



# **Fishlake National Forest Off-Highway Vehicle Route Designation Project**

## **Supplemental Information Report—Adaptive Management**



US Department of Agriculture  
Forest Service  
Fishlake National Forest

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**SUPPLEMENTAL INFORMATION REPORT to the  
Final Environmental Impact Statement**

**Fishlake National Forest  
Off-Highway Vehicle Route Designation Project**

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AGENCY: Fishlake National Forest  
U.S. Department Of Agriculture

PROJECT LOCATION: Millard, Juab, Beaver, Piute, Wayne  
And Sevier Counties, Utah

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**Off-Highway Vehicle Route Designation Project  
Fishlake National Forest  
SUPPLEMENTAL INFORMATION REPORT**

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**ABBREVIATIONS**

<b>FEIS</b>	Final Environmental Impact Statement	<b>ATV</b>	All Terrain Vehicle
<b>ROD</b>	Record of Decision	<b>OHV</b>	Off-Highway Vehicle
<b>SIR</b>	Supplemental Information Report	<b>GIS</b>	Geographic Information System
<b>MTP</b>	Motorized Travel Plan	<b>IRA</b>	Inventoried Roadless Area
<b>ROS</b>	Recreational Opportunity Spectrum	<b>UTV</b>	Utility All-terrain Vehicle

## **1.0 PURPOSE OF THIS SIR**

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This Supplemental Information Report (SIR) has been prepared to disclose adjustments made to the Fishlake National Forest Off-Highway Vehicle Route Designation Project Final Environmental Impact Statement (FEIS) as outlined in the Implementation Plan, p. 216-236 of Appendix B. The preparation of this SIR incorporates comments received and public concern into any adjustments. This information will be available on the Fishlake National Forest website, as well as in the Project File located in the Fishlake National Forest Supervisor's Office at 115 East 900 North, Richfield, UT.

This SIR meets the requirements as outlined in the Adaptive Management Process of Appendix B – Implementation Plan, P.231 of the FEIS and section 18 of FSH 1909.15. The original purpose and need have not been changed and the adjustments made fall within the scope and range of effects disclosed in the original decision. This this information is being released for public disclosure purposes only and is not subject to appeal.

## **2.0 INTRODUCTION AND BACKGROUND INFORMATION**

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In December 2006, Fishlake National Forest Supervisor Mary Erickson signed the Record of Decision for the Fishlake National Forest Off-Highway Vehicle Route Designation Project based on the Final Environmental Impact Statement. This document established a Motorized Travel Plan for the Forest and set up guidelines for implementation of the plan. This decision was made to comply with travel management regulations (36CFR parts 212, 251, and 261, which incorporate Executive Orders 11644 and 11989) and Forest Plan direction. The decision changed management of motorized travel from "open unless signed closed" to a motorized travel system of designated roads, trails and open use areas.

Appendix B-Implementation Plan, of the FEIS outlined an adaptive management process that allows adjustments to the final decision. This screening process provides for disposition of routes discovered after the decision date, for correcting errors, and adjusting route designations that have led to undesirable, unintended consequences. It was designed to be conducted using interdisciplinary input and review and would be documented as supplementary information to the FEIS project file. This process would be valid for the first five years of implementation

A Forest Implementation Team (consisting of two District Rangers, Public Services Staff Officer, Off-Highway Vehicle Program Manager, Public Affairs Officer, Forest Engineer, Forest Sign Coordinator, Forest Law Enforcement Officer, GIS Specialist, Forest Hydrologist and all four District Recreation Staff) was assembled to implement and monitor the project. Part of this monitoring was to review the Motor Vehicle Use Map (MVUM) and identify discrepancies such as routes that were non-existent on the ground but appeared on the map, routes that were shown in the wrong place on the map or routes that were inadvertently left off the map (these are a few examples of what the Team encountered while implementing the plan). Page 20 of the ROD and pages 231-236 of the FEIS acknowledge that inventories were not 100% accurate and that minor adjustments would be necessary. Adjustments, like those previously mentioned, would be documented and reviewed on a case by case basis through the

Adaptive Management Screening Process outlined in the FEIS Implementation Plan – Appendix B, Pages 231-236. Subsequent adjustments to the Motorized Travel Plan (MTP) or changes not determined to be within the scope of this SIR would require additional NEPA analysis.

The Implementation Team was also directed to conduct an on-the-ground review of all motorized trails and identify which routes could be safely navigated by side-by-side OHV's. This review follows the direction on Pages 224-225 of the FEIS, item #8 of Route Designation Implementation Considerations in Appendix B.

After several years of review, the Implementation Team formed a list of proposed adjustments that were screened using the Adaptive Management Process in Appendix B. These adjustments were reviewed by an interdisciplinary team to ensure compliance with the screening criteria. A summary of these adjustments along with rationale for making them is discussed in Chapters 3 and 4 of this document.

### **3.0 ADAPTIVE MANAGEMENT ADJUSTMENTS**

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The following is a list and description, by District, of those routes identified and accepted for adjustment through the Adaptive Management screening process.

#### **3.1**

#### **Fillmore Ranger District**

##### **Route #299**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Non-motorized trail (closed to all motorized use).

**Adjustment:** Removes 1.9 mile of 50" or less trail from the motorized system, including 1.6 mile from Inventoried Roadless Area (IRA).

**Rationale:** The route is currently contributing to erosion problems and illegal use. Closure to motorized use will allow for watershed protection and provide an enforceable closure location.

##### **Route #425**

**Current Designation:** Road open to all vehicles.

**Proposed Management:** Remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.5 mile of road from the system and out of mule deer winter range.

**Rationale:** Upon field examination, the route was found to be basically non-existent. The route is not being used or maintained and has grown in.

##### **Route #403**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.5 mile of trail from the system and out of mule deer winter range.

**Rationale:** This was a mapping error and the route does not exist.

##### **Route #402**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Remove one segment from the system (closed to all motorized use).

Change the remaining segment to motorized trail open to vehicles

60" or less in width.

**Adjustment:** Removes 0.45 mile of trail from the system and out of mule deer winter range.

Converts 3.8 miles of 50" or less trail into 60" or less trail.

**Rationale:** This was partially a mapping error. Part of the route is actually a pipeline no trail exists on this section. The remaining section is an old road used by larger vehicles but is not being maintained as a road.

#### Routes #576 & #2208

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.1 mile of 50" trail out of mule deer winter range.

Removes 0.7 mile of road from the system.

**Rationale:** The route is not needed. Parallels an existing route and is not being used.

They are grown in and not being maintained as roads.

#### Route #2209

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Convert to motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 1.4 mile of road to motorized trail open to vehicles 60' or less in width.

**Rationale:** The route is currently not being maintained as a road. It has grown in.

The route is being used by side-by-sides and ATV's.

#### Route #409

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.55 mile of 50" rail from the system.

**Rationale:** The route was annihilated from flash flooding and would be too expensive to rebuild.

#### Route #419

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Obliterate and remove from system all but to chlorinator (closed to all motorized travel, administrative use to chlorinator).

**Adjustment:** Removes 0.2 mile of road from the system.

**Rationale:** This road is an access route to the campground chlorinator which needs protection and to be secure from any possible sabotage.

#### Route #423

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Non-motorized trail (closed to all motorized use).

**Adjustment:** Removes 1.7 mile of 50" trail from the system and out of IRA.

**Rationale:** The route is causing substantial erosion and resource damage.

#### Route #024 (section)

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Non-motorized trail (closed to all motorized use).

**Adjustment:** Removes 0.7 mile of 50" trail from the system and out of IRA and riparian.

**Rationale:** This was a mapping error and the route was inadvertently listed as motorized.

It has been historically managed as a non-motorized trail.

**Route #345**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 5.2 miles of 50" trail to 60" trail.

**Rationale:** This was an old road at one time and would provide a large loop opportunity for side-by-side off-highway vehicles.

**Route #549**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.9 mile of 50" trail from the system.

**Rationale:** The route is currently impassable, goes nowhere and is contributing to erosion and resource damage. It is not feasible to attempt to repair the trail.

**Route #964**

**Current Designation:** Road open to all vehicles.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 1.0 mile of road from the system.

**Rationale:** Lower portion of the route does not exist and the top is impassable. It appears the route is not being used, has not been maintained and is not essential.

**Routes #2311 & #2312**

**Current Designation:** Some portions are road open to all motorized and some are trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use) two portions of route #2312 and #2311 and the remainder to be motorized trail open to vehicles 50" or less in width.

**Adjustment:** Removes 1.4 mile of road from the system and out of mule deer winter range.

**Rationale:** The routes are not being maintained or used as roads, are in very poor condition and are causing erosion and resource damage on some portions.

**Route #565**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 1.35 mile of 50" trail from the system and out of mule deer winter range. Also, 0.25 mile of this route is removed from IRA.

**Rationale:** The route is nearly non-existent, is grown in and impassable. It is not being maintained or used.

**Route #1679**

**Current Designation:** Road open to all vehicles.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.8 mile of road from the system and out of mule deer winter range. Also, 0.6 mile of this route is removed from IRA.

**Rationale:** The route is not maintained and not being used. It is in very poor condition and is nearly impassable. It is causing erosion and resource damage.

#### **Route #1667**

**Current Designation:** Road open to all vehicles.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.7 mile of road from the system.

**Rationale:** The route is not maintained and not being used. It is in very poor condition and is currently impassable. It is causing erosion and resource damage. This is also a duplicate route.

#### **Route # 536**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 1.0 mile of 50" trail from the system.

**Rationale:** Most of the route is non-existent. It is not being maintained or used. It is a duplicate route and not necessary for private access.

#### **Route #1750**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Converts 1.8 mile of road to motorized trail open to vehicles 50" or less in width.

**Rationale:** The route is very rough and not being maintained as a road. It is currently impassable to full size vehicles and would make a good side-by-side trail.

#### **Route #010**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 1.0 mile of 50" or less trail to 60" or less trail.

**Rationale:** This is an old road that is currently being used by side-by-sides and would be a good recreational opportunity for these vehicles.

#### **Route #2259**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Obliterate and remove from system (closed to all motorized use).

**Adjustment:** Removes 0.9 mile of road from the system and out of mule deer winter range.

**Rationale:** This route dead ends at a locked gate at the Forest Boundary. It is less than 1 mile in length and serves no purpose. It is also in mule deer winter range.

#### **Route #347**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from system (closed to all motorized use).

**Adjustment:** Removes 2.3 mile of 50" trail from the system.

**Rationale:** The route is currently impassable and has suffered extensive erosion and flood damage. It is causing resource damage and should be obliterated. The route is not being used.

There are 24 approved adjustments to the Motorized Travel Plan on the Fillmore Ranger District.



**Route #517**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Will remain as Level 1 road but open only to vehicles 60" or less for public use.

**Rationale:** The route parallels Big Johns road and is a duplicate route for full size vehicles. It is heavily used by side-by-side off-highway vehicles.

**Route #607**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.5 mile of 50" or less trail from the system.

**Rationale:** route is user created from private land on to the Forest. It is encouraging trespass by OHV users onto private land.

**Route # 057**

**Current Designation:** Non-motorized trail (closed to all motorized use).

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Adds 0.8 mile of 50" or less motorized trail to the system.

**Rationale:** technology/mapping error. A portion of route 057 has always been and was supposed to be motorized trail but was inadvertently labeled as non-motorized.

**Route #3591 (Cold Spring)**

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Adds 0.4 mile of 50" or less motorized trail to the system.

**Rationale:** This route is necessary for maintenance of range improvements and provides a recreational opportunity.

**Route #1134**

**Current Designation:** Administrative access route (closed to public use).

**Proposed Management:** Road open to all motorized (portion) and trail open to vehicles 50" or less in width (portion).

**Adjustment:** Adds 1.6 mile of 50" or less motorized trail to the system.

**Rationale:** Route provides connectivity from east side to west side of District and an opportunity for off-highway vehicles to connect into Cove Fort.

**Route #582**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use).

**Adjustment:** Removes 0.25 mile of 50" trail from the system and out of riparian.

**Rationale:** This is a pioneered route in a riparian area. It is causing soil erosion and water quality impacts.

**Route #4583**

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Road open to all motorized.

**Adjustment:** Adds 1.0 mile of road open to all motorized vehicles to the system.

**Rationale:** The route is necessary for power line maintenance access and fuels treatments.

**Routes #4114, #1028, #2003, #2341, #2342, #2343, #2344, #2056, & #642**

**Current Designation:** Road open to street legal vehicles only

**Proposed Management:** Road open to all motorized vehicles.

**Adjustment:** Designates these routes open to all motorized instead of open only to street legal.

**Rationale:** These routes are dirt two-track roads conducive to OHV use.

**Unnumbered Route (Cougar Canyon)**

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Administrative access route (closed to public use).

**Adjustment:** Adds 0.3 mile of administrative use road to the system.

**Rationale:** The route is necessary for access to maintain water developments and range improvements.

**Route #Paiute 01 (Merchant Creek/Three Creeks)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 0.8 mile of 50" or less trail to 60" or less trail.

**Rationale:** This would provide a large loop opportunity for side-by-side off-highway vehicles.

**Route #070**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 3.0 miles of 50" or less trail to 60" or less trail.

**Rationale:** This route would provide opportunity for side-by-side vehicles.

**Route #PST05 (Three Creeks)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 1.1 mile of 50" or less trail to 60" or less trail.

**Rationale:** This would provide a connection opportunity for side-by-side off-highway vehicles to legally travel from Marysville to Beaver.

**Route #Paiute 01 (Wade's Canyon)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 2.15 mile of 50" or less trail to 60" or less trail.

**Rationale:** This would provide a large loop opportunity for side-by-side off-highway vehicles and provide a connection into Circleville allowing 60" or less vehicles to complete the entire Paiute loop.

**Route #2052**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Obliterate and remove from system (closed to all vehicles).

**Adjustment:** Removes 0.4 mile of road from the system and out of mule deer winter range.  
This route is also removed from an ephemeral channel.

**Rationale:** The route is unnecessary and funnels users into private property and a locked gate.

The route is leading to trespass onto private land by OHVs.

**Route #3588 & #3605**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Remove from system (closed to all vehicles).

**Adjustment:** Removes 0.55 mile of 50" or less trail from the system.

**Rationale:** Mapping error, these routes do not exist.

**Routes #40582a, #40582b, #40897, #40898, & #2372**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Remove from system (closed to all vehicles).

**Adjustment:** Removes 0.6 mile of road from the system.

**Rationale:** These routes do not exist on the ground.

**Routes #992, #642a, #2063, #453a, #170b, #593, & #571a**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Remove from system (closed to all vehicles).

**Adjustment:** Removes 1.1 mile of road from the system.

**Rationale:** These routes do not exist on the ground.

**Routes #40129b, #40129c, #41133, #42374, & #40580a**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Remove from system (closed to all vehicles).

**Adjustment:** Removes 0.35 mile of road from the system.

**Rationale:** These routes do not exist on the ground.

**Route #474**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Motorized trail open to all motorized vehicles (portion).

**Adjustment:** The route will remain as a Level 1 road but managed as a trail open to all motorized vehicles for public use.

**Rationale:** The route would remain as a road to the private property. West of the private the route is not being maintained as a road, is brushed in and very rough.

**Route #601**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 0.35 mile of 50" or less trail to 60" or less trail.

**Rationale:** This is an old road that has become rough. It accesses a popular overlook and would provide a scenic opportunity for side-by-side off-highway vehicles.

**Route #PST34**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 2.35 miles of 50" or less trail to 60" or less trail.

**Rationale:** This route would provide a scenic opportunity for side-by-side off-highway vehicles to complete a loop out of the Circleville area.

#### Route #PST27

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 3.1 miles of 50" or less trail to 60" or less trail.

**Rationale:** This is an old road that was Highway 153. It accesses Puffer Lake and would provide a recreational opportunity for side-by-side off-highway vehicles to connect between Puffer Lake and Three Creeks Reservoir.

#### Route #Paiute 01 (Rigger Park)

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 2.7 miles of 50" or less trail to 60" or less trail.

**Rationale:** Much of this is an old road. It would provide a scenic and recreational opportunity for side-by-side off-highway vehicles to complete the main Paiute Loop and also connect from Marysville or Beaver to Circleville.

There are 46 approved adjustments to the Motorized Travel Plan on the Beaver Ranger District.

### 3.3

### Fremont River Ranger District

#### Route #1592

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Road open to all motorized vehicles.

**Adjustment:** Adds 0.75 mile of road to the system.

**Rationale:** Mapping error, part of roads #1586 and #1596 were inadvertently left open instead of #1592.

#### Route #1586 & #1596

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Obliterate and remove from the system (closed to all motorized use)  
Portions of each route.

**Adjustment:** Removes 0.6 mile of road from the system and out of mule deer winter range.  
Converts 0.2 mile of road to motorized trail 50" or less in width.

**Rationale:** Mapping error, this route was inadvertently left open instead of route #1592.

#### Route #144

**Current Designation:** Non-motorized trail (closed to all motorized vehicles).

**Proposed Management:** Road open to all motorized vehicles (first 500 feet, remainder will stay as non-motorized trail).

**Adjustment:** Adds 0.1 mile of road to the system.

**Rationale:** Mapping error, the first part of the route was inadvertently labeled as non-motorized. It provides access to trailhead for horse trailers and trail use.

#### Unnumbered Route (near Baker Ranch)

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Road open to all motorized vehicles.

**Adjustment:** Adds 0.1 mile of road to the system.

**Rationale:** The route is only 500 feet long and provides recreational opportunities to dispersed camping and an overlook.

#### **Unnumbered Route & #198 (West of Paradise Valley)**

**Current Designation:** Route #198 is open to vehicles 50" or less in width and the unnumbered route is obliterate and remove from system.

**Proposed Management:** Obliterate and remove from the system a section of #198 and Convert the open section of trail to 60" or less in width. Open the unnumbered route to vehicles less than 60" in width.

**Adjustment:** Adds 0.8 mile of 60" or less trail to the system.

Converts 1.0 mile of 50" or less trail to 60" or less trail.

Removes 0.15 mile of 50" trail from the system and out of IRA.

**Rationale:** The unnumbered route is a good bladed road. The proposal eliminates a bad piece of trail and provides a good, enforceable recreational loop opportunity for off-highway vehicles.

#### **Unnumbered Route (near Geyser Peak)**

**Current Designation:** Obliterate and remove from the system (closed to all motorized use).

**Proposed Management:** Motorized Trail open to vehicles 50" or less in width.

**Adjustment:** Adds 0.1 mile of 50" or less trail to the system.

**Rationale:** The route is only one tenth of a mile long and provides a recreational opportunity to one of the best overlooks on the Forest.

#### **Route #248 (GWT between Last Chance and Tidwell Slopes)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 0.8 mile of 50" or less trail to 60" or less trail.

**Rationale:** This would provide a connection and loop opportunity for side-by-side vehicles.

There are 9 approved adjustments to the Motorized Travel Plan on the Fremont Ranger District.

### **3.4**

### **Richfield Ranger District**

#### **Routes #950, #951, #952, #953, #954, #955, #956, #763 & PST66 (portion)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 4.0 miles of 50" or less trail to 60" or less trail.

**Rationale:** This is a network of old roads which can easily support 60" high clearance vehicles.

#### **Unnumbered Route (parallel to #166 in Koosharem Canyon)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Adds 1.4 miles of 50" or less trail to the system.

**Rationale:** The route is an old road that provides a great off-highway vehicle opportunity along a ridge. It connects with other trails building network opportunities.

#### **Unnumbered Routes (5 trails off #088 west of Hunts Lake)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Adds 1.3 miles of 50" or less trail to the system.

**Rationale:** These trails provide access to Lower Hunts Lake, an overlook and a stock pond. They provide great recreational opportunity for multiple purposes.

#### **Unnumbered Routes (5 Trails adjacent to #761 & #762 "The Circle")**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Adds 1.75 miles of 60" or less trail to the system.

Converts 1.1 miles of 50" or less trail to 60" or less trail.

Removes 0.4 mile of 50" trail from the system.

**Rationale:** Provide access to private land, connect into other trails and provide a good recreational opportunity for off-highway vehicles.

#### **Route #1182**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Road open to all motorized.

**Adjustment:** Adds 0.7 mile of road to the system.

**Rationale:** The section of road 1182 connecting to road 1234 is an existing road that will provide a recreational loop opportunity and would be very difficult to enforce and keep closed.

#### **Unnumbered Route (Cedar Mountain adjacent to road 002)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Road open to all vehicles.

**Adjustment:** Adds 1.8 mile of road to the system and removes 0.1 mile of road from system.

**Rationale:** The road is in a very open area that will be difficult to enforce. It goes around the edge of a chaining and to an overlook.

#### **Route #1330**

**Current Designation:** Road open to all motorized vehicles.

**Proposed Management:** Obliterate and remove from system (closed to all motorized).

**Adjustment:** Removes 1.0 mile of road from the system, out of mule deer winter range and IRA.

**Rationale:** A portion of this route is no longer necessary for pond maintenance and is located within an inventoried roadless area.

#### **Unnumbered Routes (Old Woman Plateau off road #228)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Road open to all vehicles.

**Adjustment:** Adds 1.65 miles of road to the system.

**Rationale:** These two routes provide access to range improvements, dispersed campsites, and an overlook. They would provide a great recreational opportunity.

#### **Unnumbered Routes (North Old Woman Plateau off road 1415)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Road open to all vehicles.

**Adjustment:** Adds 4.2 miles of road to the system.

**Rationale:** These routes provide access to range improvements, dispersed campsites, and an overlook. They would provide loops and a great recreational opportunity.

**Route #752**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Obliterate and remove from system (closed to all motorized).

**Adjustment:** Removes 2.1 miles of 50" or less trail from the system and out of riparian.

**Rationale:** The route is located in a wetland. It is nearly gone, however it will continue to impact the riparian area and require additional rehabilitation work.

**Route #140**

**Current Designation:** Non-motorized trail (closed to all motorized).

**Proposed Management:** Motorized trail open to vehicles 50" or less in width.

**Adjustment:** Adds 0.7 mile of 50" or less trail to the system.

**Rationale:** The route is an old road that creates a good loop opportunity for motorized users.

**Unnumbered Route (Duncan Mountain off road 268 & between road 263 and 2493)**

**Current Designation:** Obliterate and remove from system (closed to all motorized).

**Proposed Management:** Motorized trail open to all vehicles.

**Adjustment:** Adds 3.25 miles of trail open to all motorized vehicles to the system.

**Rationale:** These are existing roads that create a loop recreational opportunity and adds access to an overlook as well as provides access to range improvements.

**Route #940, #680, #707 (Cedar Mountain)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 5.1 miles of 50" or less trail to 60" or less trail.

**Rationale:** These are old roads which can easily support 60" high clearance vehicles.

**Route #812, & #814 (Hunt's Lake)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 0.5 mile of 50" or less trail to 60" or less trail.

**Rationale:** These are old roads which can easily support 60" high clearance vehicles

**Route #PST63, & #868 (South Rock Canyon)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 4.9 miles of 50" or less trail to 60" or less trail.

**Rationale:** These are old roads which can easily support 60" high clearance vehicles.

**Route #848, & #849 (Six Patch Draw)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.

**Proposed Management:** Motorized trail open to vehicles 60" or less in width.

**Adjustment:** Converts 0.7 mile of 50" or less trail to 60" or less trail.

**Rationale:** These are old roads which can easily support 60" high clearance vehicles.

**Route #913, & #805 (Wood Hollow)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.  
**Proposed Management:** Motorized trail open to vehicles 60" or less in width.  
**Adjustment:** Converts 0.5 mile of 50" or less trail to 60" or less trail.  
**Rationale:** These are old roads which can easily support 60" high clearance vehicles.

**Route #103A, #817, #826, #923, & #865 (Monroe Mountain)**

**Current Designation:** Motorized trail open to vehicles 50" or less in width.  
**Proposed Management:** Motorized trail open to vehicles 60" or less in width.  
**Adjustment:** Converts 2.3 miles of 50" or less trail to 60" or less trail.  
**Rationale:** These are old roads which can easily support 60" high clearance vehicles.

There are 57 approved adjustments to the Motorized Travel Plan on the Richfield Ranger District.

## 4.0 SUMMARY OF ADJUSTMENTS

There are a total of 136 approved adjustments across the entire Fishlake National Forest. The following tables and dialogue are summaries of the Adaptive Management Adjustments by District and on the Forest as a whole. They show miles of road and trail added or removed from the system and miles of those in IRA, mule deer winter range and riparian/stream corridors.

### 4.1 Fillmore Ranger District

#### Fillmore Ranger District Summary of Motorized Travel Plan Adjustments

Table 4.1

	<b>Roads</b>	<b>Motorized Trails</b>
<b>Total Miles Added to System</b>	0	0
<b>Total Miles Removed from System</b>	6.2	11.45
<b>Miles Converted to 50" Trail</b>	1.8	N/A
<b>Miles Converted to 60" Trail</b>	1.4	10
<b>Miles Added in Mule Deer Winter Range</b>	0	0
<b>Miles Removed in Mule Deer Winter Range</b>	3.6	2.4
<b>Miles added in IRA</b>	0	0
<b>Miles Removed from IRA</b>	0.6	4.25
<b>Miles Added in Riparian</b>	0	0
<b>Miles Removed from Riparian/Stream Channel Corridors</b>	0	4.1

Overall, there is a net decrease of 9.4 miles of road and a net decrease of 8.25 miles of motorized trail on the Fillmore Ranger District. There were 6.0 miles of motorized routes removed in mule deer winter range, 4.85 miles removed from IRA and 4.1 miles removed from riparian/stream channel areas. There are 11.4 total miles of routes converted to 60" trail.



**Beaver Ranger District  
Summary of Motorized Travel Plan Adjustments**

Table 4.2

	Roads	Motorized Trails
<b>Total Miles Added to System</b>	1.3	2.8
<b>Total Miles Removed from System</b>	2.45	1.3
<b>Miles Converted to 50" Trail</b>	0	N/A
<b>Miles Converted to 60" Trail</b>	3.2	15.6
<b>Miles Converted to "Open to All" Trail</b>	6.2	0
<b>Miles Added in Mule Deer Winter Range</b>	0	0
<b>Miles Removed in Mule Deer Winter Range</b>	0.4	0
<b>Miles added in IRA</b>	0	0
<b>Miles Removed from IRA</b>	0	0
<b>Miles Added in Riparian</b>	0	0
<b>Miles Removed from Riparian/Stream Channel Corridors</b>	0.4	0
<b>Proposed miles that were unable to be carried forward under this document</b>	6.85	0

Overall, there is a net decrease of 1.15 mile of road and an increase of 1.5 mile of 50" trail on the Beaver Ranger District. No adjustments were made in Inventoried Roadless Areas (IRA); however, there was a net decrease of 0.4 mile of road in mule deer winter range and riparian/stream channels. There was a net increase of 18.8 miles of 60" trail and 6.2 miles of trail open to all motorized due to conversion of existing routes.

- Route #1700 in the Last Chance Hollow area was proposed to be added as a road. This would have added 0.65 miles of road to the system; however, the route is located within a stream channel and cannot be added under this process.
- Route #1708 in the Indian Creek area was proposed to be added as a road. This would have added 0.65 miles of road to the system; however, the route is located within a stream channel and cannot be added under this process.
- An unnumbered route in the Maple Spring Hollow area was proposed to be added as a road. This would have added 0.7 miles of road to the system; however, the route is located within a stream channel and cannot be added under this process.
- Route #4125 in the Deer Trail Mine area was proposed to be added as a road. This would have added 2.0 miles of road to the system; however, the route is located within an IRA and cannot be added under this process.
- An unnumbered route in the Oak Springs area was proposed to be added as a road. This would have added 0.2 miles of road to the system; however, the route is located within an IRA and cannot be added under this process.

- Route #990 in the Tanner Hollow area was proposed to be added as a road. This would have added 2.65 miles of road to the system; however, the District Ranger made a decision to leave this route off the system.

#### 4.3

#### Fremont River Ranger District

### Fremont River Ranger District Summary of Motorized Travel Plan Adjustments

Table 4.3

	Roads	Motorized Trails
Total Miles Added to System	0.95	0.9*
Total Miles Removed from System	0.8	0.15
Miles Converted to 50" Trail	0.2	N/A
Miles Converted to 60" Trail	0	1.8
Miles Added in Mule Deer Winter Range	0.95	0
Miles Removed in Mule Deer Winter Range	0.8	0
Miles added in IRA	0	0
Miles Removed from IRA	0	0
Miles Added in Riparian	0	0
Miles Removed from Riparian	0	0
Proposed miles that were unable to be carried forward under this document	0.45	0

Overall, there is a net decrease of 0.05 mile of road and an increase of 0.95 mile of trail (\*0.8 mile was addition of 60" trail) on the Fremont River Ranger District. No adjustments were made in Inventoried Roadless Areas (IRA) or riparian areas; however, there was a net increase of 0.15 mile of road in mule deer winter range. All routes added in mule deer winter range will be seasonally closed.

- Route 1710 in the Windy Ridge area was proposed to be added as a road. This would have added 0.45 miles of road to the system; however, the route is located within an IRA and cannot be added under this process.

**Richfield Ranger District  
Summary of Motorized Travel Plan Adjustments**

Table 4.4

	Roads	Motorized Trails
<b>Total Miles Added to System</b>	8.35	8.4 <sup>*</sup>
<b>Total Miles Removed from System</b>	1.1	2.5
<b>Miles Converted to 50" Trail</b>	0	N/A
<b>Miles Converted to 60" Trail</b>	0	21.8
<b>Miles Converted to "Open to All" Trail</b>	0	0
<b>Miles Added in Mule Deer Winter Range</b>	1.8	1.4
<b>Miles Removed in Mule Deer Winter Range</b>	1.1	0
<b>Miles added in IRA</b>	0	3.55
<b>Miles Removed from IRA</b>	1.0	0
<b>Miles Added in Riparian</b>	0	0
<b>Miles Removed from Riparian/Stream Channel Corridors</b>	0	2.1
<b>Proposed miles that were unable to be carried forward under this document</b>	2.4	3.5

Overall, there is a net increase of 7.25 miles of road and an increase of 5.9 miles of trail (\*3.4 miles of 50" trail was added and 2.5 miles removed, 1.75 miles of 60" trail was added and 3.25 miles of trail open to all vehicles was added) on the Richfield Ranger District. There was a net increase of 2.55 miles of motorized routes in IRA, a net increase of 2.1 miles of routes in mule deer winter range and a net decrease of 2.1 miles of routes in riparian/stream channels. There was a net increase of 23.55 miles of 60" trail and 3.25 miles of trail open to all motorized.

- Route #1717 in the Clear Creek area was proposed to be added as a 50" trail. This would have added 0.5 miles of trail to the system; however, the route is located within sensitive plant habitat and high probability cultural resource area, therefore cannot be added under this process.
- Route #135A in the Rose Meadow area was proposed to be added as a 50" trail. This would have added 1.8 miles of trail to the system; however, the route is located within a semi-primitive non-motorized ROS area and cannot be added under this process.
- A group of unnumbered routes in the Jolley Mill area were proposed to be added as road and trail. This would have added 2.4 miles of road and 0.4 miles of 50" trail to the system; however, the routes are located within a semi-primitive non-motorized ROS area and cannot be added under this process.
- A group of unnumbered routes in "The Circle" area were proposed to be added as 60" trail. This would have added 0.8 miles of 60" trail to the system; however, the routes are located within a semi-primitive non-motorized ROS area and cannot be added under this process.

**Fishlake National Forest  
Forest-Wide Summary of  
Motorized Travel Plan Adjustments**

Table 4.5

	Roads	Motorized Trails
<b>Total Miles Added to System</b>	10.6	12.1*
<b>Total Miles Removed from System</b>	10.55	15.4
<b>NET Difference in Forest-wide Miles</b>	+0.05	-3.3
<b>Miles Converted to 50" Trail</b>	2.0	N/A
<b>Miles Converted to 60" Trail</b>	4.6	49.2
<b>Miles Converted to "Open to All" Trail</b>	6.2	0
<b>Miles Added in Mule Deer Winter Range</b>	2.75	1.4
<b>Miles Removed in Mule Deer Winter Range</b>	5.9	2.4
<b>NET Difference in Forest-wide Route Miles in Mule Deer Winter Range</b>	-3.15	-1.0
<b>Miles added in IRA</b>	0	3.55
<b>Miles Removed from IRA</b>	1.6	4.25
<b>NET Difference in Forest-wide Route Miles in IRA</b>	-1.6	-0.7
<b>Miles Added in Riparian</b>	0	0
<b>Miles Removed from Riparian/Stream Channel Corridors</b>	0.4	6.2
<b>NET Difference in Forest-wide Route Miles in Riparian/Stream Corridors</b>	-0.4	-6.2
<b>Proposed miles that were unable to be carried forward under this document</b>	9.7	3.5

Overall, there is a Forest-wide net increase of 0.05 miles of road and a decrease of 3.3 miles of trail. There was a net decrease of 2.3 miles of motorized routes in IRA, a net decrease of 4.15 miles of motorized routes in mule deer winter range and a net decrease of 6.6 miles of motorized routes in riparian/stream channels.

There was a net increase of 56.35 miles of 60" trail and 9.45 miles of trail open to all motorized.

\*2.55 miles of this total were added as 60" trail and 3.25 were added as "trail open to all motorized".

There was actually a net decrease of 9.1 miles of 50" trail Forest-wide.

A total of 13.2 miles of motorized routes were unable to be adjusted within this process. These routes did not meet the criteria for route consideration identified through the screening process. Adjustments to these routes will require additional NEPA analysis.

## 5.0 RATIONALE FOR ADJUSTMENTS

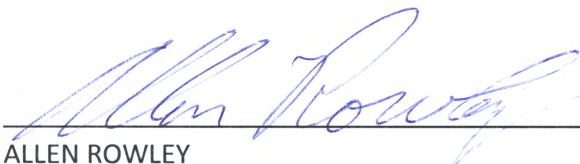
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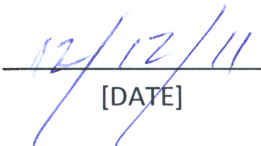
I have reviewed the supplemental information collected over the past five years of implementing the Fishlake National Forest Motorized Travel Plan (MTP). The supplemental information was collected and the review of data was consistent with the direction outlined in Appendix B – Implementation Plan of the Final Environmental Impact Statement (FEIS) and item #8 on pages 224-225 and FSH 1909.15, Chapter 18. Based on the supplemental information and review I have determined:

- Field verification of routes, observations from Forest Service employees, and comments from users indicate the current maps were not completely accurate when originally published in 2006 under the MTP Record of Decision. I will be correcting the map and geospatial data to more accurately reflect conditions as they exist on the ground.
- Appendix B provides direction to review and adjust, if appropriate, the designated routes where side-by-sides or UTV are allowable. We frequently hear requests from the recreating public to consider making UTV use on trails allowable. Item #8 on pages 224-225 of Appendix B in the FEIS also acknowledges increase of these vehicles using the Forest and directs us to evaluate each route for consideration of this use. Side-by-sides or UTVs are wider than ATVs that are straddle ridden. The industry and these vehicles are evolving. It appears, based on measurements of actual vehicles at dealerships in the area, the majority of these vehicles are less than 60" in width. Many of our existing trails are physically restricted by terrain and design, which limit how wide of a vehicle could safely use them. Forest personnel identified trails with the potential to safely accommodate wider vehicles. Then individual trails were ridden with UTVs, sometimes with scenarios set up to test the available space for passing of two-way traffic. This new information about UTV handling, trail tread width, surrounding terrain, existing infrastructure, such as bridges or improved crossings, and availability of passing zones was used to make adjustments, increasing the maximum vehicle width to 60" on some routes.
- We have also heard from the public that a trail system providing a series of loops (compared with a system of trails that requires backtracking) is more enjoyable, easier to use, and increases compliance with the MTP. Working with Forest personnel we have identified a number of adjustments that increase these loop opportunities. A few examples are the 50" trails that were converted to 60" trails in the Wade's Canyon, Oak Basin and Three Creeks areas. By converting these trails for use by slightly larger vehicles, we have created loop opportunities to the communities of Marysville, Junction and Circleville, as well as provided a connection into Beaver from each of these communities. Not only have the adjustments increased loop opportunities but have also improved connectivity to destinations and local communities.
- Adjustments to the designated motorized travel route system would only be appropriate if the environmental effects are within the range described in the FEIS, and equal to or lower in impacts

listed in the included tables. Across the Forest as a whole, the adjustments end up having less environmental impact, and well within the range described in the FEIS.

- These are adjustments as described in Appendix B of the FEIS and therefore do not constitute a new decision. The purpose of and need for action, as well as the decision, to implement a system of designated routes and open areas only, with approximately 2,820 miles as outlined in the ROD are still valid.
- These adjustments are consistent with feedback from the recreating community. They include specific comments from the Paiute Trail Committee, Southern Utah OHV Club, Tushar Mountain OHV Club, Sand Rock Ridge Riders and have been discussed with the County Commissioners of Piute, Beaver, Sevier, Millard, and Wayne Counties.

  
\_\_\_\_\_  
ALLEN ROWLEY  
Forest Supervisor  
Fishlake National Forest

  
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[DATE]