  
Improvements to Minersville  
Boat Launching Facility  
On Trinity Lake**



**Submitted to  
CALIFORNIA DIVISION  
OF  
BOATING AND WATERWAYS  
SACRAMENTO, CA**

**Submitted by  
USDA FOREST SERVICE  
SHASTA-TRINITY NATIONAL FOREST  
January 2016**

**14225 Holiday Road  
Redding, CA 96003  
Contact Person: Cindy Luzietti 530.242.5536**

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**DIVISION OF BOATING AND WATERWAYS (DBW)  
BOATING FACILITIES DEVELOPMENT AND FINANCING PROGRAMS**

**APPLICATION FOR BOAT LAUNCHING FACILITIES (BLF) GRANT FUNDING**

Prior to completing and submitting this application, please contact DBW at (916) 327-1816. This form must be filled out and submitted to DBW no later than February 1st. Additional information/instructions and a fillable version of this form can be obtained from the DBW website at [www.dbw.parks.ca.gov](http://www.dbw.parks.ca.gov). Use a separate application for each requested grant.

USE ADDITIONAL SHEETS AS NECESSARY IN COMPLETING THIS APPLICATION. CROSS-REFERENCE EACH ADDITIONAL SHEET TO THE ITEM NUMBER BELOW.

		For DBW Use Only:	Assigned to:
<b>1. DATE SUBMITTED:</b> January 29, 2016	<b>2. RECEIVED BY DBW:</b>	<b>APPLICATION NUMBER:</b>	

**APPLICANT INFORMATION**

<b>3. LEGAL NAME OF APPLICANT:</b> USDA Forest Service, Shasta-Trinity National Forest	<b>4. TYPE OF APPLICANT:</b> <input type="checkbox"/> City <input type="checkbox"/> Special District <input type="checkbox"/> Other Public Agency (specify): <input type="checkbox"/> County <input checked="" type="checkbox"/> Federal Government
<b>5. MAILING ADDRESS OF APPLICANT:</b> Shasta Lake Ranger Station Attn: Cindy Luzietti 14225 Holiday Road Redding, CA 96003	<b>6. CONTACT INFORMATION:</b> Name: Cindy Luzietti Title: Recreation Planner Address (if different): Telephone: 530-242-5536 E-mail: <a href="mailto:cluzietti@fs.fed.us">cluzietti@fs.fed.us</a>

**GENERAL PROJECT INFORMATION**

**7. NAME OF PROJECT:**  
Minersville Boat Launching Facility Improvements

**8. PROJECT LOCATION AND BODY OF WATER PROJECT IS LOCATED ON:** *(Attach a site map)*  
Shasta-Trinity National Forest. Trinity Unit of the Whiskeytown-Shasta-Trinity National Recreation Area. Stuart Fork Arm of Trinity Lake. T. 35 N., R. 8 W., Section 31.

**9. HAS A DBW REPRESENTATIVE VISITED THE PROPOSED PROJECT SITE?**  Yes  No  
*(If yes, who and when?)*  
7/1/15: Keren Dill and Joe Dux. 7/21/15: Keren Dill, Joe Dux, Karl Rose, and Kevin Nelson.

**10. PROPOSED PROJECT COMPONENTS:** *(Check all that apply.)*  
**BOAT LAUNCHING FACILITY:** Minersville

<input checked="" type="checkbox"/> Ramp	<input type="checkbox"/> 1-1/2 # of Existing Boat Ramp Lanes	<input checked="" type="checkbox"/> TBD # of Proposed Single ADA Vehicle Stalls
<input checked="" type="checkbox"/> Boarding Floats	<input checked="" type="checkbox"/> 2 # of Proposed Boat Ramp Lanes	<input checked="" type="checkbox"/> ADA Path of Travel
<input type="checkbox"/> Fish Cleaning Station	<input type="checkbox"/> 0 # of Existing Vehicle/Trailer Stalls	<input type="checkbox"/> Solar Panels
<input type="checkbox"/> Electrical	<input checked="" type="checkbox"/> TBD # of Proposed Vehicle/Trailer Stalls	<input type="checkbox"/> Wind Turbines
<input checked="" type="checkbox"/> Slope Protection	<input type="checkbox"/> 0 # of Existing ADA Vehicle/Trailer Stalls	<input type="checkbox"/> Charging Stations (Electric Vehicles)
<input checked="" type="checkbox"/> Restrooms	<input checked="" type="checkbox"/> TBD # of Proposed ADA Vehicle/Trailer Stalls	<input type="checkbox"/> Boat Hoists
<input checked="" type="checkbox"/> Pay Station	<input type="checkbox"/> 0 # of Existing Single Vehicle Stalls	<input type="checkbox"/> Dump Stations
<input type="checkbox"/> Project Credit Sign	<input checked="" type="checkbox"/> TBD # of Proposed Single Vehicle Stalls	
<input type="checkbox"/> Gangways	<input type="checkbox"/> 0 # of Existing Single ADA Vehicle Stalls	

**11. (a) HAS A PUBLIC HEARING CONSISTENT WITH FEDERAL LAW OR REGULATION TAKEN PLACE REGARDING THE PROPOSED PROJECT?  Yes  No**

*(If yes, when and where?)*

**(b) IS THERE PUBLIC SUPPORT OR OPPOSITION FOR THE PROPOSED PROJECT?  Yes  No**

*(Please describe)*

The following have expressed support for the project: Trinity County Collaborative Group, Senator Mike McGuire, and the Trinity County Board of Supervisors. The Shasta-Trinity National Forest has not received any public opposition to the project. The universal reply from the public using the facility is "why hasn't the facility been fixed yet?"

**12. DESCRIBE THE PROBLEM THE PROPOSED PROJECT WILL SOLVE. FOR EXAMPLE, DOES THE PROJECT FIX OR ADDRESS A HEALTH, ACCESS, OR SAFETY ISSUE FOR USERS AT THE FACILITY?**

The Minersville boat ramp is the only ramp at Trinity Lake that is long enough to provide boat access to the lake during low water conditions. However, because it was built quickly during the 1976/77 drought, it is in serious need of repair and improvement. The ramp was surfaced with asphalt which is deteriorating after almost 40 years, there are no turn-arounds or designated parking area, there is only a single cable to attach the boarding float to which only allows for use of a small (6 x 20 foot) boarding float, the access driveway is narrow and does not accommodate the larger vehicles and boats currently in use very well.

**13. DESCRIBE THE SCOPE OF THE PROJECT TO BE FINANCED WITH DBW FUNDING:**

- Remove existing asphalt ramp and construct a two-lane, concrete, v-grooved, low water boat launching ramp with turn-arounds and sidewalk.
- Provide a two cable-guided boarding float system with gangway.
- Construct asphalt parking lot above the full pole level of the lake.
- Improve and pave access driveway.
- Remove existing 1960's restroom and associated sidewalk, and replace with a new accessible restroom (same FS design as constructed recently at Bowerman and Clark Springs Boat Launching Facilities).
- Add rock for erosion protection along ramp edges.
- Install information kiosk.

**14. DESCRIBE THE TYPES OF BOATING DONE AT THE PROPOSED FACILITY/IMPROVEMENTS:**

The most recent study of use on Trinity Lake found the following types of boats being used on the lake: runabout/speed boat/cabin cruiser, fishing boat/bass boat, patio boat, house boat, high performance boat, personal watercraft, canoe/kayak, sailboat, ski boat, and other. The Stuart Fork Arm, where the Minersville boat ramp is located, receives the highest number of boats.

**15. WHAT ARE THE PROPOSED EXISTING HOURS OF FACILITY OPERATION?**

Minersville boat ramp is open year round, all hours of the day. During the winter, it may be inaccessible due to deep snow on the road.

**16. DESCRIBE THE IMPORTANCE OR SIGNIFICANCE OF THE PROPOSED PROJECT:**

Trinity Lake is a major economic contributor to the local economy. The Minersville boat ramp provides the only boating access to Trinity Lake during low water levels. The prolonged drought has caused Trinity Lake to be at low water levels for multiple years and the condition of the ramp and access to the ramp have deteriorated making access difficult. The ramp and access driveway have been patched and re-patched but these fixes only last a short time. The project will provide for reliable, high-quality low water access to Trinity Lake and upgrade the facility to current standards.

17. HAS LOCAL LAW ENFORCEMENT (SHERIFF/MARINE PATROL) BEEN CONSULTED TO ENSURE THE PROPOSED FACILITY MEETS THE NEEDS FOR WATER RESCUE?  Yes  No

*(If yes, provide the date and identify the components added to satisfy law enforcement needs. If no, explain)*

18. (a) ARE THERE ANY IMPEDIMENTS TO ACCESSING THE FACILITY (i.e. SECURITY GATES):

No.

(b) WHAT IS THE PROCESS FOR FACILITY ADMITTANCE?

N/A

19. (a) DOES THE EXISTING FACILITY MEET CURRENT AMERICANS WITH DISABILITIES ACT (ADA) CODE REQUIREMENTS?  Yes  No

*(If no, identify needed improvements)*

Forest Service uses the ABA Accessibility Standards. Since the facility is many years old it is unlikely that it meets current ABAAS or ADA.

(b) DOES THE PROPOSED PROJECT IMPROVEMENTS HELP THE SITE MEET CURRENT REQUIRED ADA REQUIREMENTS?  Yes  No

*(If yes, how)*

It will bring facilities built in the 1960s and 1970s up to current standards.

(c) HAS AN ADA EXPERT BEEN CONSULTED TO ENSURE THE PROPOSED PROJECT COMPLIES WITH ADA REQUIREMENTS?  Yes  No

*(If yes, provide details)*

20. (a) WILL THE PROJECT BE OPEN AND ACCESSIBLE TO ALL PUBLIC RECREATIONAL BOATERS?

Yes.

(b) DOES THE PROJECT IMPROVE EXISTING OR CREATE NEW PUBLIC ACCESS AT THIS FACILITY?

Improve the existing facility.

(c) DOES THE PROJECT PROVIDE ACCESS TO UNIQUE BOATING OPPORTINUTIES?

It is the only boat launching ramp for accessing Trinity Lake in low water conditions.

**21. (a) INDICATE BELOW THE FEES A PERSON MUST PAY TO LAUNCH A BOAT:**

Launching	\$ 7.00
Parking	\$ 0
Facility Entrance	\$ 0
Invasive Species Inspection	\$ N/A
Other: _____	\$ _____

**Other Fee Explanation:** Annual launch passes are available for Trinity/Lewiston Lakes or Shasta/Trinity/Lewiston Lakes —prior to March 1st the cost is \$50 or \$125, and after March 1st the cost is \$75 or \$140.

**(b) WHAT IS THE ANNUAL NUMBER OF BOAT LAUNCHES AT THE EXISTING FACILITY?**

Total: 3000                      Motorized: 3000                      Non\_motorized:

**(c) WHAT IS THE PROJECTED ANNUAL NUMBER OF BOAT LAUNCHES AT THE IMPROVED FACILITY?**

Total: 6000                      Motorized: 6000                      Non\_motorized:

**(d) WHAT WAS THE METHODOLOGY USED TO ARRIVED AT THIS NUMBER?**

Concessionaire records.

**22. LIST ALL PERMITS AND APPROVALS REQUIRED TO CONSTRUCT THE PROJECT:**

*(A Notice of Exemption from CEQA is NOT an exemption from other regulatory agencies)*

A. Clean Water Act (CWA) Section 404 permit from the Army Corps of Engineers.

B. CWA Section 401 water quality certification (or a waiver of certification) from the North Coast Regional Water Quality Control Board.

**23. STATUS OF PERMITS:**

**A. Permit:**

- Not started
- In progress *(Attach copy of app)*
- Date of consideration
- Expected completion
- Approved *(Attach copy)*

**B. Permit:**

- Not started
- In progress *(Attach copy of app)*
- Date of consideration
- Expected completion
- Approved *(Attach copy)*

**C. Permit:**

- Not started
- In progress *(Attach copy of app)*
- Date of consideration
- Expected completion
- Approved *(Attach copy)*

**SPECIFIC PROJECT INFORMATION**

**24. REQUESTED FUNDING AMOUNT:**

\$ 4,834,348.00

**25. ESTIMATED PROJECT TIMELINE:**

Start Date: award of grant

Completion Date: depends on lake levels  
*Attach schedule, see instructions*

**26. PROJECT**

- New
- Previous Year (s) of DBW funding\*

*\*Attach description of year and purpose of funding*

**27. ESTIMATED PROJECT COSTS:**

<u>Cost Category</u>	<u>Amount</u>
a. Construction	\$3,453,105.00
b. Engineering (12%)*	\$ 414,373.00
c. Escalation (10%)*	\$ 345,311.00
d. Contingency (10%)*	\$ 345,311.00
e. Inspection (5%)*	\$ 172,655.00
f. Permits (3%)*	\$ 103,593.00
<b>g. TOTAL</b>	<b>\$ 4,834,348.00</b>

*Attach itemization of costs that have been expensed on a separate sheet.*

*\*(% of construction sub-total)*

**28. STATUS OF OTHER PROJECT FUNDING SOURCES:**

*(Attach copy of any funding applications, or approved letters of intent to fund.)*

<u>Name of Funding Source</u>	<u>Amount</u>	<u>Status of Funding</u>			
		<u>Applied For</u>		<u>Approved</u>	
a. DBW: (applying for with this application)	\$	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
b. APPLICANT:	\$	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
c. CITY/COUNTY:	\$	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
d. OTHER STATE SOURCES:	\$	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
e. FEDERAL:	\$	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
f. OTHER (specify):	\$	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<b>g. TOTAL:</b>	<b>\$ 4,834,348</b>				

*TOTALS in Sections 27 and 28 must be equal.*

**29. STATUS OF PROJECT PLANNING:**

Completed

- Technical Feasibility Study       Yes     No
- Preliminary Design                 Yes     No
- Engineer's Cost Estimate          Yes     No
- Final Design                          Yes     No

**30. ENVIRONMENTAL IMPACT (NEPA/CEQA)**

Status of NEPA/CEQA Compliance:

- Not Started, Expected Completion Date: late 2016
- In Progress, Expected Completion Date:
- Adopted/Approved *(Attach copy of app or approval)*

Expected/Determined Level of CEQA Clearance:

- Notice of Exemption
- Negative Declaration
- Environmental Impact Report (EIR)
- Unknown

PUBLIC BENEFIT AND ECONOMIC DEVELOPMENT INFORMATION

**31. (a) WHAT ARE THE PUBLIC BENEFITS OF THE PROJECT?**

The project will increase boating safety and use by replacing the deteriorating 40-year old ramp, adding a ramp turn-arounds, larger boarding float and designated parking area, as well as widening the access driveway to accommodate contemporary-sized vehicles and boats. Updating the facility to current standards could help the local economy by attracting more launches, especially during low-water situations when tourism can be slower.

**(b) WHAT ARE PROJECTED ECONOMIC DEVELOPMENT BENEFITS TO THE SURROUNDING MUNICIPALITIES OF THE PROPOSED PROJECT?**

The Trinity Collaborative Group, in a January 2013 publication, stated that "tourism is currently the largest source of non-governmental employment in Trinity County. The Trinity Unit of the National Recreation Area contains the features that are most attractive for recreation, including Trinity and Lewiston Lakes."

**(c) IS THE PROJECT A PART OF A LARGER COMMUNITY DEVELOPMENT PLAN OR STRATEGY?**

Yes  No, *If "Yes", please explain and provide a copy of the supporting development plan or master plan.*

The Trinity County is making a large effort to bring more tourism recreation dollars into the region. In 2014 the County rebranded itself, unveiling a new website ([www.visittrinitycounty.com](http://www.visittrinitycounty.com)) and publishing a free brochure. Any improvements to recreation facilities at Trinity Lake will assist in this effort.

**32. IS THERE A DEMONSTRATED DEMAND FOR A BOAT LAUNCHING FACILITY AND ACCESS AT THE PROJECT LOCATION?  Yes  No, *(If yes, explain)***

In the period from 2001 to 2010, the lake level dropped more than 70 feet (the lowest elevation that Trinity Center boat ramp is usable) below the high water mark in 7 out of the 10 years (70%) which left the Minersville boat ramp as the only ramp available during some part of each year. During all 24 months of 2014–2015, the lake level never got above 2,286 meaning that Minersville was the only usable boat ramp for two years.

**33. (a) IS THE EXISTING FACILITY IN AN UNDERSERVED AREA?**

Yes  No *(If yes, explain)*

Trinity County had long depended upon forest products industry, but today there is only one operating lumber mill within the county, as such, tourism has become an important "substitute economy" for the region.

**(b) WILL THE PROPOSED PROJECT INCREASE ACCESS OR USAGE BY AN UNDERSERVED PUBLIC?**

Yes  No *(If yes, explain)*

In the current condition of the ramp and access driveway only people with large 4-wheel drive vehicles can launch at the Minersville facility.

**(c) WILL THE PROPOSED PROJECT PROVIDE ECONOMIC BENEFIT TO THE LOCAL AREA?**

Yes  No *(If yes, how)*

Currently Trinity County is trying to promote tourism and attract visitors to strengthen the local economy. Recently U.S. Department of Commerce, Economic Development Administration funded development of a regional marketing plan and advertising campaign for Trinity County. The research process and resulting strategy and plan are designed to assist in the County's recovery effort and provide direct assistance to the tourism and outdoor recreation industry in Trinity County. The information in this plan shows the importance of boating on Trinity Lake.

**(d) WILL THE PROPOSED PROJECT INCREASE SERVICE TO BOATERS OUTSIDE THE LOCAL AREA (PROMOTE TOURISM)?**

Yes  No *(If yes, how)*

Trinity Lake is known for its excellent water sports opportunity—from world-class trout and bass fishing, to miles of smooth blue water perfect for boating, skiing and boarding. However, in low-water conditions the public, including those from outside the area, are somewhat hesitant to visit because in its current condition Minersville boat ramp is difficult to launch at.



**OTHER INFORMATION**

**34. (a) DOES APPLICANT OWN THE PROJECT SITE?**

Yes

**(b) DOES APPLICANT HOLD A LONG-TERM LEASE AGREEMENT ON THE PROJECT SITE? IF SO, WHEN DOES IT EXPIRE?**

N/A

**(c) DOES APPLICANT OPERATE THE SITE THROUGH A CONCESSIONAIRE? IF SO, WHEN DOES THE CONCESSIONAIRE AGREEMENT EXPIRE?**

Yes, under a special use authorization issued by the Forest Service. The authorization expires on 12/31/17 although the Forest Service has the option to extend agreement for 5 more years (until 12/31/2022). If the authorization is not extended the Minersville Boat Launching Facility would remain open and be operated by the Forest Service.

**(d) APPLICANT MUST OWN OR CONTROL THE PROJECT AREA AND RIGHTS OF WAY TO AND FROM THE PROJECT AREA. APPLICANT SHALL MAINTAIN THE PROJECT AREA AND ALL IMPROVEMENTS FUNDED BY THE GRANT IN ACCORDANCE WITH DBW MAINTENANCE GUIDELINES FOR THE LIFE OF THE GRANT (20 YRS).**

*(Provide copies of any related lease agreements, etc. concerning the control and operation of the project site.)*

The project area and access to the project area are on National Forest System lands.

**35. PROVIDE A RESOLUTION FROM THE GOVERNING BODY AUTHORIZING APPLICANT TO APPLY FOR FUNDING. (sample enclosed)**

See attached

**36. ATTACH COPIES OF ANY INITIAL DRAWINGS OR DESIGNS.**

See attached

**37. IF THE APPLICANT HAS RETAINED AN OUTSIDE ENGINEER, DESIGN OR OTHER CONSULTANT FOR THE PROJECT, PLEASE PROVIDE THE CONTACT INFORMATION.**

Name:

Title:

Company:

Address:

Telephone:

E-mail:

Name:

Title:

Company:

Address:

Telephone:

E-mail:

**APPLICANT ACKNOWLEDGEMENT AND SIGNATURE**

Under penalty of perjury, I hereby certify that I am an authorized representative of the Applicant, and that I have been authorized by the Applicant by resolution to execute this Application for DBW funding.

**AUTHORIZED SIGNATURE:**



**PRINT NAME AND TITLE:**

Lesley Yen, District Ranger

**DATE:**

January 29, 2016



United States  
Department of Agriculture

Forest Service

Shasta-Trinity  
National Recreation Area

14225 Holiday Road  
Redding, CA 96003  
(530) 275-1587  
(530) 242-5526 – TDD  
[www.fs.fed.us/r5/shastatrinity](http://www.fs.fed.us/r5/shastatrinity)

File Code: 2330  
Date: January 29, 2016

Division of Boating and Waterways  
Loan and Grant Financial Services  
Local Assistance Program  
One Capital Mall, Suite 410  
Sacramento, CA 95814  
Attn: Keren Dill

Dear Ms. Dill:

On behalf of the USDA Forest Service, I am requesting the California Division of Boating and Waterways participate in a joint project with the Shasta-Trinity National Forest to improve the Minersville Boat Launching Facility on the Trinity Unit of the Whiskeytown-Shasta-Trinity National Recreation Area. Enclosed you will find three copies of the required application package, which includes:

1. Grant application
2. Copy of this transmittal/resolution letter
3. Feasibility report
4. Conceptual site plan

The project cost is estimated at \$4.8 million and includes the following improvements: low-water concrete boat ramp with turn-arounds and sidewalk, dual cable anchor system, three section boarding float, new restroom, and parking area. The facility was constructed approximately 40 years ago and needs updating to better serve boaters on Trinity Lake and to continue providing low-water access.

Thank you for considering our funding request. If you have any questions, please contact Cindy Luzietti, NRA Recreation Planner, at (530) 242-5536.

Sincerely,

LESLEY YEN  
District Ranger

Enclosures



# FEASIBILITY REPORT

## LOCATION/ACCESS TO PROJECT

The Minersville Boat Launching Facility is located on Trinity Lake. Trinity Lake is in northeastern Trinity County, approximately 170 miles from Sacramento and approximately 50 miles from Redding (see Figure 1, Project Vicinity). From Interstate 5 at Redding, take Highway 299 west (45 miles) to Weaverville. At Weaverville, Highway 299 intersects with Highway 3. Take Highway 3 north for 16 miles to Minersville Campground Road, and turn right (east). Travel approximately one mile to the Minersville Boat Launching Facility (see Figure 2, Project Location).

## LEGAL DESCRIPTION

Township 35N, Range 8W, Section 31

## LOCATION MAPS (Application item #8)



Figure 1--Project Vicinity

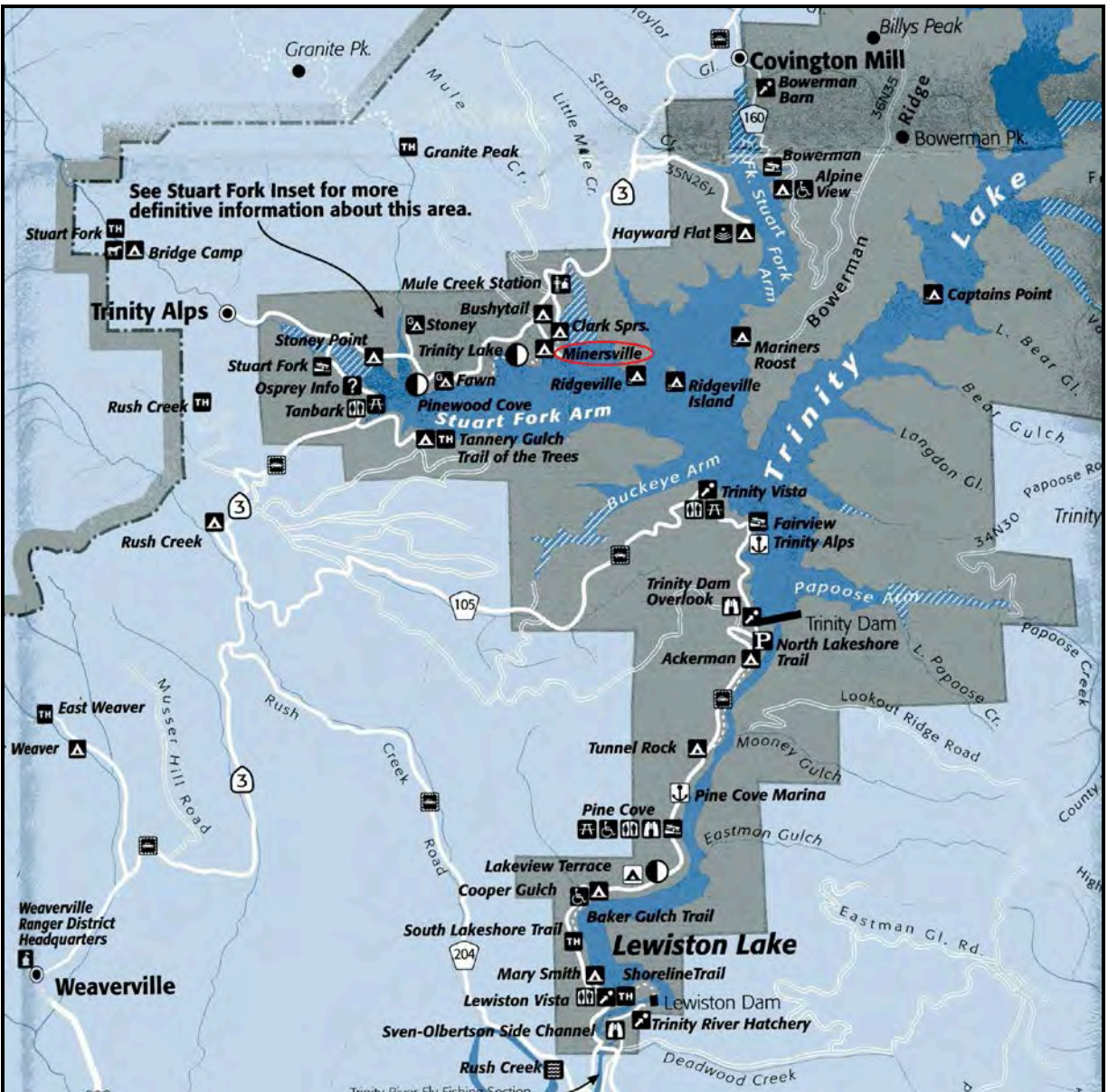


Figure 2--Project Location

## PROPOSED PROJECT

**Objectives:** The project will improve the Minersville Boat Launching Facility, and therefore access to Trinity Lake during low water conditions. The project will increase boating safety and use by replacing the deteriorating 40-year old ramp, adding a ramp turn-arounds, larger boarding float and designated parking area, as well as widening the access driveway to accommodate contemporary-sized vehicles and boats.

**Proposed Actions:**

- Remove existing asphalt ramp and construct a two-lane, concrete, v-grooved, low water boat launching ramp with turn-arounds and sidewalk.
- Provide a two cable-guided boarding float system with gangway.
- Construct asphalt parking lot above the full pole level of the lake.
- Improve and pave access driveway.
- Remove existing 1960's restroom and associated sidewalk, and replace with a new accessible restroom (same FS design as constructed recently at Bowerman and Clark Springs Boat Launching Facilities).

- Add rock for erosion protection along ramp edges.
- Install information kiosk.

## EXISTING SITE



The existing facility at Minersville was constructed during the drought of 1976/77 when the lake level fell to an elevation of 2,120 feet (250 foot drawdown). The ramp basically follows what had previously been a road before the filling of the reservoir. The facility consists of a two-lane (25 feet wide) asphalt low-water boat launching ramp with no turn-arounds or sidewalk, and gravel strips along both sides of the ramp for parking. There is a restroom, built in the 1960's for the campground, and a small (6 by 20 foot) aged boarding float. The ramp is operational from 40 to 200 feet drawdown and is the only ramp available on Trinity Lake in low-water conditions (see Table I).

**Table I**

Lake Level	Boat Ramp Usability at Various Drawdown Levels					
	Bowerman	Clark Springs	Fairview	Minersville	Stuart Fork	Trinity Center
Full pool						
-10 feet						
-20						
-30						
-40						
-50						
-60						
-70						
-80						
-90						
-100						
-110						
-120						
-130						
-140						
-150						
-160						
-170						
-180						
-190						
-200						

In the period from 2001 to 2010, the lake level dropped more than 70 feet (the lowest elevation that Trinity Center boat ramp is usable) below the high water mark in 7 out of the 10 years (70%) which left the Minersville boat ramp as the only ramp available during some part of each year. During all 24 months of 2014–2015, the lake level never got above 2,286 meaning that Minersville was the only usable boat ramp for two years.

Bushytail Campground and Minersville Campground are located on the same road as the Minersville Boat Launching Facility (BLF). Bushytail is approximately one mile from the BLF and Minersville Campground is adjacent to the BLF. Trinity Lakeshore Trail is accessible from the BLF.

### **PREVIOUS DBW FUNDING FOR MINERSVILLE BOAT RAMP** (Application item #26)

In 2002, a \$1.8 million grant was approved for upgrading the Minersville ramp including two lane access road, parking lot and courtesy docks. Changes in permitting requirements by the North Coast Regional Water Quality Control Board (NCRWQCB) would not allow the improvements to be built as designed at that time, and the grant money was returned by the Forest Service to the Division of Boating and Waterways. The proposed project has been redesigned to meet NCRWQCB permitting requirements.

In 2015, the Forest Service received an emergency repair grant for \$134,600 to repair large potholes on the ramp and access driveway, and apply an asphalt wear surface to the steep portion of the access driveway, along with edge protection rock over fabric. The objective of this emergency project is to sustain boating access for the short-term until a permanent solution can be constructed.

## **GENERAL DESCRIPTION OF SURROUNDING AREA**



### **TRINITY LAKE**

***“This is my favorite place in the whole world.”***

(Respondent to 1999 survey of Trinity Lake launch ramp users)

***“It’s the nicest place in the United States.”***

(Respondent to 2002 survey of NRA visitors to the Trinity Unit)

Trinity Lake is the third largest human-made lake in California and was created in 1961 with the completion of Trinity Dam on the Trinity River. The reservoir is a component of the Trinity River Division of the Central Valley Project and is used for water storage, flood control and power generation. The water it collects comes primarily from snowmelt.

The lake's surface is at an elevation of 2370 feet. When full, it has approximately 26 square miles of surface water area, 145 miles of shoreline and is 19 miles long. High water usually occurs in June, with lowest water level typically in November. The normal drawdown is about 75 feet.

Trinity Lake is part the Whiskeytown-Shasta-Trinity National Recreation Area (NRA). The Forest Service, under agreement with the Bureau of Reclamation, administers the lake surface and surrounding land. The lake's irregular shoreline creates three separate arms: Stuart Fork Arm, Main Arm, and North Lake Area. The Stuart Fork Arm (Figure 3) is the hub of most of the activity on the lake. It extends to the west and is fed by the Stuart Fork and the East Fork of the Stuart Fork of the Trinity River. Campgrounds, picnic areas, beaches, boat ramps (including Minersville), resorts and marinas line its shores. The Main Arm of the lake stretches from the dam north for about 19 miles. Here you can explore secluded, tree-lined coves or spend a quiet night at a boat-in campground. The North Lake Area is quieter and more relaxed, but provides a variety of services, supplies, facilities and recreation activities. It offers a public campground, a wide-open expanse of water excellent for water skiing and the best fishing on the lake. Also available are the commercial services of Trinity Center, including commercial campground, airport and marina.

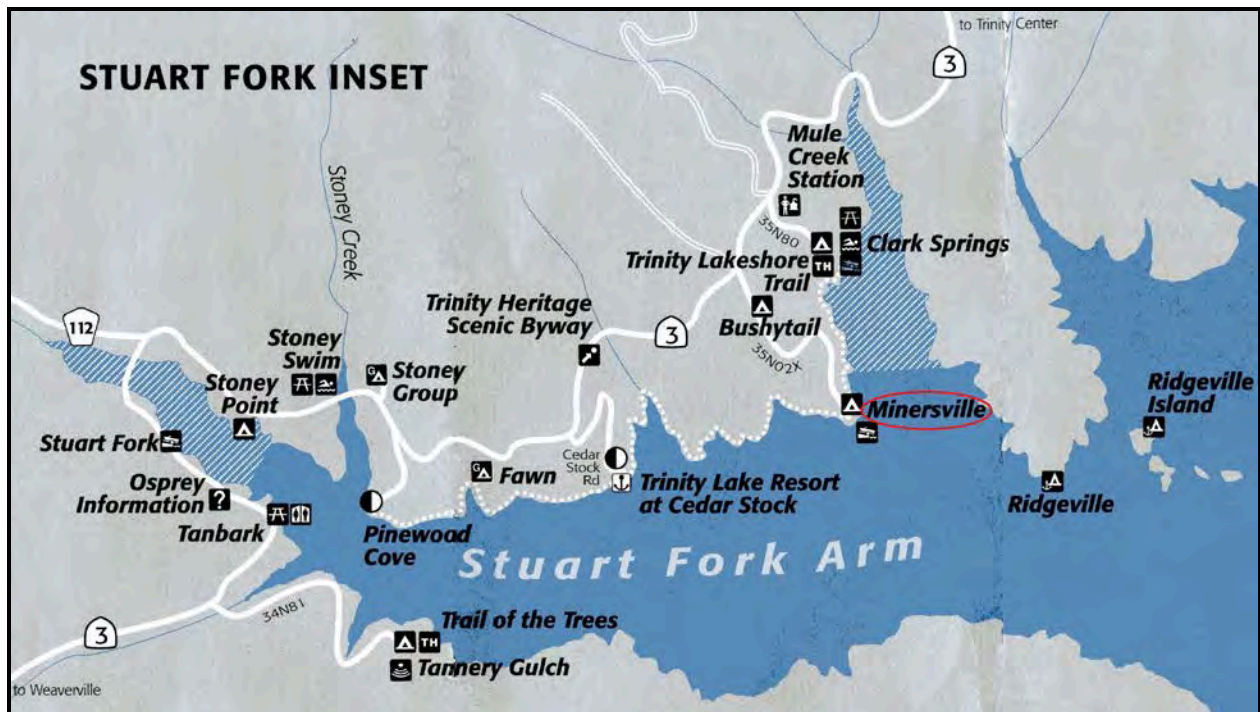


Figure 3--Stuart Fork Arm of Trinity Lake

## RECREATION OPPORTUNITIES ON TRINITY LAKE

Many outstanding recreational opportunities exist on Trinity Lake. The lake is popular for water skiing, houseboating, motor boating, swimming, and fishing. The lake has the highest use between Memorial Day and Labor Day, but boaters launch throughout the year.

Trinity Lake is recognized as one of the state's top bass and trout fishing destinations. Cold and warm water fishing opportunities include kokanee salmon, three trout species (German brown, rainbow, and eastern brook), and largemouth and smallmouth bass. The current State Record inland king salmon was caught in Trinity Lake, as was the previous State Record smallmouth bass.

A survey of Trinity Lake launch ramp users was conducted in 1999. Respondents to the survey listed a variety of activities, other than boating, that they planned to participate in during their visit. These activities included: sunbathing, camping, picnicking wildlife and bird observation, nature photography, personal watercraft, mountain bike riding, day hiking, nature study, horseback riding, running or jogging, canoeing and sailing. Respondents to a survey of visitors to the Trinity Unit of the NRA listed similar activities.

### **RESTRICTED USES**

Some of the coves on Trinity Lake have 5 mile per hour speed limits for boater safety. ROVs larger than 31 x 12 feet need a special use permit from the Forest Service.

### **OTHER FOREST SERVICE FACILITIES ON TRINITY LAKE**

There are five other Forest Service boat launching facilities on Trinity Lake: Bowerman, Clark Springs, Fairview, Stuart Fork and Trinity Center. Tannery Gulch Campground has a boat ramp for use by registered campers. Additionally, there is a commercial boat launching facility at Cedar Stock.

Boat Ramp	Approximate Distance from Minersville Boat Launching Facility (miles)
Bowerman	10
Clark Springs	2
Fairview	19
Stuarts Fork	4
Tannery Gulch	6
Trinity Center	15

There are 10 Forest Service developed campgrounds and four boat-in campgrounds on Trinity Lake. At Lewiston Lake there is one boat ramp and four Forest Service developed campgrounds. There are also hiking trails, picnic areas, swim areas and wildlife viewing areas. The Trinity Alps Wilderness is just west of Trinity Lake (the closet trailhead is three miles from Minersville). Highway 3 and County Road 105 are part of the Trinity Heritage National Scenic Byway.

### **BOAT USE ON TRINITY LAKE**

Research done on Trinity Lake in 2005 also found that:

- The Stuart Fork Arm had the most boats on low-use days, followed by Upper Stuart Fork Arm.
- Stuarts Fork Arm had the highest proportion of houseboats (more than half) and a lower proportion of PWC than other zones.
- Although numbers of boats are higher on medium-use days than low-use days, the increase was greater in the Upper Stuarts Fork Arm than in other zones.
- On the peak-use days the average number of boats was significantly higher, and the increase was greater on the upper end of the lake, particularly in the Trinity Center area.



- Overall, the Stuart Fork Arm received the highest number of boats followed by Upper Stuart Fork Arm, Main Stem, and Trinity Center Area.

A 2002 survey of Trinity Unit public boat ramp and campground users found that they used the following types of boats during their last visit.

Boat Type	Percent
Ski Boat/Runabout	35
Houseboat	20
Fishing Boat	13
Patio Boat	12
Personal Watercraft	11
Canoe/Kayak/Paddle	7
Sailboat	2

### **OPERATION AND MAINTENANCE OF MINERSVILLE BOAT LAUNCHING FACILITY**

A fee of \$7.00 is collected at the entrance to the facility and includes boat launching and retrieval, parking, entry, and day-use. Annual launch passes are available for Trinity/Lewiston Lakes or Shasta/Trinity/Lewiston Lakes—prior to March 1st the cost is \$50 or \$125, and after March 1st the cost is \$75 or \$140.

The site is operated and maintained by a concessionaire (Shasta Recreation Company) under a special use authorization issued by the Forest Service. The authorization expires on 12/31/17 although the Forest Service has the option to extend agreement for 5 more years (until 12/31/2022). If the authorization is not extended the Minersville Boat Launching Facility would remain open and be operated by the Forest Service.

Twenty-five percent of the total annual boat launching fees will be used for maintenance of the facility by the Forest Service and the permittee. If the percentage that the permittee is required to contribute back to the facility in tenant or landlord maintenance does not equal twenty-five percent the Forest Service will supplement the remaining amount.

## ADDITIONAL SITE DRAWINGS/PHOTOGRAPHS





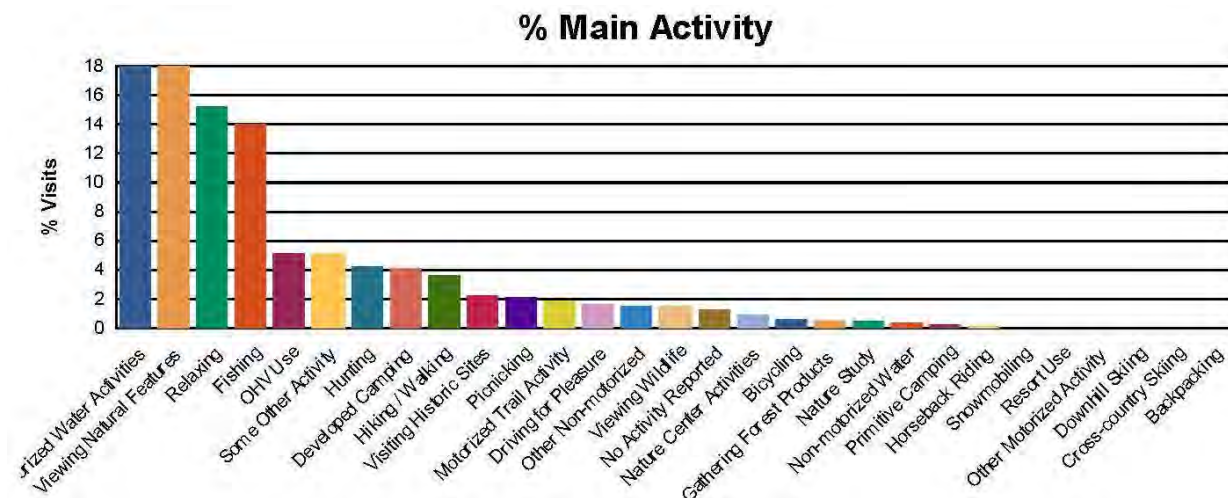
## PUBLIC SUPPORT OR OPPOSITION

The following have expressed support for the project: Trinity County Collaborative Group, Senator Mike McGuire, and the Trinity County Board of Supervisors. The Shasta-Trinity National Forest has not received any public opposition to the project.

## IMPORTANCE OF BOATING ON TRINITY LAKE

Surveys in 1999, 2002, 2005 and 2008 have provided the following information on the characteristics of boaters using Trinity Lake:

- 60% of public boat ramp/campground users on Trinity Lake had visited 10 or more times in the previous year.
- For nine out of ten (90.0%) launch ramp users, NRA was the only destination during the trip.
- The average respondent visited the NRA just under 12 times per year.
- The average length of trip was about 3 days.
- The average party surveyed traveled around 125 miles. One-quarter traveled less than 50 miles.
- The most common type of group (41.8%) was a family, followed closely by family and friends (38.5%). The most common party size (24.0%) was two persons. The next most common size was four persons (19.7%). This is consistent with the family as the typical outdoor recreation resource user group among those surveyed at launch ramps at Trinity Lake.
- All groups except onsite boaters tended to have more than one boat.
- Number of watercraft in the group: one (56.5%); 2 or more (43.5%).
- 18% of people visiting the NRA (includes Shasta Unit and Trinity Unit) said motorized water activities were their main recreational activity followed by viewing natural features, as shown in the following graph:



Currently Trinity County is trying to promote tourism and attract visitors to strengthen the local economy. Recently U.S. Department of Commerce, Economic Development Administration funded development of a regional marketing plan and advertising campaign for Trinity County. The research process and resulting strategy and plan are designed to assist in the County's recovery effort and provide direct assistance to the tourism and outdoor recreation industry in Trinity County.

The information in this plan shows the importance of boating on Trinity Lake. The major Trinity County product/experience elements listed in the plan include: Trinity Lake, fishing, water skiing, marinas, and

houseboating. The plan also lists the following regional demand drivers for Trinity County: water-based recreation, area lakes and the National Forest.

Some of the conclusions found in the marketing plan and advertising campaign are:

- With all of the activities available in a beautiful natural setting, Trinity County has significant potential to attract new visitors.”
- The opportunity exists to improve tourism revenues within the county.”

## ENGINEERING FEASIBILITY

Please see attached plans.

## FISCAL YEAR AND CUT-OFF DATES

The Forest Service’s Fiscal Year is October 1 to September 30 of each year.

## COST ESTIMATE (Application item #27)

<b>ABSTRACT OF OFFERS - CONSTRUCTION</b>					1. SOLICITATION NUMBER		
4. ISSUING OFFICE USDA FOREST SERVICE - NORTHERN PROVINCE ACQUISITIONS							
5. PROJECT TITLE <b>MINERSVILLE LOW WATER BOAT RAMP ENGINEERS ESTIMATE OF PROJECT TOTAL COST</b>					8. GOVERNMENT ESTIMATE		
6. NUMBER OF ADDENDA ISSUED					1		
					<input type="checkbox"/> A. Hired Labor <input type="checkbox"/> B. Reasonable Contract (w/o profit) <input checked="" type="checkbox"/> C. Reasonable Contract (w/ profit)		
Item No.	Desc.	Method	Unit	Qty	Unit Price	Total	
	Cost Summary Sheet						
	TOTAL Section 1 - Construction of Entrance Road				<b>TOTAL</b>		\$ 970,570.00
	TOTAL Section 2 - DRS - Restroom and Other Sitework				<b>TOTAL</b>		\$ 178,400.00
	TOTAL Section 3 - DRS - Boat Ramp				<b>TOTAL</b>		\$ 2,304,135.00
	TOTAL Main Contract						\$ 3,453,105.00
	Total Option 1						\$ -
	Total Option 2						\$ -
	Total Option 3						\$ -
	Total all options						\$ -
	<b>TOTAL ALL SECTIONS AND PHASES</b>						\$ 3,453,105.00

**ABSTRACT OF OFFERS - CONSTRUCTION**

1. SOLICITATION NUMBER

4. ISSUING OFFICE

USDA FOREST SERVICE - NORTHERN PROVINCE ACQUISITIONS

5. PROJECT TITLE

**MINERSVILLE LOW WATER BOAT RAMP  
ENGINEERS ESTIMATE OF PROJECT TOTAL COST**

**8. GOVERNMENT ESTIMATE**

- A. Hired Labor  
 B. Reasonable Contract (w/o profit)  
 C. Reasonable Contract (w/ profit)

6. NUMBER OF ADDENDA ISSUED

1

Item No.	Desc.	Method	Unit	Qty	Unit Price	Total
<b>Section 1 - Road Prism</b>						
<b>Construction of Entrance Road &amp; Parking</b>						
<b>Sta. 0+00 to 5+00 Above high water</b>						
170(07)a	Construction Staking, Precision A	DQ	LS	1	\$ 9,800.00	\$ 9,800.00
201(04)a	Clearing & Grubbing	DQ	LS	1	\$ 25,000.00	\$ 25,000.00
	Slash Treatment Methods for:					
	Tops and Limbs: 50					
	Logs: 50, Stumps: 50					
	Utilization of Timber: 50					
202(06)	Removal of Structures and Obstructions	DQ	LS	1	\$ 10,000.00	\$ 10,000.00
	Removal/Recycle Asphalt & Picnic area					
203(10)a	Excavation, Placement Method 6	DQ	CY	7200	\$ 8.00	\$ 57,600.00
204(20)	Soil Erosion & Polution Control	DQ	LS	1	\$ 2,500.00	\$ 2,500.00
601(01)	Mobilization	DQ	LS	1	\$ 50,000.00	\$ 50,000.00
619(02)a	Machine Placed Riprap, Class V	AQ	TON	1750	\$ 75.00	\$ 131,250.00
	(Includes Geotextile Underlayment)					
	(Ditch Riprap & Parking Lot Fill Slope)					
625(20)a	Mulching, Straw	DQ	LS	1	\$ 3,000.00	\$ 3,000.00
	<b>SUBTOTAL - Section 1 - ROAD PRISM</b>					<b>\$ 289,150.00</b>
<b>Section 1 - Road Surface</b>						
<b>Construction of Entrance Road</b>						
<b>Sta. 0+00 to 5+00 Above high water</b>						
304(11)a	Crushed Aggregate, Type Base	AQ	TON	2000	\$ 65.00	\$ 130,000.00
	Grading: 2					
	Compaction: D					
304(11)b	Crushed Aggregate, Type Shoulder	AQ	TON	60	\$ 65.00	\$ 3,900.00
	Grading: 2					
406(04)a	Hot Bibuminous Plant Mix	AQ	TON	1500	\$ 160.00	\$ 240,000.00
	(Commercial Source)					
	Grading B, Class PG 64-16					
606(06)	Guardrail	AQ	LF	1500	\$ 100.00	\$ 150,000.00
	High Strength Weathering Beam Type					
	W beam, Class A, Type 4, Wood posts					\$ -
606(08)	Guardrail	AQ	DQ	6	\$ 1,500.00	\$ 9,000.00
	High Strength Weathering Beam Type					
	Terminal Section, Type Half Round					
609(01)	Curb or Curb & Gutter	AQ	L.F.	1000	\$ 50.00	\$ 50,000.00
	Portland Cement Concrete Curb					
	12 inch depth, Type Standard					
633(13)	Furnish and install Sign and Post	AQ	DQ	2	\$ 350.00	\$ 700.00
	Type: Stop					

5. PROJECT TITLE  
**MINERSVILLE LOW WATER BOAT RAMP**  
**ENGINEERS ESTIMATE OF PROJECT TOTAL COST**

**8. GOVERNMENT ESTIMATE**  
 A. Hired Labor  
 B. Reasonable Contract (w/o profit)  
 C. Reasonable Contract (w/ profit)

6. NUMBER OF ADDENDA ISSUED 1

Item No.	Desc.	Method	Unit	Qty	Unit Price	Total
634(09)a	Traffic Markings (Centerline)	AQ	LF	500	\$ 5.00	\$ 2,500.00
	4-Inch Wide Single					
	Reflectorized Thermoplastic					
	Solid, Color: Yellow					
634(09)b	Traffic Markings	AQ	LF	2000	\$ 5.00	\$ 10,000.00
	4-Inch Wide Single (Fog Line, Transverse & Parking)					
	Reflectorized Thermoplastic					
	Solid, Color: White					
634(12)a	Traffic Markings, Reflectorized	AQ	DQ	2	\$ 400.00	\$ 800.00
	Thermoplastic, Symbols & Letters					
	Stop & Bar					
634(12)b	Traffic Markings, Reflectorized	AQ	DQ	3	\$ 500.00	\$ 1,500.00
	Thermoplastic, Symbols & Letters					
	15 Minute Parking					
634(12)c	Traffic Markings, Reflectorized	AQ	DQ	10	\$ 200.00	\$ 2,000.00
	Thermoplastic, Symbols & Letters					
	Arrows					
634(12)d	Traffic Markings, Reflectorized	AQ	DQ	1	\$ 750.00	\$ 750.00
	Thermoplastic, Symbols & Letters					
	Handicap Symbol					
New	Retaining Wall - Parking Section A	AQ	LS	1	\$ 75,000.00	\$ 75,000.00
	<b>SUBTOTAL - Section 1 - ROAD SURFACE</b>					<b>\$ 676,150.00</b>
	<b>Section 1 - Drainage</b>					
	<b>Installation of Drainage Pipes</b>					
	<b>Sta. 0+00 to 5+00</b>					
	18-Inch Corrugated Steel Pipe	AQ	LF	62	\$ 85.00	\$ 5,270.00
603(05)	0.109-Thickness					
	Method: B					
	<b>SUBTOTAL - Section 1 - DRAINAGE</b>					<b>\$ 5,270.00</b>
	<b>TOTAL SECTION 1 - Construction of Entrance Road</b>				<b>TOTAL</b>	<b>\$ 970,570.00</b>

**ABSTRACT OF OFFERS - CONSTRUCTION**

1. SOLICITATION NUMBER

4. ISSUING OFFICE

USDA FOREST SERVICE - NORTHERN PROVINCE ACQUISITIONS

5. PROJECT TITLE

**MINERSVILLE LOW WATER BOAT RAMP  
ENGINEERS ESTIMATE OF PROJECT TOTAL COST**

**8. GOVERNMENT ESTIMATE**

- A. Hired Labor
- B. Reasonable Contract (w/o profit)
- C. Reasonable Contract (w/ profit)

6. NUMBER OF ADDENDA ISSUED

Item No.	Desc.	Method	Unit	Qty	Unit Price	Total
<b>Section 2 - Developed Recreation Site</b>						
<b>Restroom and other Site Work</b>						
608(06)a	Sidewalk					
	Portland Cement Concrete Sidewalk (Width: 5 Feet, Thickness: 4")	AQ	CY	20	\$ 1,000.00	\$ 20,000.00
02640(05)	Piping, Valves and Enclosures Hydrant (1 hose bib) (Campground)	AQ	EA	1	\$ 2,500.00	\$ 2,500.00
02640(04)	Piping, Valves and Enclosures Hydrant (2 hose bib) (Restrooms)	AQ	EA	1	\$ 3,000.00	\$ 3,000.00
02660(07)	Piping, Valves and Enclosures Water Distribution System Walk-in Campground Water System	DQ	EA	1	\$ 8,500.00	\$ 8,500.00
10400(01)	Recreation Kiosk, Signs, and Concrete Pad Type: Kiosk Information Center	DQ	EA	1	\$ 35,000.00	\$ 35,000.00
10601(01)	Trash Receptacles Hid-A-Bag 2 Mini ADA – HB2G-UP	DQ	EA	2	\$ 1,200.00	\$ 2,400.00
10602(01)	Reinforced Concrete Dumpster Pad with concrete curb	DQ	EA	1	\$ 3,000.00	\$ 3,000.00
13120(01)	Remove and Replace Toilet Building	DQ	EA	1	\$ 90,000.00	\$ 90,000.00
13120(02)	Tioga Special <b>without</b> Chase Toilet Building w/2 1000gallon Vaults RR #1	DQ	EA	0	\$ 39,000.00	\$ -
16410(01)	Distribution, Lighting (600 Volt and Below)	DQ	EA	1	\$ 6,000.00	\$ 6,000.00
16510(01)	Lighting Fixtures, Kiosk	DQ	EA	1	\$ 1,000.00	\$ 1,000.00
16510(02)	Lighting Fixtures, Exterior Area Lighting	DQ	EA	1	\$ 5,000.00	\$ 5,000.00
16510(03)	Lighting Fixtures, Restroom	DQ	EA	2	\$ 1,000.00	\$ 2,000.00
<b>Section 2 - Developed Recreation Sites</b>						
<b>Restroom and other Site Work</b>						<b>\$ 178,400.00</b>
<b>TOTAL Section 2 - Developed Recreation Sites</b>					<b>TOTAL</b>	<b>\$ 178,400.00</b>



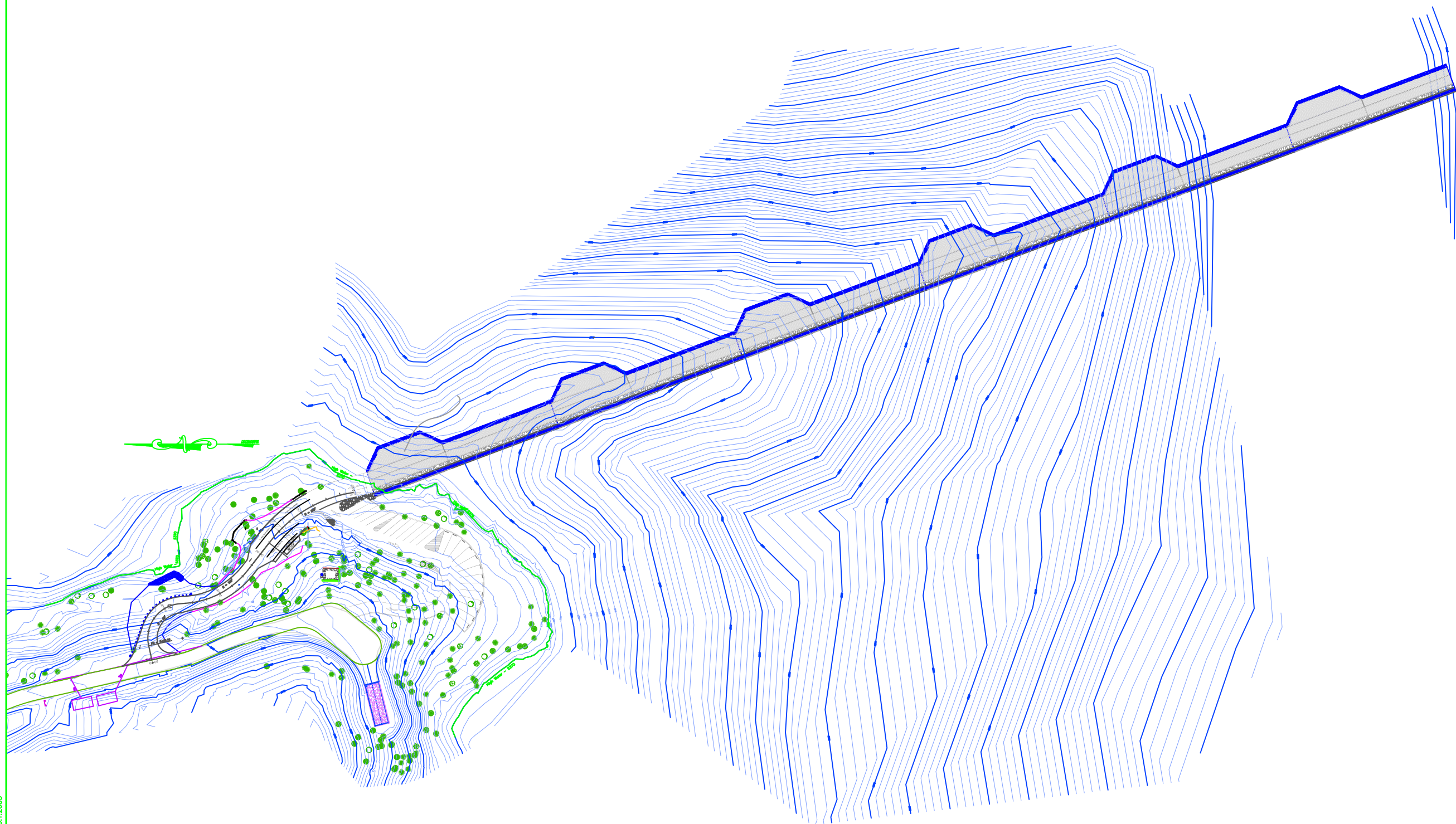
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5. PROJECT TITLE <b>MINERSVILLE LOW WATER BOAT RAMP ENGINEERS ESTIMATE OF PROJECT TOTAL COST</b>					8. GOVERNMENT ESTIMATE	
6. NUMBER OF ADDENDA ISSUED					1	
<input type="checkbox"/> A. Hired Labor <input type="checkbox"/> B. Reasonable Contract (w/o profit) <input checked="" type="checkbox"/> C. Reasonable Contract (w/ profit)						
Item No.	Desc.	Method	Unit	Qty	Unit Price	Total
	<b>Section 3 - Boat Ramp - Sta. 5+00 to 26+00</b>					
170(07)b	Construction Staking, Precision A (Sta. 11+50 to 15+35)	DQ	LS	1	\$ 16,500.00	\$ 16,500.00
203(06)c	Excavation, Placement Method 6	DQ	CY	11220	\$ 8.00	\$ 89,760.00
304(11)c	Crushed Aggregate, Type Base Grading: 2 Compaction: D	AQ	TON	2750	\$ 65.00	\$ 178,750.00
552(01)a	Structural Concrete, Class A Type: Boatramp	AQ	C.Y.	1815	\$ 1,000.00	\$ 1,815,000.00
552(06)	Structural Concrete, Class A Concrete Test Panel, 4'x8'x4"	DQ	Each	5	\$ 1,000.00	\$ 5,000.00
619(02)b	Machine Placed Riprap, Class V (Includes Geotextile Underlayment)	AQ	TON	1815	\$ 75.00	\$ 136,125.00
05501(01)a	Dual Cable System-Galvanized	AQ	LF	4200	\$ 15.00	\$ 63,000.00
	<b>TOTAL - Section 3 - Boat Ramp - Sta. 5+00 to 26+00</b>					<b>\$ 2,304,135.00</b>

## Estimated Timeline for Proposed Project (Application item #25)

October 2017	Forest Service notified of award of DBW grant funding
October & November 2017	Forest Service requests funding thru ASC process
November 2017 – March 2018	Construction plans and specifications development
April & May 2018	DBW approval of final plans and specifications
June 2018 -- September 2018	Forest Service contracting process (takes about 4 months) Forest Service contracting pre-solicitation notice DBW review of solicitation
October & November 2018	Forest Service advertises for project bids
December 2018	Department approval of construction contract
*September 2019 -- February 2020	Construction (Lowest water typically occurs October-February)
*March 2020	Acceptance of project by Forest Service
*March & April 2020	DBW project completion approval

\*These dates are dependent upon lake levels. The lake needs to drop far enough to pour the ramp. If it is a high-water year(s), construction may be delayed.

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SOUTHWEST  
REGION  
R5

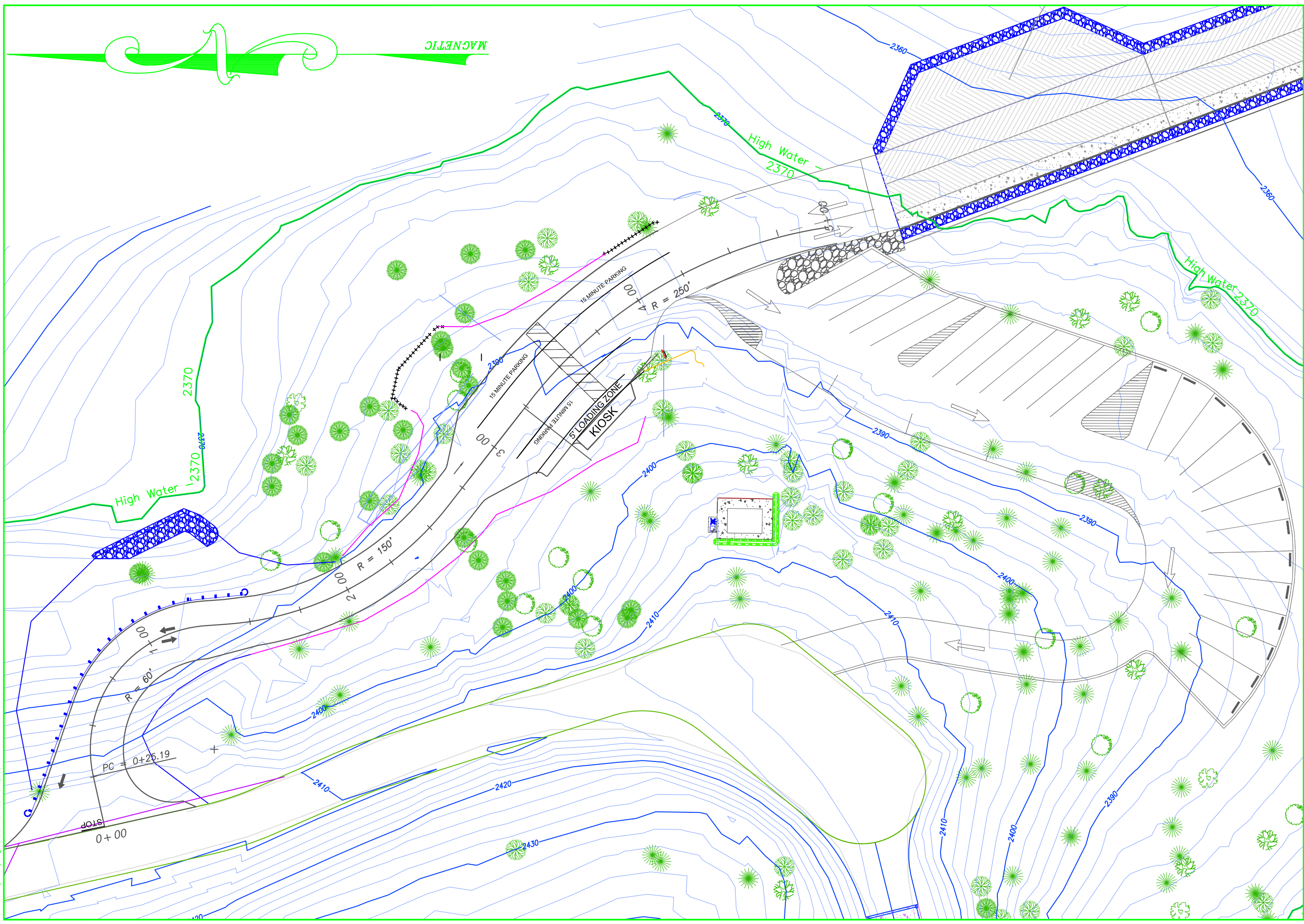
NO.	DATE	REVISIONS

FOREST: SHASTA-TRINITY NATIONAL FOREST  
 PROJECT NAME: Minersville Boatramp  
 DRAWING NAME: Plan View - Conceptual

SHASTA-TRINITY N. F.  
 National Recreation Area  
 MANAGEMENT UNIT  
 P.O. Box 1190  
 Weaverville, CA  
 96093  
 530.623.2121 A/E

DESIGNED BY  
 Design Team  
 DRAWN BY  
 TM  
 REVIEWED BY  
 ER  
 APPROVED BY  
 RECOMMENDED BY  
 DATE  
 01/28/2016  
 SCALE  
 NOT TO SCALE  
 DRAWING  
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 SHEET 3 OF 3

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U S D A  
FOREST SERVICE



PACIFIC  
SOUTHWEST  
REGION  
R5

NO.	DATE	REVISIONS

SHASTA-TRINITY NATIONAL FOREST  
PROJECT NAME: Minersville Boatramp  
DRAWING NAME: Plan View - ENTRANCE/ PARKING  
CONCEPTUAL

SHASTA-TRINITY N.F.  
National Recreation Area  
MANAGEMENT UNIT  
P.O. Box 1190  
Weaverville, CA  
96093  
530.623.2121 A/E

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Design Team

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TM

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ER

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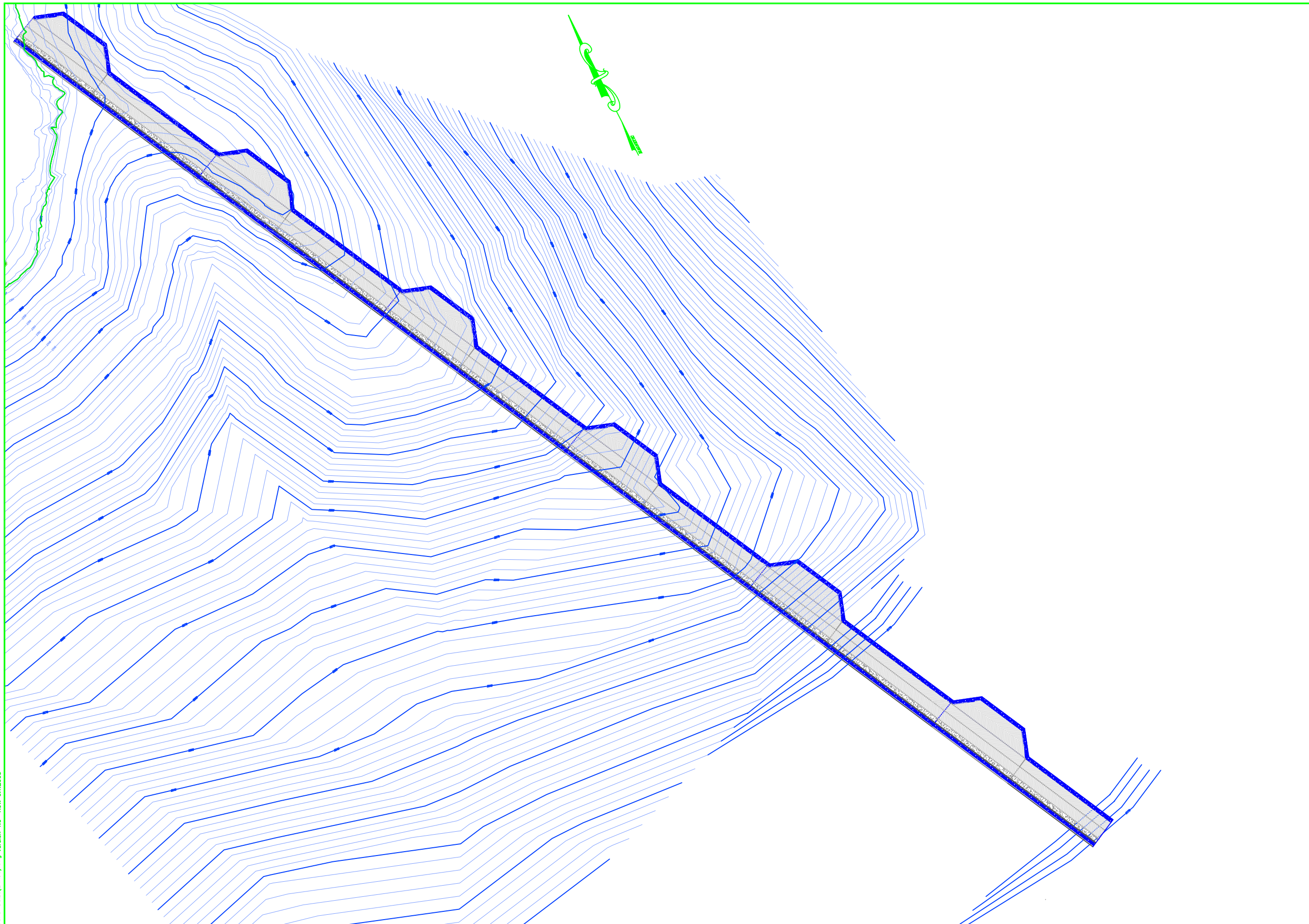
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NOT TO SCALE

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2

SHEET 2 OF 3

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U S D A  
FOREST  
SERVICE



PACIFIC  
SOUTHWEST  
REGION  
R5

NO.	DATE	REVISIONS

FORIST: SHASTA-TRINITY NATIONAL FOREST  
 PROJECT NAME: Minersville Boatramp  
 DRAWING NAME: Plan View - RAMP  
 CONCEPTUAL

SHASTA-TRINITY N. F.  
 National Recreation Area  
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DRAWING  
 3  
 SHEET 3 OF 3