

Appendix G

Maps and descriptions of proposed non-significant Forest Plan Amendment

A non-significant Forest Plan amendment is needed for two reasons: to fix existing errors in the mapping of Management Area 3A (MA 3A), and to be consistent with proposed route designations associated with Alternative 5. Management areas were hand drawn in 1986 on 1:126,720 scale maps (1 inch = 2 miles) and were visually transferred to 1:24,000 scale mapping (2.64 inches = 1 mile) years later. It is possible that differences in map resolution, translation between scales, or human errors explain or partially explain the mapping inconsistencies. This amendment would correct these errors and would ensure that the proposed actions are consistent with the 1986 Forest Plan. The concept of management areas was not brought forward into the revised planning regulations published in 2006; however, management direction in the revised Forest Plan is similar in most cases. The Forest Planning team has reviewed this amendment to ensure that it does not conflict with the revised plan in its current draft state, acknowledging that plan components are subject to change until finalized. Following is the description of MA 3A from the 1986 plan:

Management emphasis is for nonmotorized recreation outside of wilderness. Recreation opportunities such as hiking, horseback riding, hunting and cross-country skiing are available. Seasonal or permanent restrictions on human use may be applied to provide seclusion for wildlife such as nesting for raptorial birds, big game rearing areas, and mammals (mountain lion, elk) with large home ranges. Visual resources are managed so that management activities are not visually evident or remain visually subordinate.

Investments in compatible resource uses such as livestock grazing and mineral exploration and development occur; but roads are closed to public use. Commercial and noncommercial tree harvest occur. The harvest method by forest cover type is clearcutting in aspen, shelterwood in ponderosa pine, Engelmann spruce-subalpine fir, and mixed conifers.

Management area descriptions for 1A, 2B, 4B, 6B, and 7A are available in the Forest Plan. Each of these management areas would increase in acreage because of areas being moved from MA 3A. Table G-1 shows a summary of the proposed 3A management area changes on the forest.

Route Designation Number	Route Miles	District	Acres Affected	Existing MA	Amended MA
430	0.15	Fillmore	1.32	3A	6B
tr_087	0.07	Fillmore	0.65	3A	4B
xt_148	0.34	Fillmore	2.9	3A	6B
xt_020_	0.39	Fremont River	3.32	3A	6B
143	0.39	Fremont River	3.49	3A	1A
Highway 24	0.78	Fremont River	46.27	3A	2B
1059	0.65	Beaver	53.26	3A	7A
Forest Totals	2.77		111.21		

Table G-2 lists the current and proposed route designations by alternative. An Alternative 1 designation of “undesignated closed” is considered to be a mapping error on the existing travel

plan when the route was part of the route network in 1986, and is still part of the authorized route network. These route segments are not shown as open on the current travel plan because of the same errors and mapping limitations that lead to the need for the MA 3A amendment.

Route Designation Number	FROM	TO			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
430	Authorized Road/Undesignated Closed	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong
tr_087	Authorized Trail/Undesignated Closed	Authorized Trail/Open Yearlong	Authorized Trail/Open Yearlong	Authorized Trail/NM Trail	Authorized Trail/Open Yearlong
xt_148	Unauthorized Trail/Undesignated Closed	Authorized Trail/Gated Closed	Authorized Trail/Gated Closed	Authorized Trail/Gated Closed	Authorized Trail/Open Yearlong
xt_020	Unauthorized Trail/Undesignated Closed	Authorized Trail/NM Trail	Authorized Trail/NM Trail	Authorized Trail/NM Trail	Authorized Trail/Open Yearlong
143	Authorized Road/Street Legal Only	Authorized Road/Street Legal Only	Authorized Road/Street Legal Only	Authorized Road/Street Legal Only	Authorized Road/Street Legal Only
Highway 24	State Highway/Street Legal Only	State Highway/Street Legal Only	State Highway/Street Legal Only	State Highway/Street Legal Only	State Highway/Street Legal Only
1059 & 1060	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong	Authorized Road/Open Yearlong

Figure G-1 displays boundary changes for the three motorized routes located on the Canyon Range on the Fillmore Ranger District. The northern two routes (430 and tr_087) and possibly the one up John Williams Canyon (xt_148) are likely mapping errors resulting from map scale and resolution differences. The routes existed and were in use prior to development of the Forest Plan and it appears that the intent of the 1986 lines was to run the boundary along the end of the routes. Road 430 provides access to a spring that is used for the range allotment. tr_087 provides access to a non-motorized trail system. The forest discovered through this evaluation process that the northern 3A area had not been attributed in the GIS previously so it did not show up in past queries, but it is shown on the 1986 paper map. A 33-foot wide buffer is used on each side of the route to delineate the area that would be removed from MA 3A. A “cherry-stem” was deemed more appropriate for these cases because reshaping the line along these routes would take out more acreage and could appear arbitrary since there are not logical physical features to follow. The northern MA 3A boundary adjustments would reduce the existing acreage of the area from 3,547 to 3,545. The southern MA 3A boundary adjustments would reduce the existing acreage of the area from 5,581 to 5,578. xt_148 provides access to a spring development that is under Special Use Permit. The route existed when the Forest Plan was developed, but unfortunately, the full length was not mapped in the travel atlas, which is why it currently shows up as unauthorized.

Figure G-2 shows routes xt_020 and 143. xt_020 was built in 1895 to provide access to the Bicknell water system, which is under Special Use Permit. For an unknown reason this route was never added to the list of system routes in the travel atlas. It has been used as a motorized route for as long as there have been motorized vehicles that could traverse it. The route is in a "C"

closure area on the current travel plan, which is closed to all motorized use. The motorized use to maintain the city water system is authorized and appropriate. Unfortunately, the closure to motorized recreation, which is inappropriate in MA 3A, has not been historically enforced. Alternatives 2, 3, and 4 propose to close this route with a gate to allow Bicknell access to their water system, but to prevent other motorized use within MA 3A. In Alternative 5, the gate location is moved south within MA 3A so that the gate is in a defensible location and to allow motorized users the opportunity to view the area we call “Little Bryce.” The route offers spectacular vistas.

Road 143 provides access to the Sunglow Campground, a developed recreation site that was in existence prior to 1986. Presumably, the 1986 Forest Planners included this route in the 3A boundary by error or because the mapping technology could not display a narrow corridor. Similarly, Highway 24 in Figure G-3 isolates a sliver of National Forest System lands that either may have been easier to ignore than to map at 1:126,720 scale, or was an error.

A “cherry-stem” was deemed more appropriate for xt_020 and 143 because reshaping the line would take out more acreage and could appear arbitrary since there are not logical features to follow. Routes xt_020 and 143 would reduce MA 3A from 8,285 acres to 8,278 acres. The sliver isolated by State Highway 24 would be removed from the existing 11,643 acres of 3A resulting in 11,596 acres remaining.

Figure G-4 displays Forest Roads 1059 and 1060 that are designated as open on the current travel plan even though they are located in MA 3A. This is an error based on how the 1986 Forest Plan defines this management area. The correction requires moving the MA 3A boundary to the east side of roads 1059 and 1060. This boundary change reduces the MA 3A boundary from 9,988 acres to 9,935 acres.

The environmental impacts from the existing and proposed route designations have been considered in the cumulative effects analysis conducted for the Fishlake OHV Route Designation Project. No identified issues or concerns indicate that a significant Forest Plan amendment is needed. Therefore, the proposed changes will be addressed through a non-significant Forest Plan amendment.

Figure G-1. Fillmore Ranger District Management Area 3A Proposed Amendments.

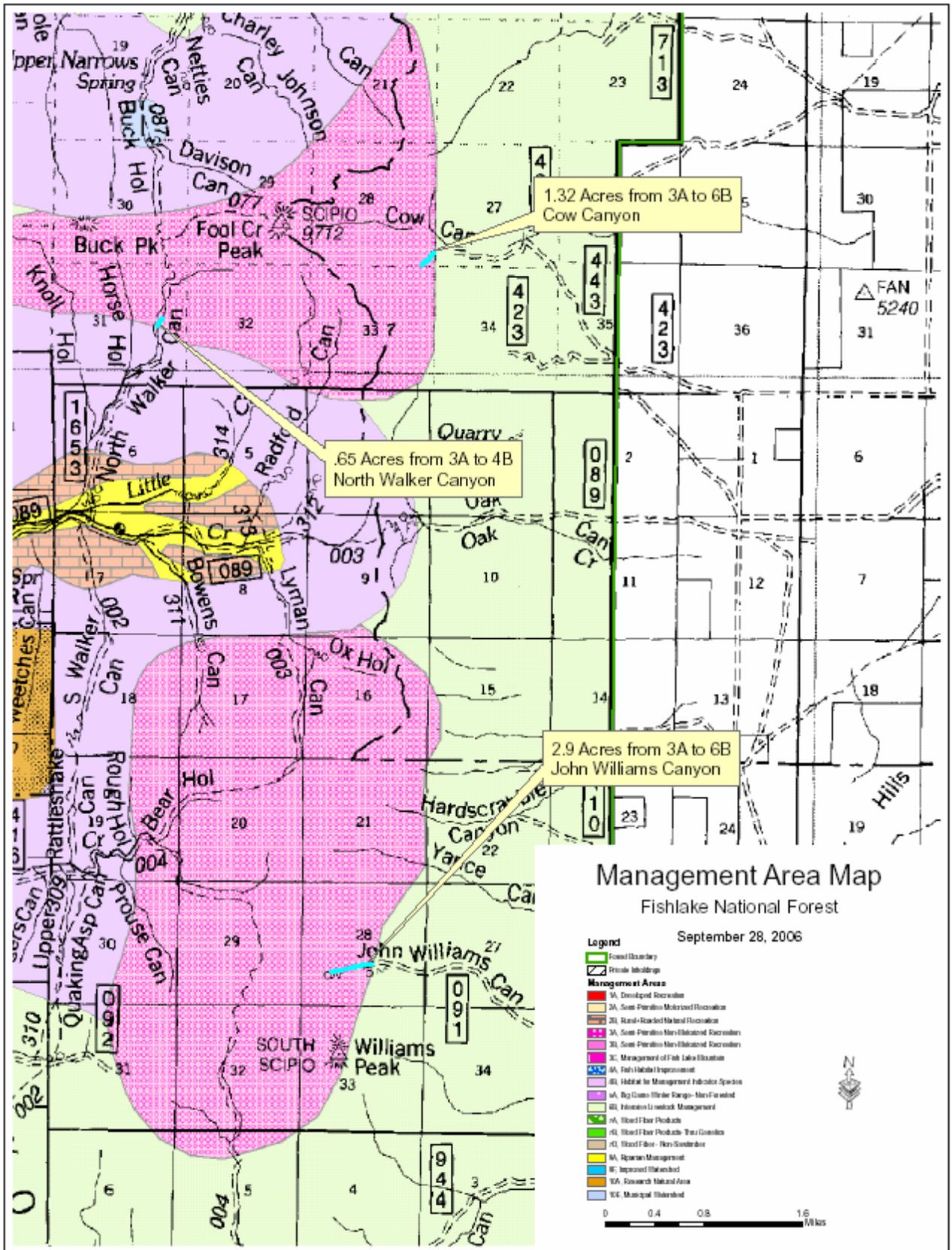


Figure G-2. Fremont River Ranger District Management Area 3A Proposed Amendments

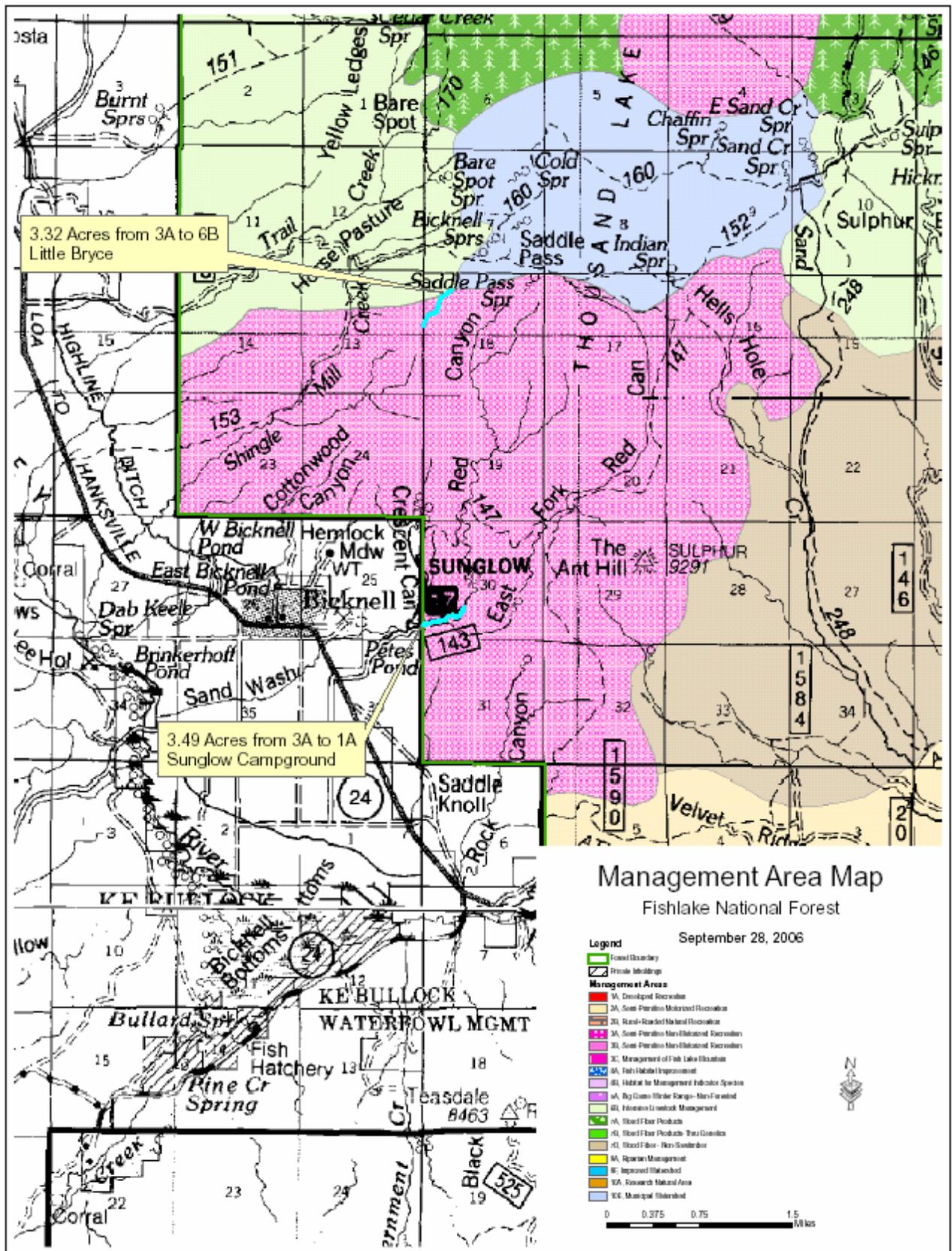


Figure G-3. Fremont River Ranger District Management Area 3A Proposed Amendments

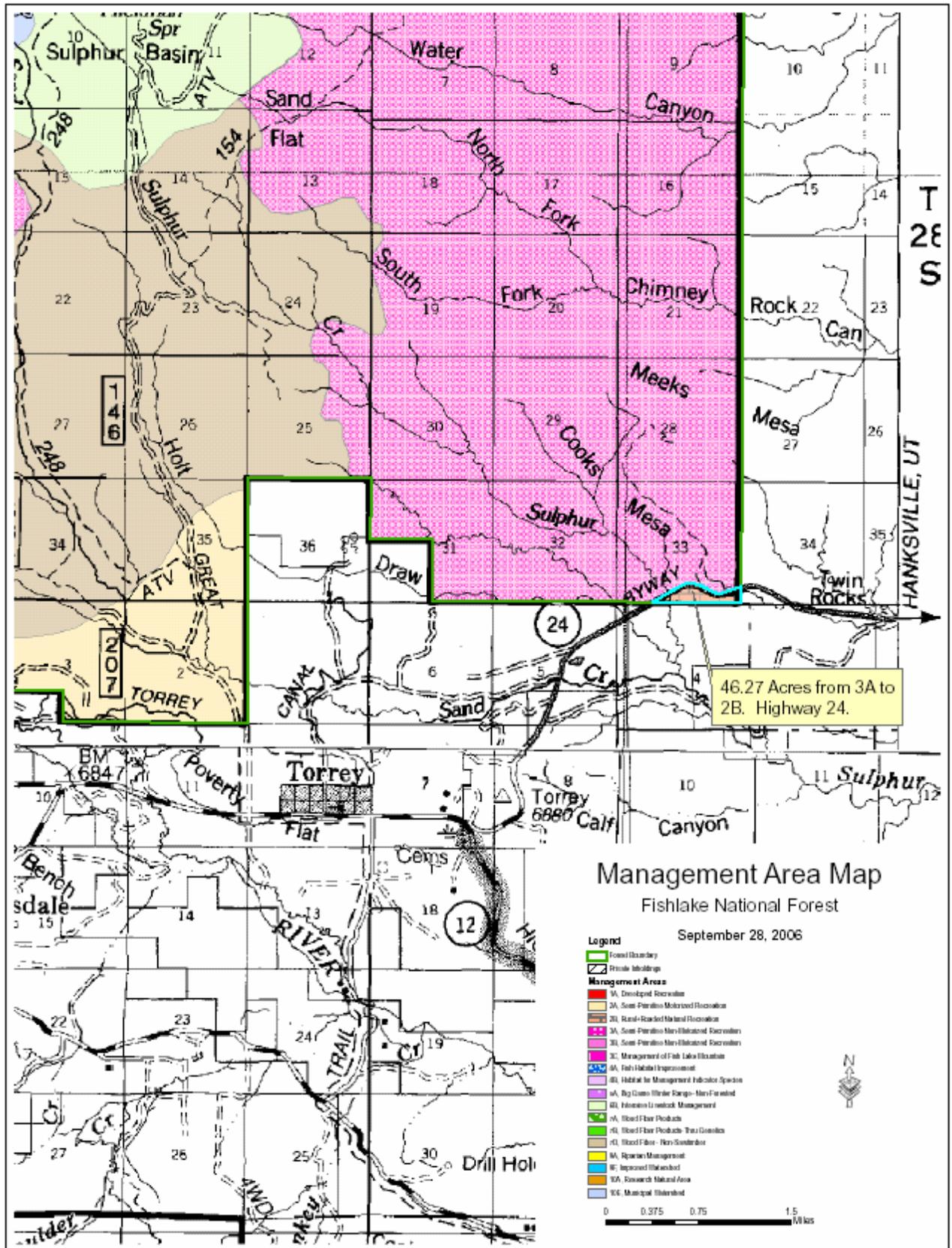


Figure G-4. Beaver Ranger District Management Area 3A Proposed Amendments

