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## Map Appendix

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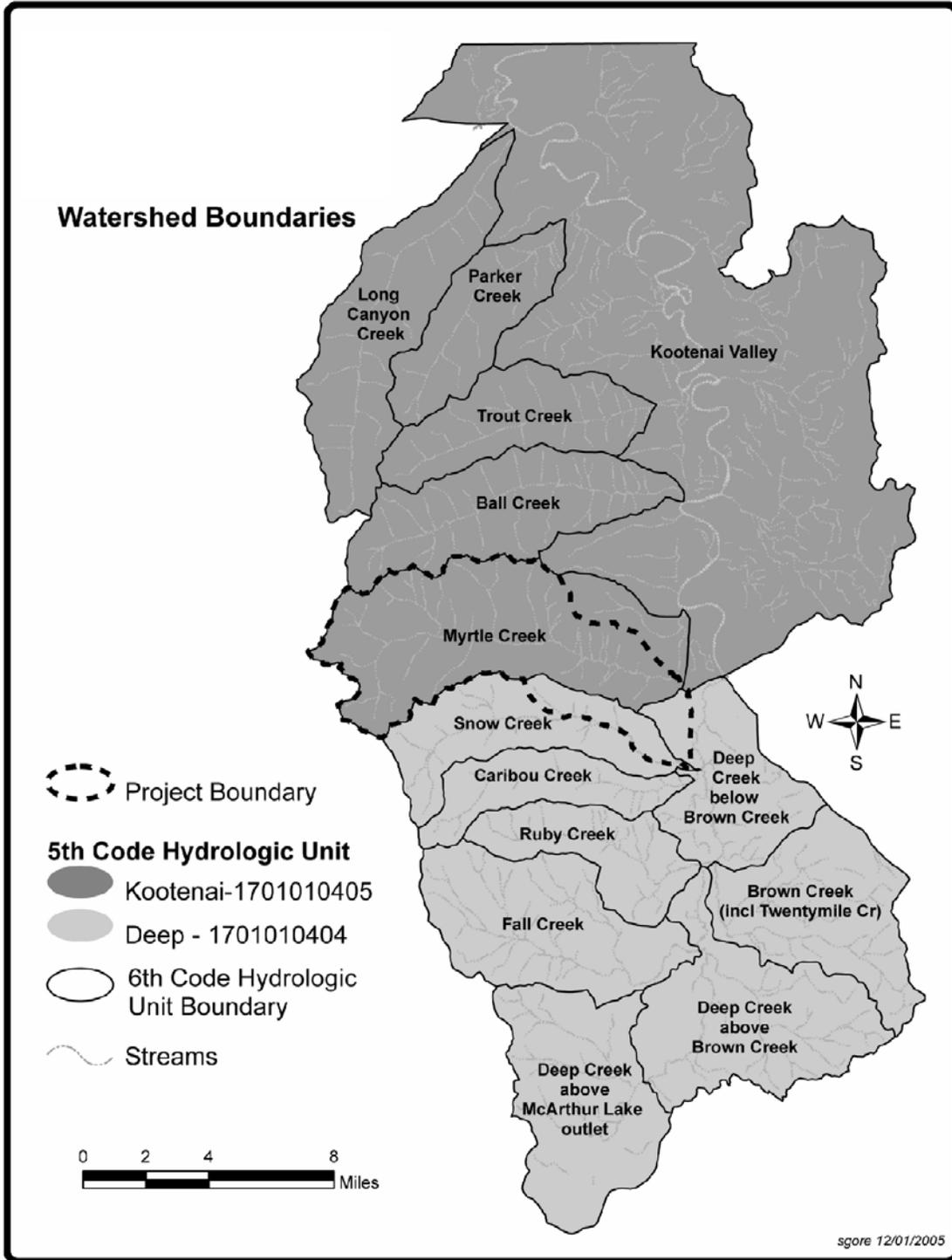
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Mapping data accuracy – The US Forest Service uses the most current and complete data available. Geographic Information Systems (GIS) data and product accuracy may vary. They may be developed from sources of differing accuracy, accurate only at certain scales based on modeling or interpretation, incomplete while being revised, or they may vary for other reasons.

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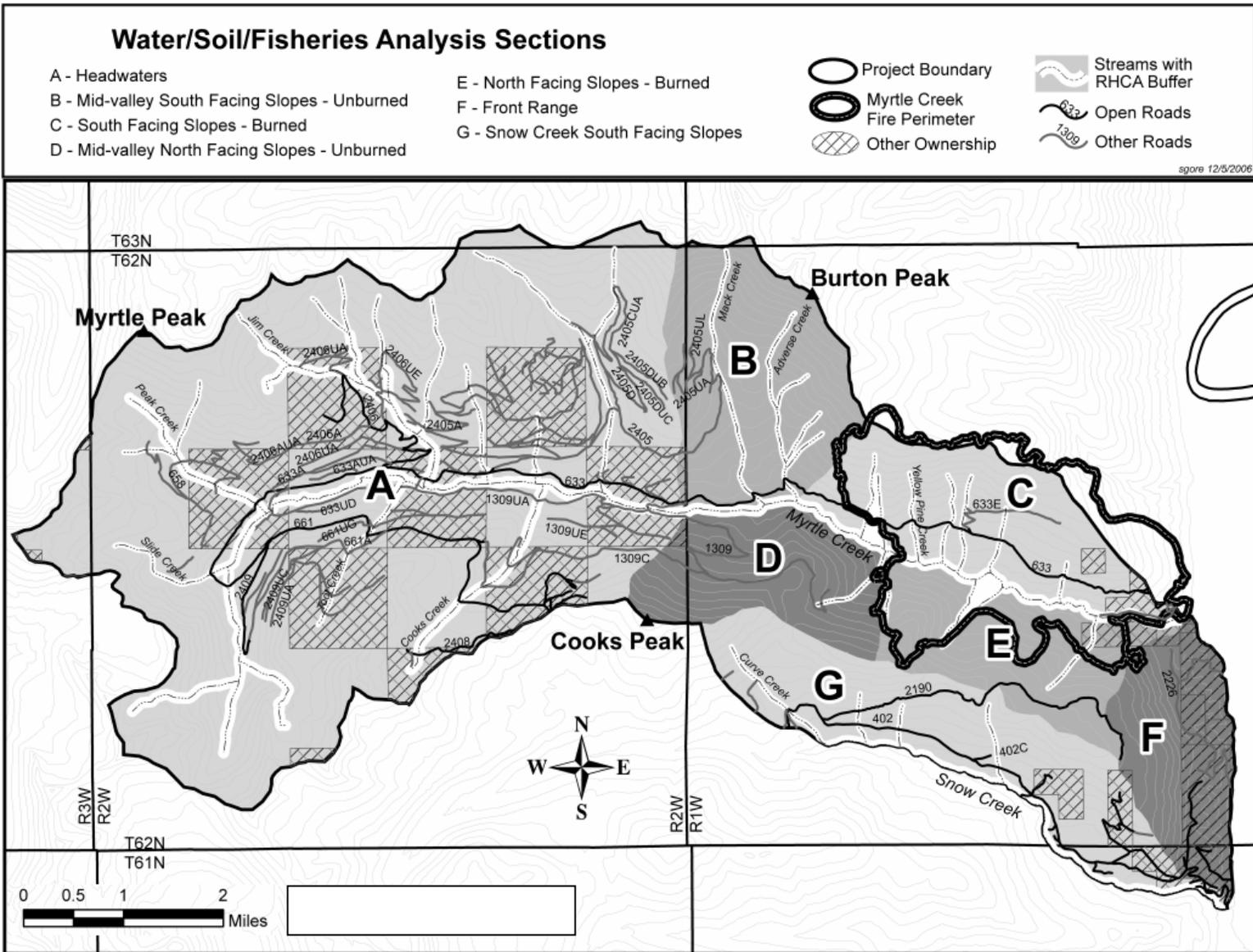
**Map Section 1 - Aquatics Maps**

The Aquatics maps in this appendix are: 1. Watershed Boundary Map, 2. Water / Soil / Fisheries Analysis Sections, 3. Road and Trail Systems (with IGBC status), 4. Inventoried Roads and Treatment Areas, 5. Road Decommissioning Priority Ranking, and 6. Stream Cross-Section and Temperature Gage Locations.



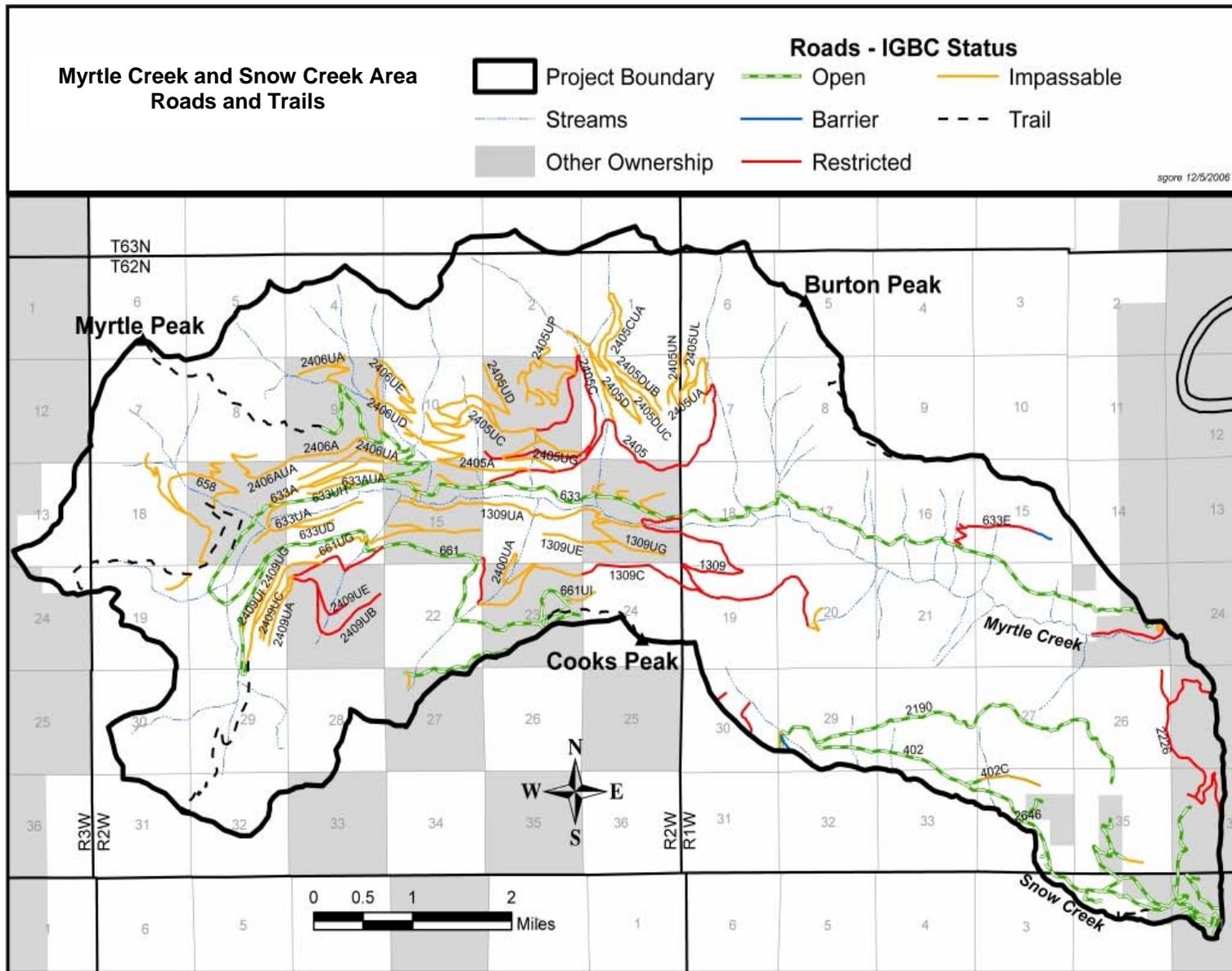
**Aquatics Map 1 - Watershed Boundary Map**

This map displays the Hydrologic Unit Code (HUC) boundaries in the general area of this project. The darker grey area shows the Kootenai River 5th code HUC, which is then divided into smaller 6th code HUCs, including Myrtle Creek. The lighter grey shows the Deep Creek 5th code HUC, which is then divided into smaller 6th code HUCs, including Snow and Deep Creeks.



**Aquatics Map 2 - Water / Soil / Fisheries Analysis Sections**

This map shows the various sections of the project area that were designated to assist in the analysis of water, soil and fisheries. These sections are referred to in the discussions of these resources.

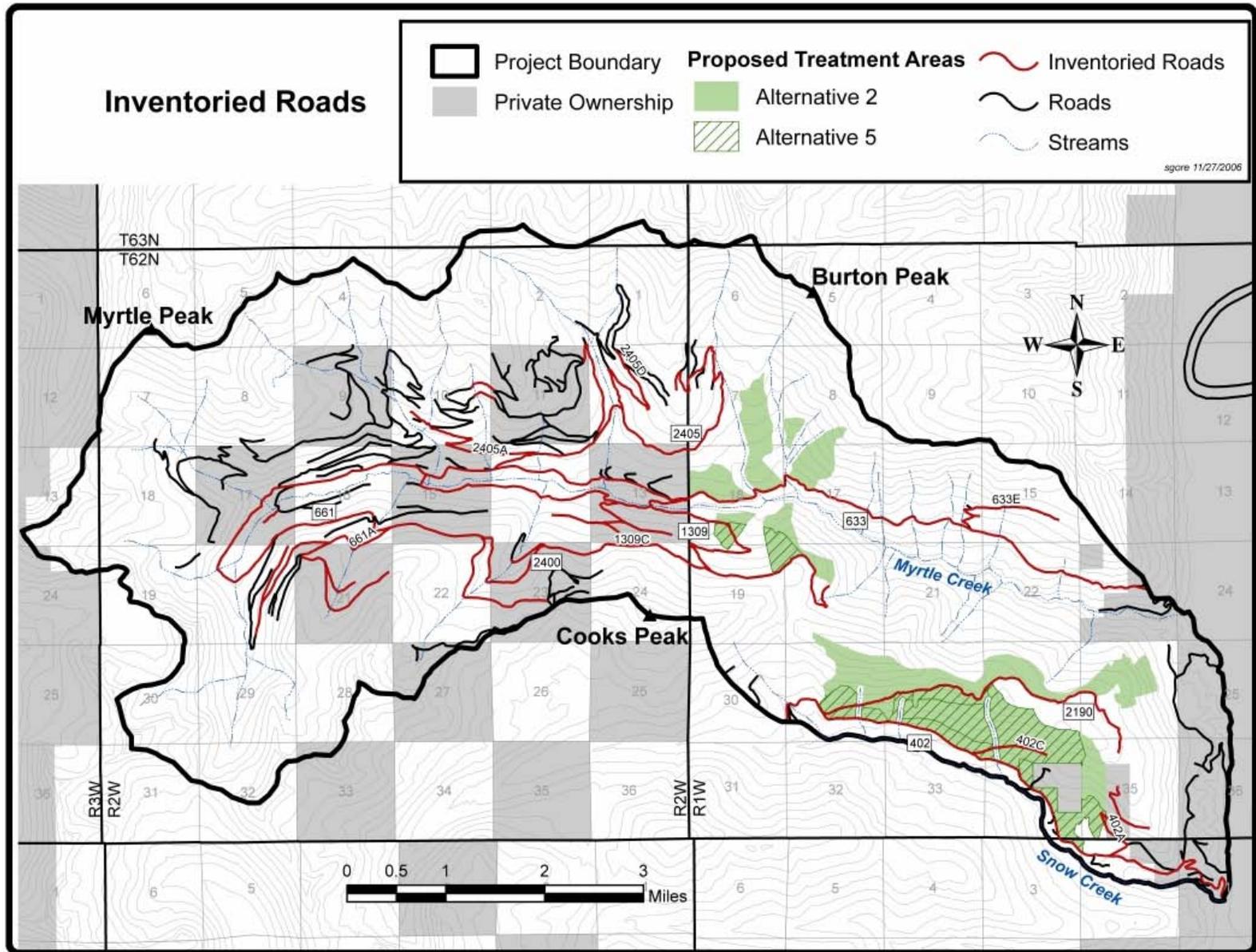


**Aquatics Map 3 - Project Area Roads and Trails**

This map shows the roads and trails in the Myrtle Creek and Snow Creek area, the current status of the roads as defined by the Interagency Grizzly Bear Committee (open, closed by a barrier, restricted use, impassable) and the pattern of land ownership (white is National Forest System lands, grey is other ownership).

This map shows the general analysis area and displays:

- a) the land ownerships (National Forest System lands and private lands),
- b) proposed treatment areas (Alternative 2 as solid green, and Alternative 5 as green hash marks), and
- c) roads (road condition inventories / surveys were conducted on the roads shown in red, other roads are shown in black). See Chapter 3 for the rationale for selection of roads to be inventoried.



**Aquatics Map 4 - Inventoried Roads and Treatment Areas**

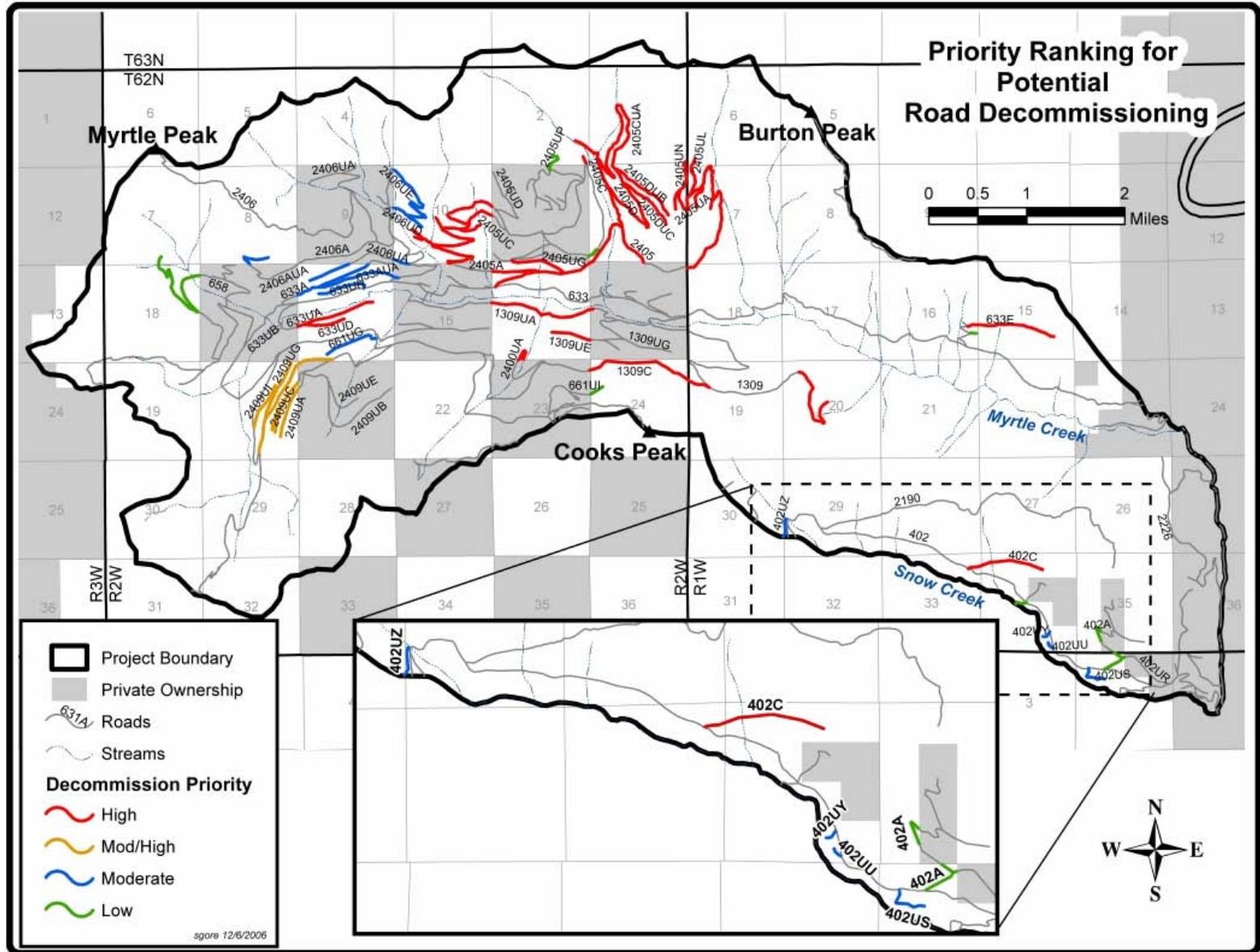
This map shows the decommissioning opportunities within the entire Myrtle Creek watershed and the northern portion of the Snow Creek drainage.

**High** priorities are displayed in **red**.

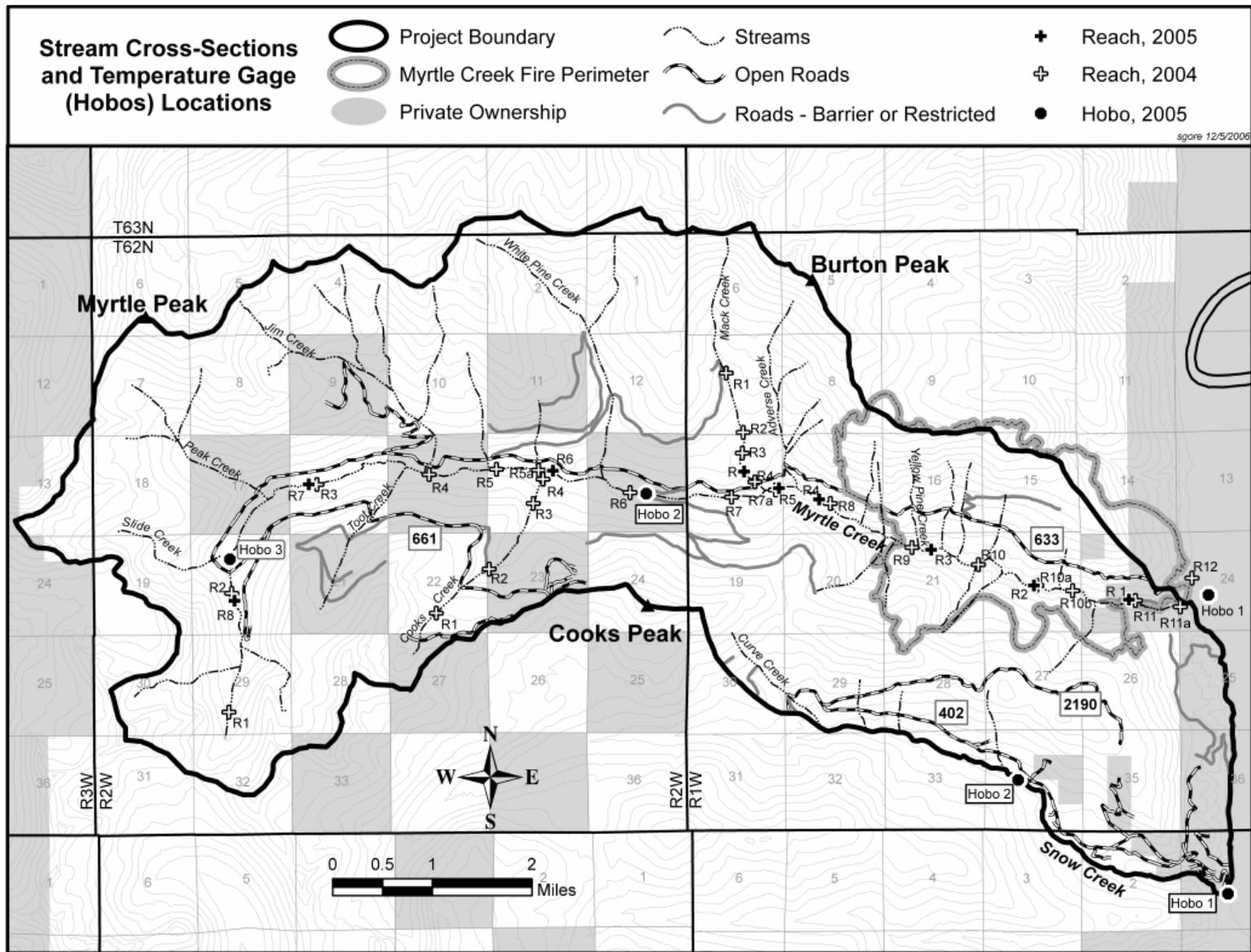
**Moderate/High** priorities are displayed in **gold**.

**Moderate** priorities are displayed in **blue**.

**Low** priorities are displayed in **green**.

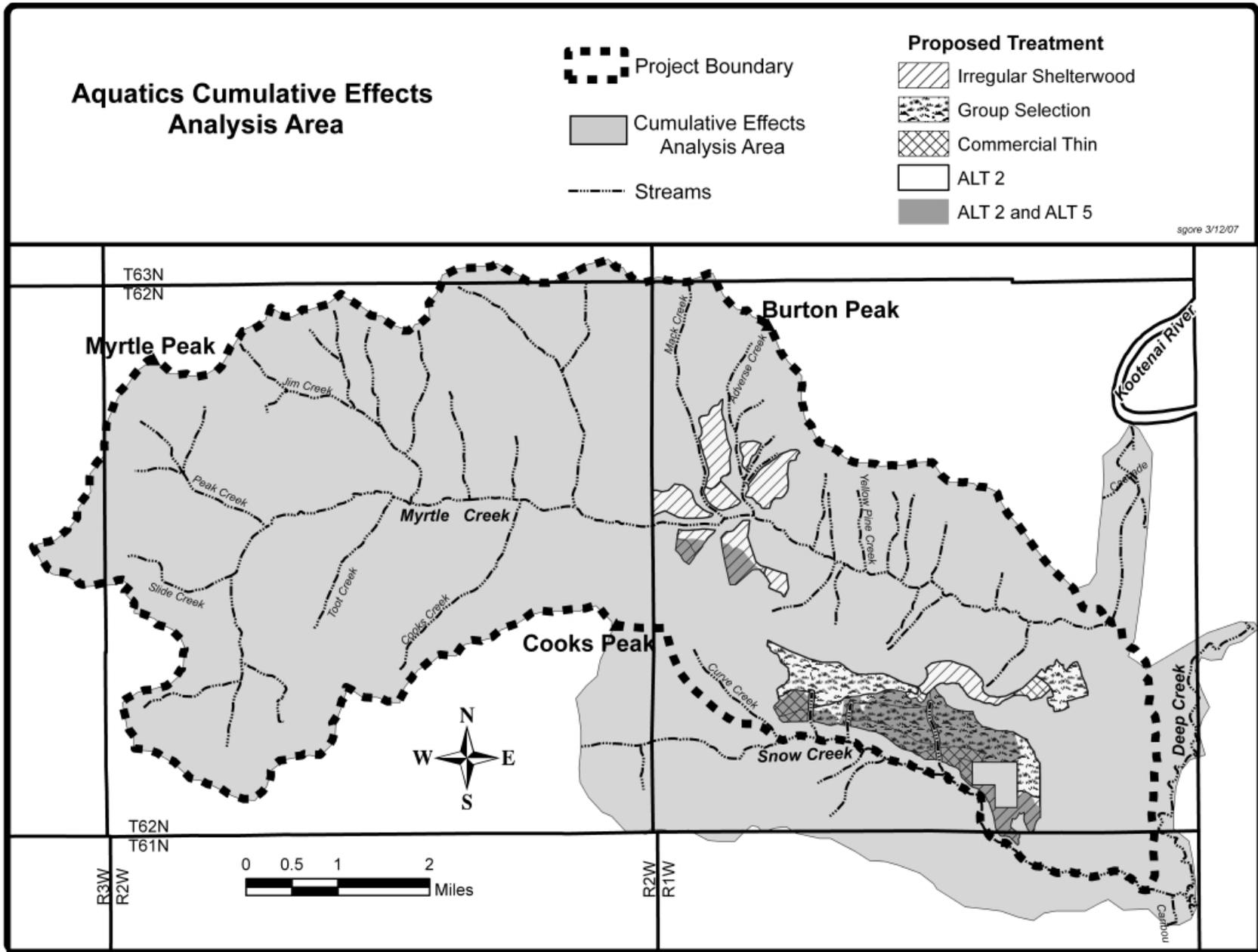


**Aquatics Map 5 - Priority Ranking for Future Opportunities for Road Decommissioning**



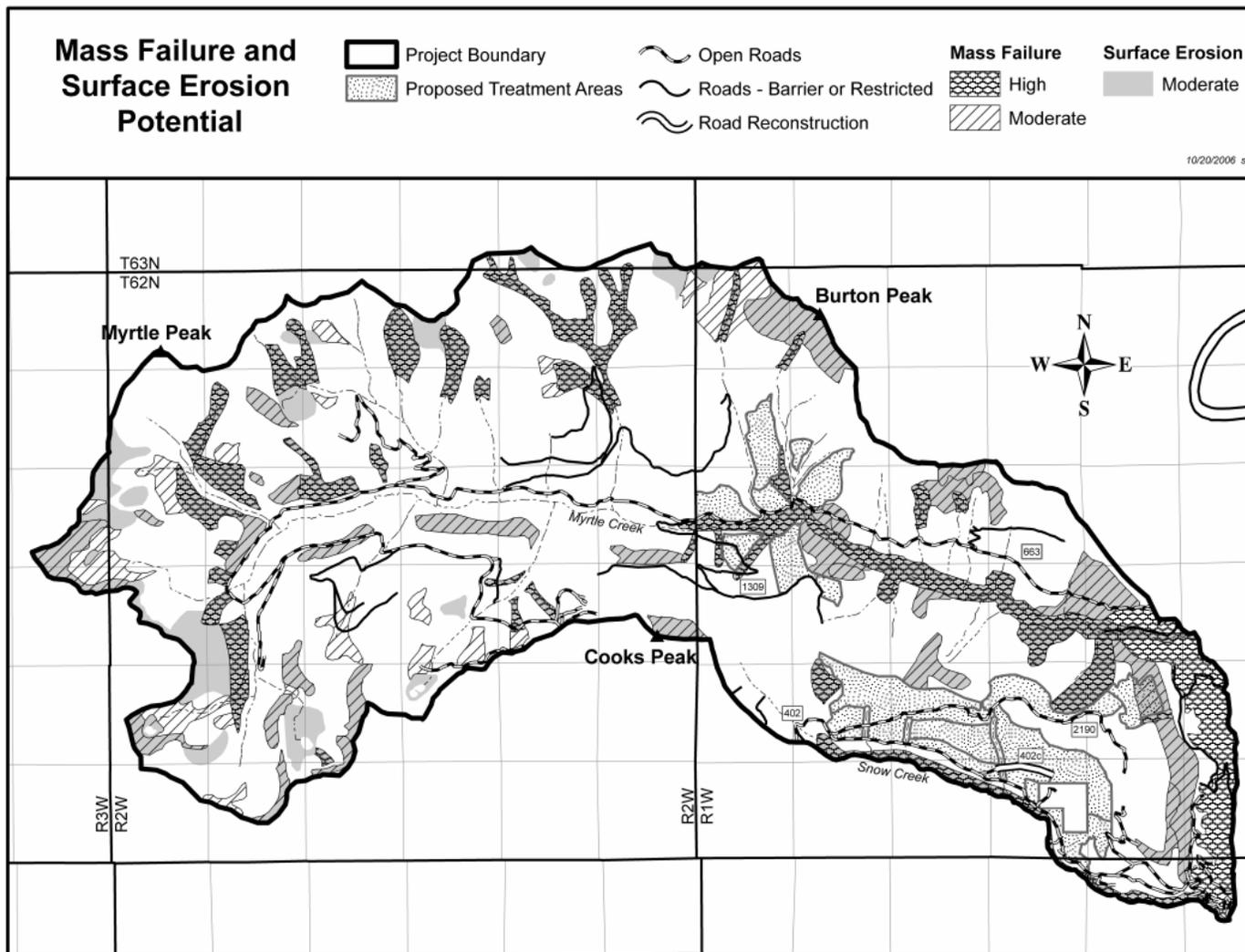
**Aquatics Map 6 - Stream Cross Section and Temperature Gage Locations**

This map shows locations of cross section stream surveys of stream conditions and fish habitat conditions. It also shows the locations of the stream temperature gages, known as “Hobos”.



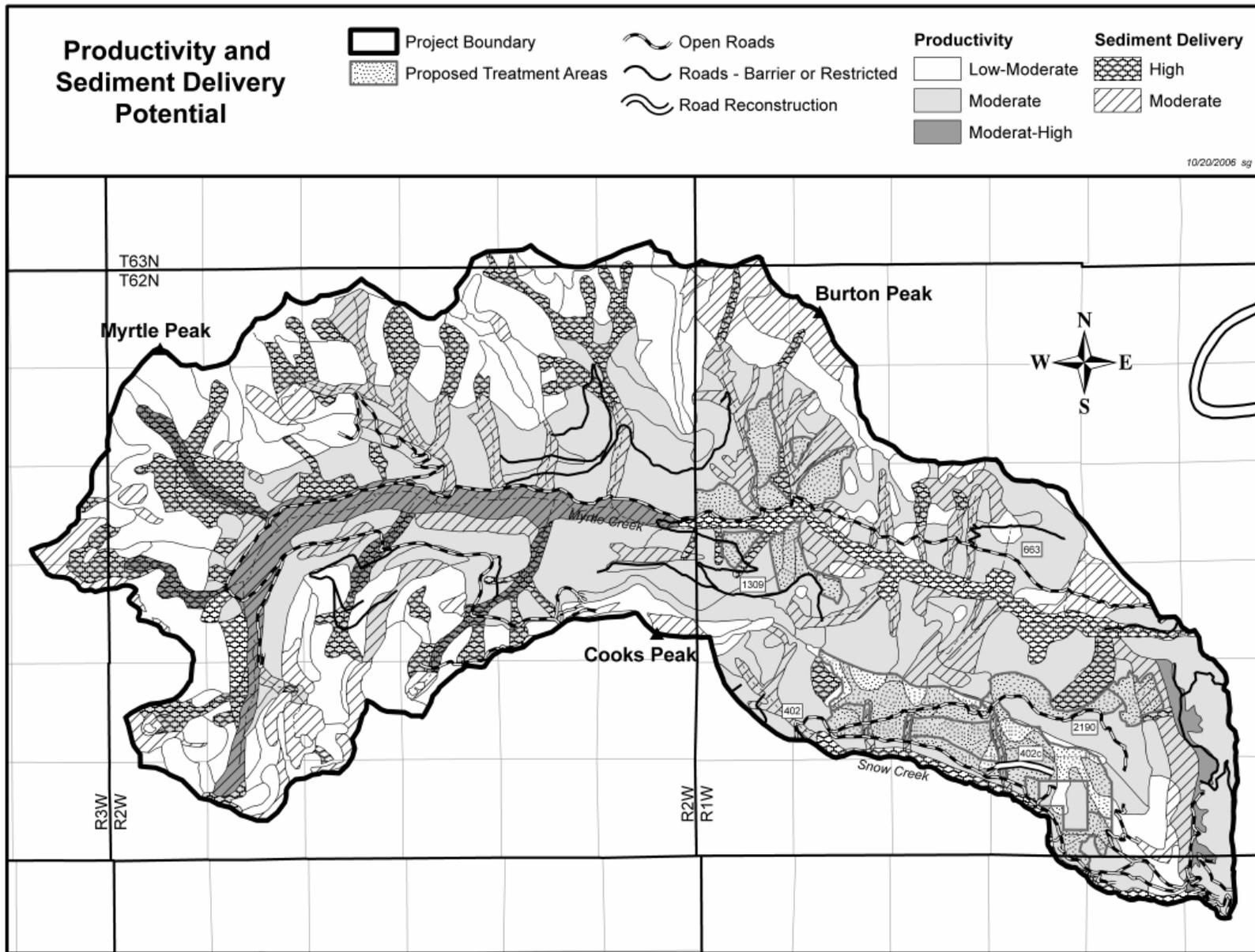
**Aquatics Map 7 – Cumulative Effects Analysis Area**

Map Section 2 - Soils Maps



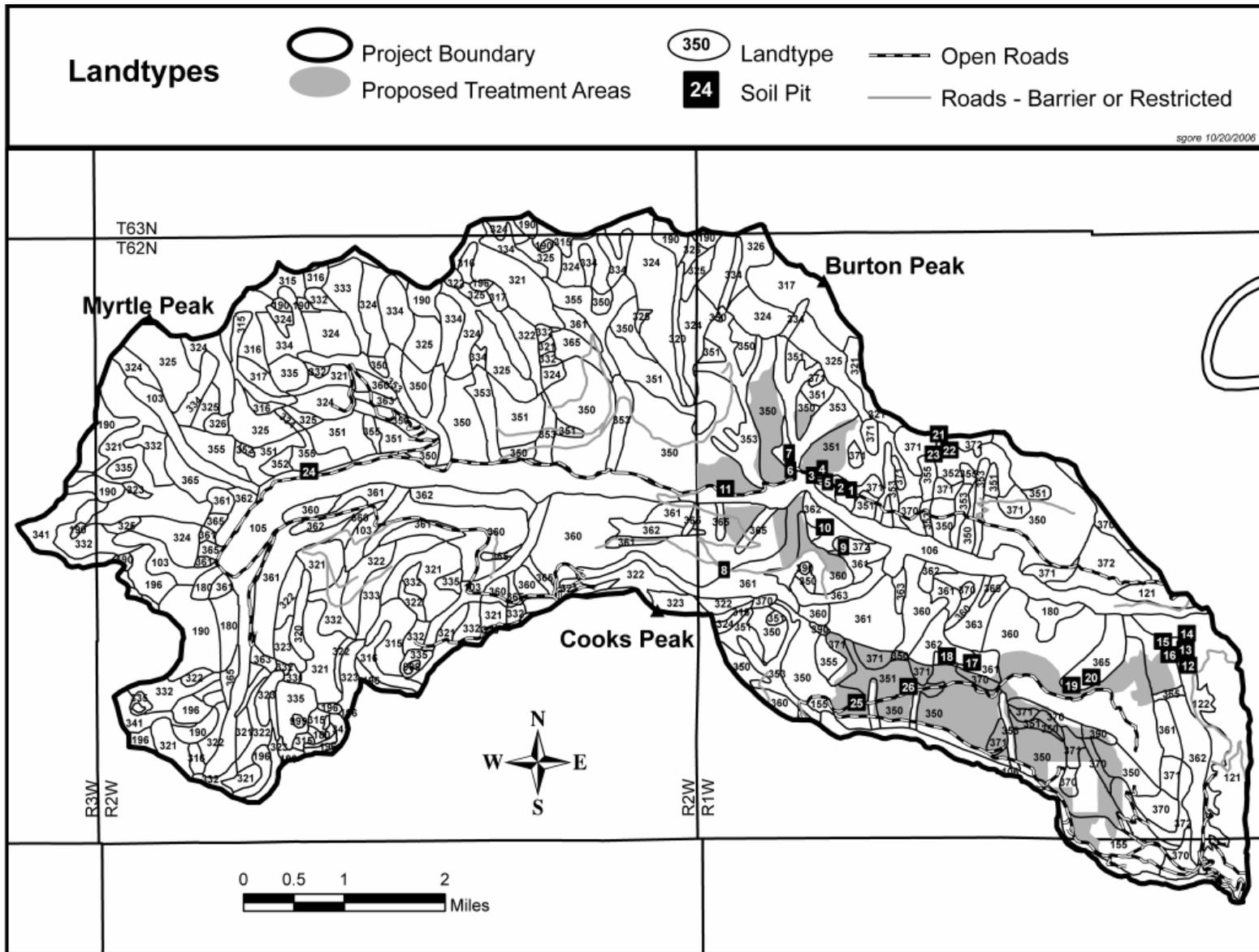
**Soils Map 1 - Mass Failure and Surface Erosion Potential**

This map shows the treatment areas as proposed under Alternative 2 and the landtypes with Moderate or High Mass Failure potential, and areas with Moderate Surface Erosion potential. See the Soils discussions in the FEIS for more information regarding these features.



**Soils Map 2 - Productivity and Sediment Delivery Potential**

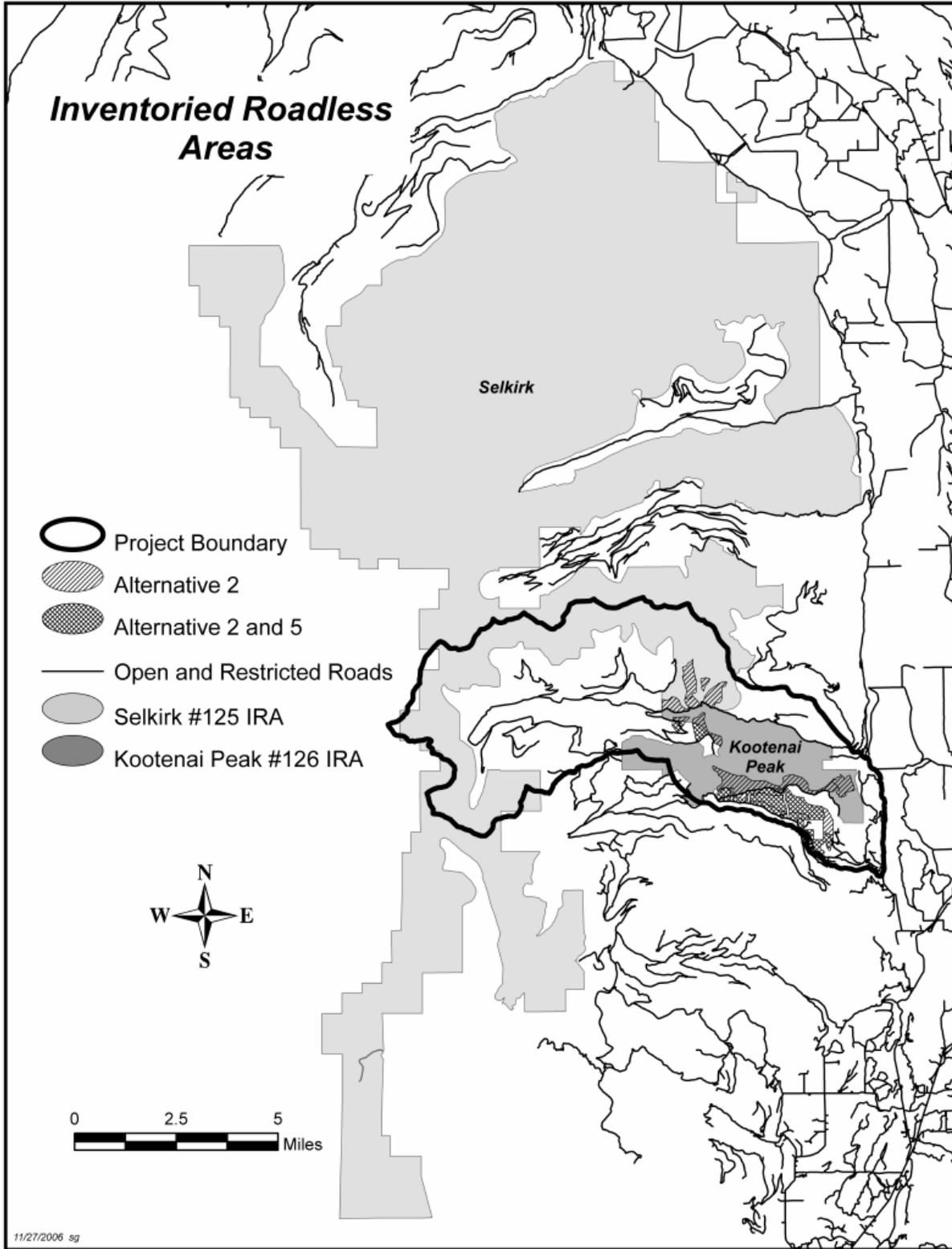
This map shows the potentials for Sediment Production and Sediment Delivery and includes the areas proposed for treatment under Alternative 2.



**Soils Map 3 - Landtypes, Soil Pit Locations, and Proposed Treatment Units**

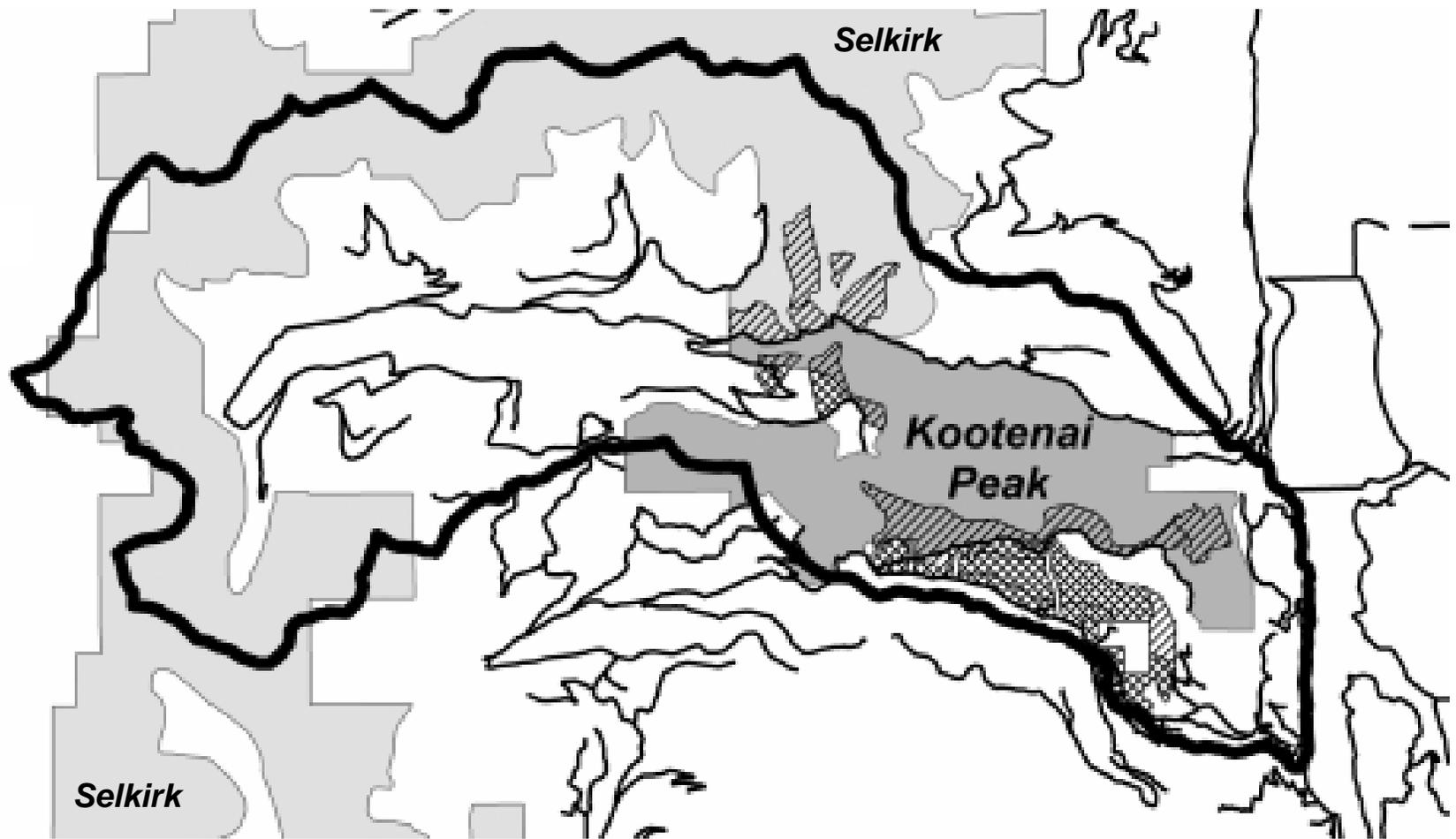
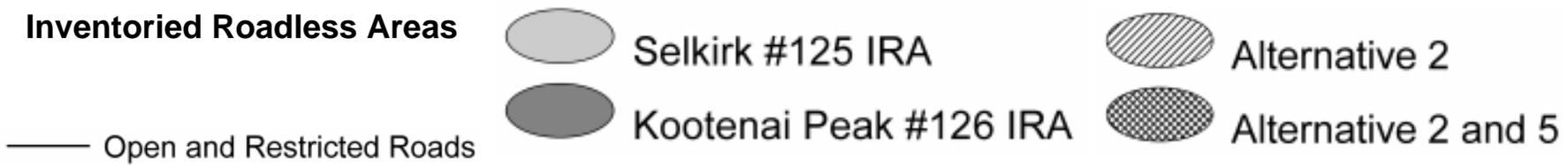
This map shows the Landtypes (numeric codes), locations of treatment units proposed under Alternative 2, and locations of Soil Pits used for effects analysis.

**Map Section 3 - Inventoried Roadless Area Maps**



**Roadless Map 1 - Inventoried Roadless Areas Vicinity Map**

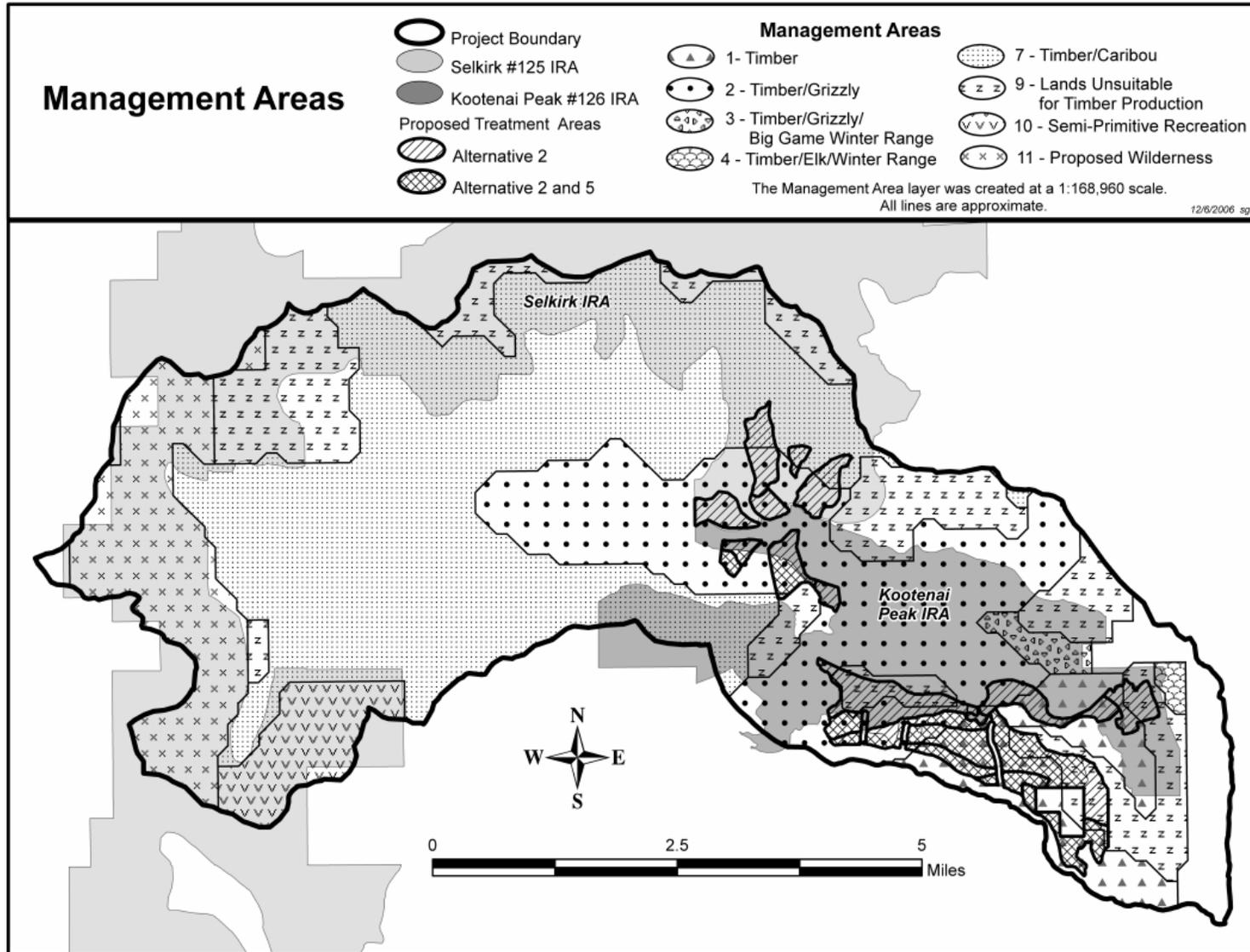
This map displays the Inventoried Roadless Areas within and adjacent to the Myrtle Creek HFRA Project. See Alternative Maps in Chapter 2 for more information.



**Roadless Map 2 - Inventoried Roadless Area Detail Map**

This smaller scale map shows the portions of the Selkirk and Kootenai Peak Roadless Areas that are adjacent to and within the project area. It also displays the treatments units included in Alternatives 2 and 5. See Alternative Maps in Chapter 2 for more information.

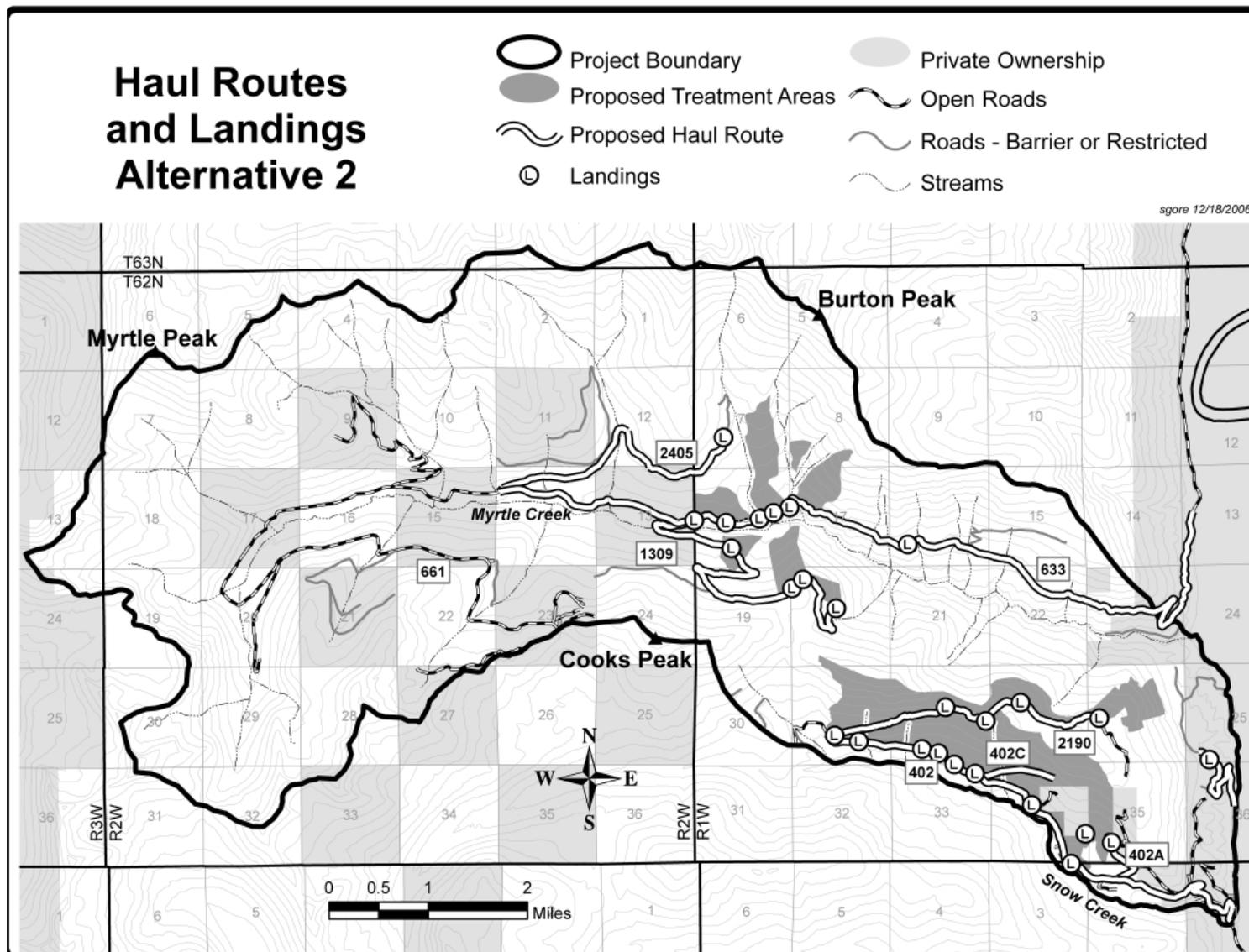
**Map Section 4 - Management Areas**



**Management Area Map 1 - Forest Plan Management Areas**

This map shows the Management Areas in the project area as they have been designated in the Forest Plan (see Chapter 1 for additional information) Inventoried Roadless Areas, and treatment areas included in Alternatives 2 and 5..

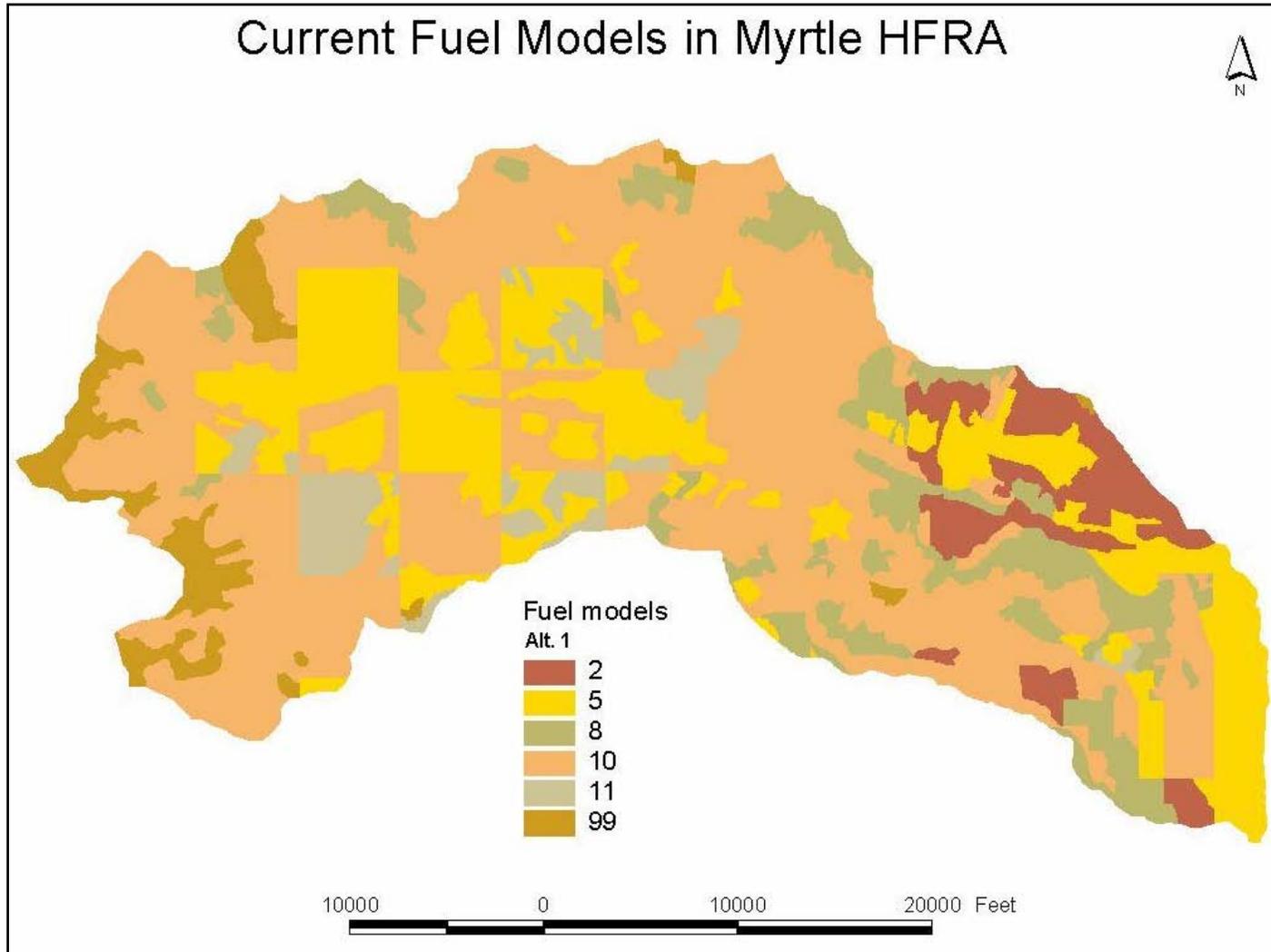
Map Section 5 - Haul Routes and Service Landings



Haul Route Map 1 – Haul Routes and Landings for Alternative 2

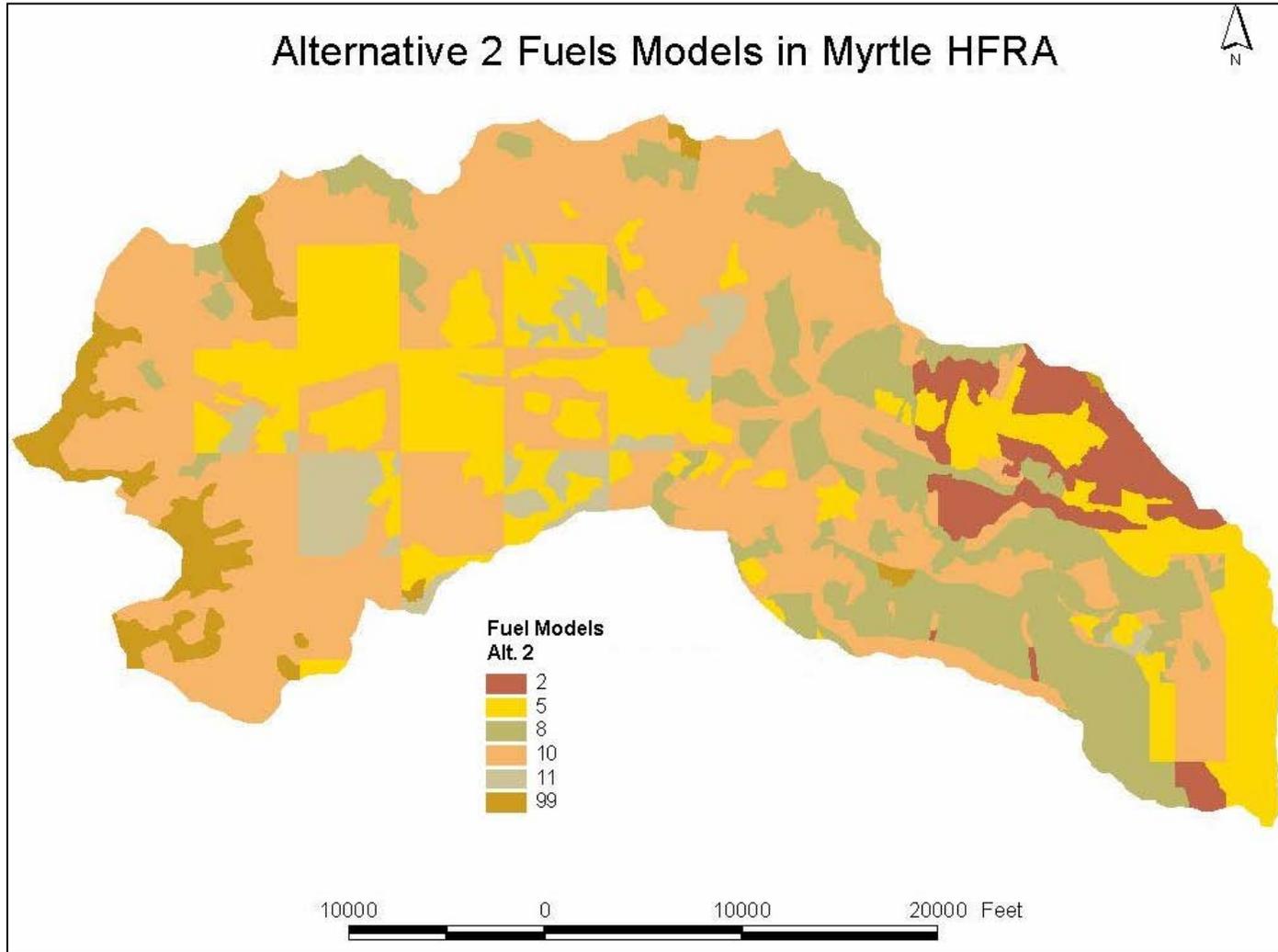
### Map Section 6 - Fire and Fuels Maps

This map shows the current fuel models in the Fire/Fuels Cumulative Effects Analysis Area. It is important to note the dominance of Fuel Model 10 across the landscape. See the Fire/Fuels discussion in Chapters 3 and 4, sections 3.3 and 4.3 respectively, for descriptions of the fuel models and the fire behavior and suppression capabilities that would be expected in the fuels models. As explained in the FEIS, of all the factors that influence fire behavior, the fuel model is the one that can be influenced by land managers.



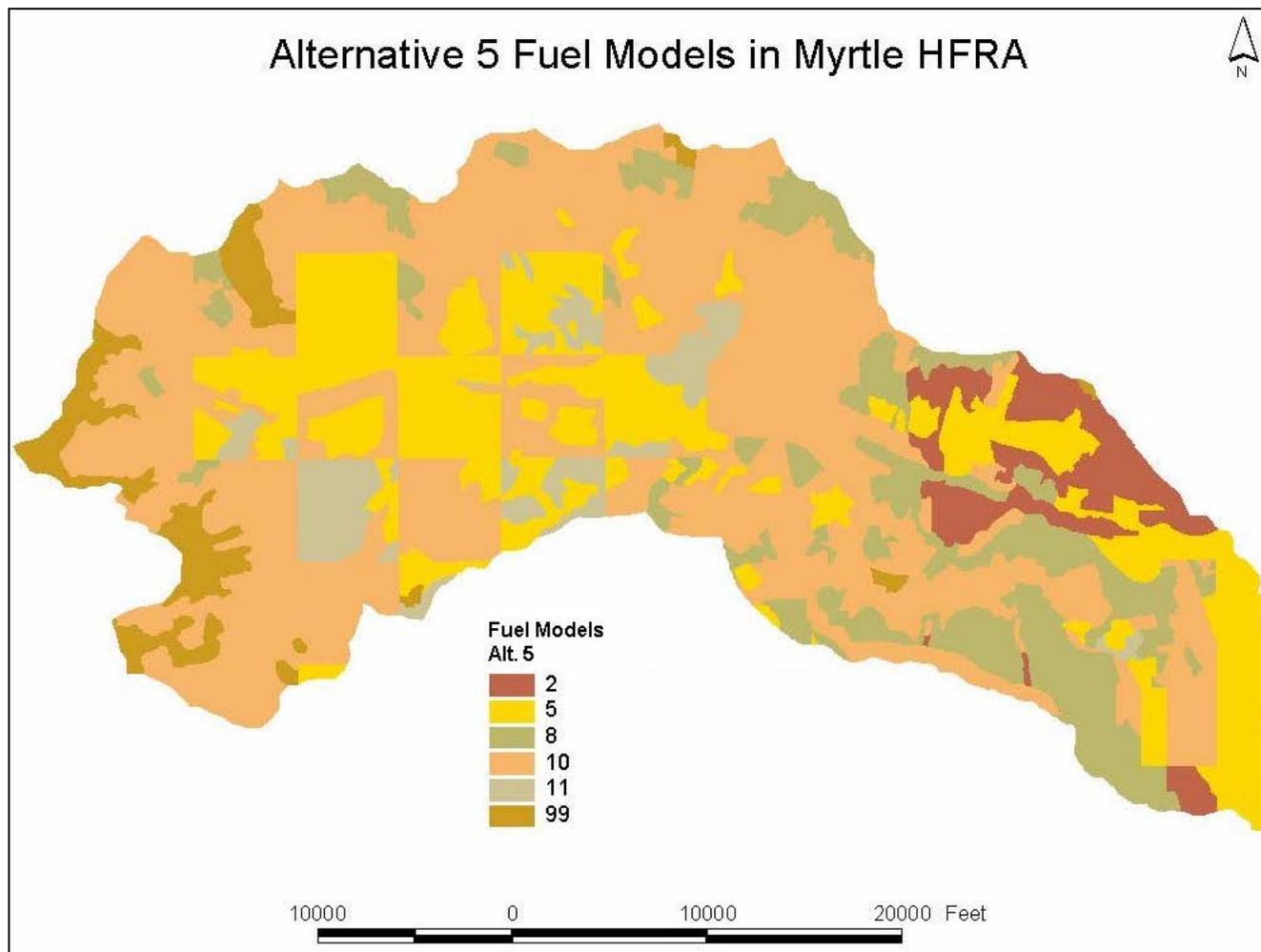
Fire / Fuels Map 1 – Current Fuel Models in the Myrtle HFRA Area

This map shows the fuel models after treatments that are proposed in Alternative 2. See Chapters 3 and 4 (sections 3.3 and 4.3, respectively) for descriptions of the fuel models and the fire behavior and suppression capabilities that would be expected in the fuels models. As explained in the FEIS, of all the factors that influence fire behavior, the fuel model is the one that can be influenced by land managers. Comparing this map to the previous map, note that within the lower portion of the project area (right side of the map) more of the landscape is now a Fuel Model 8. The amount of Fuel Model 10 has not only been reduced, it has been broken up – another factor that would help reduce the unwanted effects of fire in this area. See Chapter 2 for a complete description of Alternative 2.



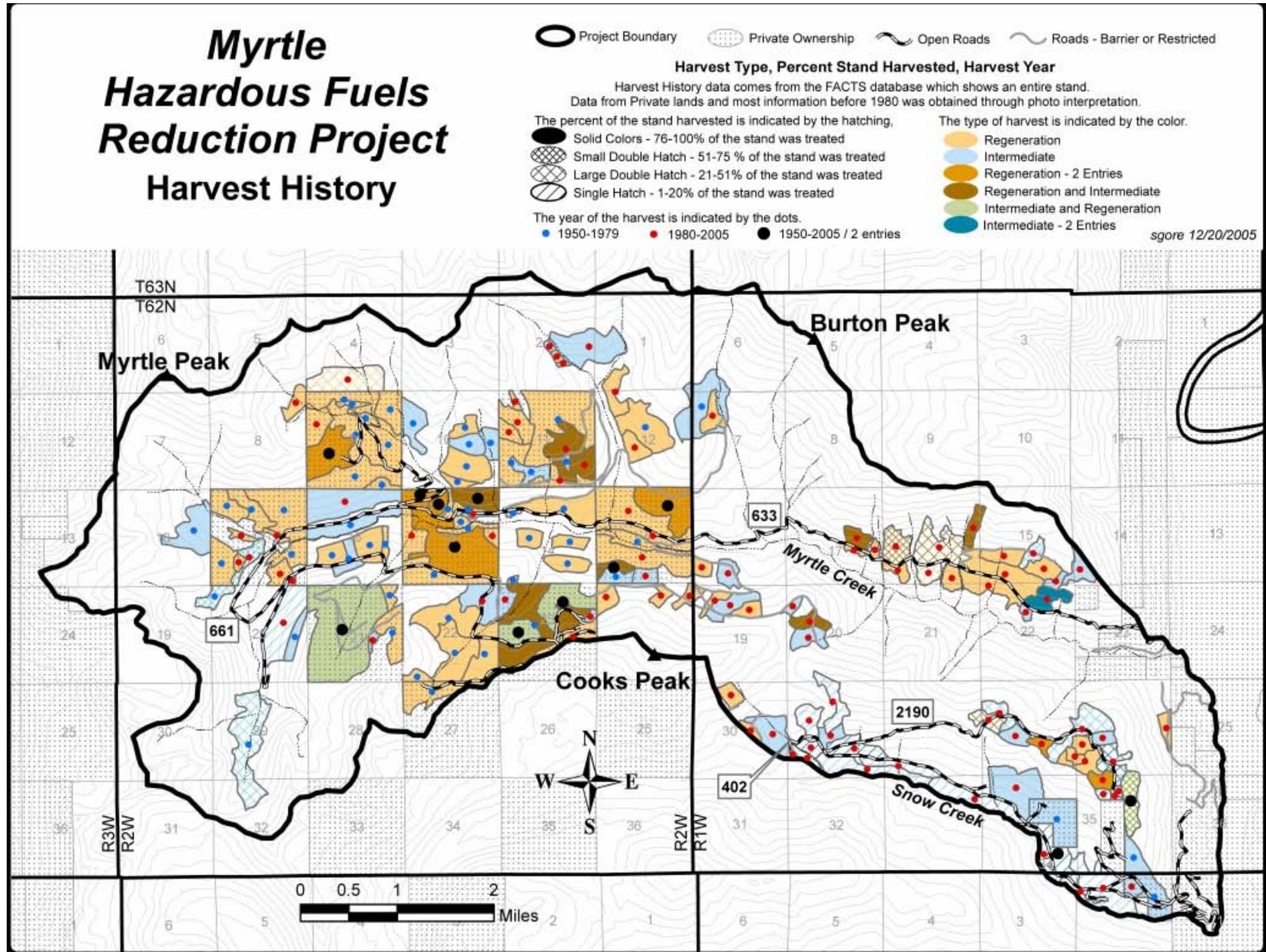
**Fire / Fuels Map 2 – Fuels Models After Treatments – Alternative 2**

This map shows the fuel models after treatments that are proposed in Alternative 5. See Chapters 3 and 4 (sections 3.3 and 4.3, respectively) for descriptions of the fuel models and the fire behavior and suppression capabilities that would be expected in the fuels models. As explained in the FEIS, of all the factors that influence fire behavior, the fuel model is the one that can be influenced by land managers. Comparing this map to the previous maps, note that within the lower portion of the project area (right side of the map) more of the landscape is now a Fuel Model 8 than shown for the current condition (Alternative 1). However, there is less Fuel Model 8 (and more Fuel Model 10) than there would be under Alternative 2. While the amount of Fuel Model 10 has been reduced, it has not been broken up to the extent that it would be under Alternative 2. See Chapter 2 for a complete description of Alternative 5.



**Fire / Fuels Map 3 – Fuels Models After Treatments – Alternative 5**

Map Section 7 – Past Harvest Activities



Past Activities Map 1 – Myrtle HFRA Project Area Past Harvest History