

Appendix D

Past, Present, and Reasonably Foreseeable Future Actions

Table D.1 Summary of Past Actions

Past Actions	Implementation Dates (Begin and End)	Residual Effects
RANGELAND		
Livestock grazing occurred as allowed under the federal permit system.	Yearly	Grazing caused vegetative impacts, and most plant communities remain in early- to mid-seral stage. The riparian community has been heavily impacted in early-seral stage.
The Saleratus Bench Reservoir was constructed.	1981	The water source affects livestock distribution.
The Saleratus Drift Fence was installed.	1942	The fence affects livestock distribution.
Areas of the Water Hollow Benches were seeded.	1968	The plant community changed from disclimax pinyon-juniper to mid-seral shrub/grass community.
Walker Flat Well #2E was capped and the associated pipeline was removed.	1998	The livestock dispersal within the Saleratus allotment was reduced due to water source elimination.
The portion of SR-10 that lay within the Saleratus and M&O allotments was fenced by UDOT. Underpasses were built along mileposts 0.65, 4.05, 6.43 to facilitate cattle movement under the highway.	2001	The fencing and underpasses provide livestock control and increased safety along the highway.
WILDLIFE		
Areas of the Water Hollow Benches were seeded.	1968	The plant community changed from disclimax pinyon-juniper to mid-seral shrub/grass community, but poor distribution of livestock has impacted portions of seedings.

Past Actions	Implementation Dates (Begin and End)	Residual Effects
<p>TRANSPORTATION</p> <p>The road in Quitchupah Creek was initially constructed to access the coal mine in Convulsion Canyon.</p> <p>The Acord Lakes Road, a ten-mile-long county road off of Interstate 70, was paved in 1977 for coal transport.</p> <p>The Consol Mine reopened and upgraded a road to facilitate coal truck traffic from the mine to SR-10 and the Town of Emery.</p>	<p>1940-50's</p> <p>1977</p> <p>2002</p>	<p>The road surface remains unstable in many areas and about 12 acres of un-maintained road is located in close proximity to streams.</p> <p>The road continues to provides easy access to Acord Lakes area and SUFCO Mine.</p> <p>The Consol Mine adds more coal truck traffic on SR-10 in the vicinity of Emery.</p>
<p>RECREATION</p> <p>The general area has been used for dispersed camping and hunting.</p> <p>The general area has been used dispersed hunting and ATV travel.</p>	<p>Since 1930s</p> <p>Since 1930s (ATV use since 1980's)</p>	<p>Some dispersed campsites remain visible.</p> <p>Some ATV tracks and trails remain visible.</p>
<p>CULTURAL RESOURCES</p> <p>There have been unauthorized excavations of archeological sites.</p> <p>Various cultural resource surveys have been conducted.</p> <p>Cultural resources have been impacted by:</p> <ul style="list-style-type: none"> Livestock Trailing/Grazing Farming/Agriculture Recreation Road construction and maintenance Powerline construction and maintenance Mining 	<p>1980s - 1990s?</p> <p>1950's - present</p> <p>since ca.1880s</p> <p>since ca.1890s</p> <p>1950s? - present</p> <p>ca.1890s - present</p> <p>1970s - present</p> <p>1940s - present</p>	<p>Some vandalism of sites has occurred.</p> <p>24+ archeological and historical sites, some recommended eligible for the NRHP, have been located.</p> <p>Sites may have been eroded away and/or destroyed.</p> <p>Sites may have been eroded away and/or destroyed.</p> <p>Sites have been vandalized.</p> <p>Sites have been adversely impacted and/or destroyed.</p> <p>Sites have been adversely impacted.</p> <p>Sites have been adversely impacted and/or destroyed.</p>

Past Actions	Implementation Dates (Begin and End)	Residual Effects
<p>ADMINISTRATIVE LAND USES</p> <p>Utah Power constructed three overhead power lines in the area in addition to one adjacent to the proposed road in Quitchupah Creek Canyon.</p> <p>Telephone cable was buried beside the road and strung from power poles next to the road to provide service for SUFCO Mine.</p>	<p>Approximately 1977</p> <p>2000</p>	<p>Residual disturbances consists of the old construction roads. The poles and structures are highly visible.</p> <p>No residual effects have been noted.</p>

Table D.2 Summary of Present Actions

Present Actions	Date	Current Effects
<p>MINERALS</p> <p>Canyon Fuel Company, LLC, SUFCO Coal Mine has been in operation since 1941. Portal and coal handling facilities are located on the Fishlake National Forest (Section 23, T. 22 S., R. 4 E., SLM). Mine access is via paved Accord Lakes road (County Road 40010) from I-70. The road is under Sevier County jurisdiction and will remain after the mine is reclaimed for access to fee lands and recreational properties. Disturbance for surface facilities totals 70 acres, which includes the Quitchupah Canyon portal/breakout on fee land. The existing permit area totals 17,308 acres, including 16,618 acres of Federal coal leases, 640 acres fee coal leases, and the waste rock disposal site (40 acres), and 10 acres under FS special use permits. Most of the areas has been mined and subsided (see SUFCO MRP and Annual Subsidence Monitoring reports). Mine production life as presently permitted would extend beyond 2013.</p>	<p>1941-present</p>	<p>See existing NEPA documents. Mining and Reclamation Plan (mine permit), Annual Subsidence and Hydrologic Monitoring Reports, and Cumulative Hydrologic Impact Assessment.</p>
<p>TIMBER</p> <p>There have been no Recent Actions.</p>		<p>There are no current effects.</p>
<p>CULTURAL RESOURCES</p> <p>An Ethnographic Study was recently completed in Quitchupah Canyon.</p> <p>Cultural resources are currently impacted by:</p> <ul style="list-style-type: none"> Livestock Trailing/Grazing Farming/Agriculture Recreation Road maintenance Powerline maintenance Mining 	<p>2004</p> <p>ca.1880s-present ca.1890s-present 1950s?-present ca.1890s-present 1970s-present 1940s-present</p>	<p>The study documented Native American significance of the area.</p> <p>There may be some on-going erosion and destruction. There may be some on-going erosion and destruction. The potential remains for vandalism . Sites continue to be adversely impacted and/or destroyed. Sites continue to be adversely impacted. Sites continue to be adversely impacted and/or destroyed.</p>

Present Actions	Date	Current Effects
<p>RANGELAND</p> <p>Livestock grazing occurs as allowed under the federal permit system.</p>	<p>Yearly</p>	<p>Grazing continues to cause vegetative impacts, and most plant communities remain in early- to mid-seral stage. The riparian community continues to be heavily impacted in early-seral stage.</p>
<p>WILDLIFE</p> <p>An annual raptor survey is conducted by UDWR.</p>	<p>on-going</p>	<p>The survey data improves the database for raptors.</p>
<p>RECREATION</p> <p>There is continued dispersed camping/hunting and ATV use. In 1997, about 100 recreation visitor days/year (RVD/Yr) were estimated.</p>	<p>On-going</p>	<p>Some dispersed campsites are visible.</p>
<p>ADMINISTRATIVE LAND USES</p> <p>The powerline is maintained as needed.</p>	<p>On-going</p>	<p>Maintenance access via two-track roads causes some erosion.</p>
<p>TRANSPORTATION</p> <p>Pavement rehabilitation has been done on SR10 – Fremont Junction to Quitchupah Hill.</p> <p>The SR10 Bridge north of Emery was replaced.</p>	<p>2005</p> <p>2005</p>	<p>Work results in road improvement which increases safety and traffic flow.</p> <p>The bridge replacement increases safety and traffic flow.</p>

Table D.3 Summary of Reasonably Foreseeable Future Actions (within ten years, 2005-2015)

Future Actions	Date	Anticipated Effects
<p>MINERALS</p> <p>The Muddy Coal Lease Tract, which lies directly north-northwest of the Pines Coal Lease Tract, may be applied for at some time in the foreseeable future.</p> <p>Exploratory drilling for methane gas on Section 16 as authorized by SITLA may occur.</p>	<p>Not possible to determine</p> <p>near future</p>	<p>Mining in the tract would use underground methods, and would likely be accessed from existing underground system. Surface disturbance would continue at portal. The mine water discharge would continue in North Fork.</p> <p>Exploration activities would require improvement of the existing road to access Section 16, and short trails would be developed within the section.</p>
<p>TIMBER</p> <p>No Planned Sales or Actions.</p>		<p>There are no anticipated effects.</p>
<p>RECREATION</p> <p>There will continue to be dispersed camping/hunting and ATV use, predicted at about 100 recreation visitor days/year.</p> <p>The BLM Travel Plan will be completed and implemented.</p> <p>The FS OHV Route Designation Plan will be completed and implemented.</p>	<p>On-going</p> <p>2006</p> <p>2006-2007</p>	<p>There will continue to be some evidence of dispersed use.</p> <p>The plan will establish goals, objectives, and policies for land use management. It may restrict or alter OHV use on public lands in Quitchupah Creek area.</p> <p>The plan will establish management standards and guidelines for OHV use on the forest. It will close the upper area of existing Quitchupah Creek road on Forest Lands to OHVs. This would impact the proposed SEUOHV Castle Valley Trail system.</p>
<p>RANGELAND</p> <p>Livestock grazing will continue to occur as allowed under the federal permit system.</p>	<p>Yearly</p>	<p>Grazing will continue to cause vegetative impacts, and most plant communities are likely to remain in early- to mid-seral stage. The riparian community will continue to be heavily impacted in early-seral stage.</p>

Future Actions	Date	Anticipated Effects
<p>AGRICULTURE</p> <p>Farmed lands along Quitchupah Creek are likely to be converted from flood irrigation to pressure pipe sprinkler irrigation.</p>	<p>Near future</p>	<p>The NRCS has completed an EA to fund and implement irrigation conversion measures to reduce salt loading in the Muddy Creek Unit of the Colorado Salinity Control Program, which includes Quitchupah Creek. Members of the Muddy Creek Irrigation Company, which includes landowners along Quitchupah Creek, requested the NRCS assistance. The program would reduce salt loading to Quitchupah Creek due to irrigation by 78 %, from 923 tons annually to 720 tons annually.</p>
<p>WILDLIFE</p> <p>Annual raptor inventories will continue.</p> <p>Big game counts will occur.</p> <p>The Salina Creek Vegetation Management Project will likely be implemented.</p>	<p>on-going</p> <p>on-going</p> <p>near future</p>	<p>The spring helicopter surveys to monitor raptor use of area will continue, and may expand to include additional survey areas agreed upon by the agencies.</p> <p>Winter counts will monitor big game populations and use on Water Hollow and Saleratus benches</p> <p>The purpose of the proposed project is to reduce the threat of wildfire to private homes and property, restore ecosystem function by moving toward the desired vegetation condition, re-initiate fire as a disturbance within the analysis area, and improve forage for wildlife. Within the Quitchupah Creek watershed approximately 1300 acres would be treated by prescribed burning within three units in the Broad Hollow, Mud Springs Hollow, and upper East Spring Canyon areas. The objective is to burn approximately 50-70 percent of each unit in a mosaic pattern that will create a diversity of structural stages, age classes and species composition.</p>

Future Actions	Date	Anticipated Effects
<p>TRANSPORTATION</p> <p>New road construction associated with exploratory drilling for coal-bed methane gas may occur.</p> <p>Preliminary Engineering of SR-10 improvements will be done by UDOT from Emery to Muddy Creek.</p> <p>UDOT will rehabilitate pavement on SR10 from Muddy Creek to Ferron.</p> <p>The Moore Road is likely to be upgraded to AASHTO standards to serve as rural collector road from SR-10 to I-70.</p>	<p>Possible sometime during project life</p> <p>2008</p> <p>2008</p> <p>2002-2030</p>	<p>Temporary roads would be developed on Water Hollow and Saleratus Benches. All roads and pads would be reclaimed. Also see discussion under Minerals.</p> <p>Any resultant road improvements would help to meet traffic demands, roadway access, and improved safety.</p> <p>Pavement rehabilitation would improve traffic flow and provide increased safety. Construction periods would constrain traffic movement, including coal trucks transporting SUFCO Mine coal.</p> <p>The road, when completed, would provide another access for eastbound traffic to I-70 from SR-10, possibly relieving traffic on SR-10 for 16 miles from Moore Junction to Fremont Junction.</p>
<p>CULTURAL RESOURCES</p> <p>Cultural resources could continue to be impacted by:</p> <ul style="list-style-type: none"> Unauthorized collection of artifacts Powerline maintenance Livestock Trailing/Grazing Recreation Proposed Road Construction Farming and Agriculture Mining Potential further research conducted at archeological sites in area. 	<p>Sporadic</p> <p>on-going</p> <p>on-going</p> <p>on-going</p> <p>Project life (2006?)</p> <p>On-going</p> <p>On-going</p> <p>Possible sometime during project life</p>	<p>This would result in data loss, compromised integrity of sites.</p> <p>There could be erosion and possible adverse impacts.</p> <p>There could be erosion and adverse impacts.</p> <p>There could be unauthorized collection and vandalism.</p> <p>There could be adverse impacts to eligible sites.</p> <p>There could be erosion and adverse impacts.</p> <p>There could be adverse impacts to eligible sites.</p> <p>This would require separate NEPA analysis, permits and compliance with appropriate laws.</p>
<p>ADMINISTRATIVE LAND USES</p> <p>The BLM Resource Management Plan (RMP) will be completed.</p>	<p>2006</p>	<p>The RMP will provide guidelines for management of public lands and designate land uses.</p>