

SUPERIOR, ARIZONA RECREATION PROJECT CONCEPTUAL PLAN

Recreation User Group

Prepared for:

Recreation User Group

Project Number: 807.135

March 2019



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I. INTRODUCTION

In 2016, the Recreation User Group (the Group) was formed to develop a recreational trail design within the vicinity of Superior, in Pinal County, Arizona (the Project Area; **Figure 1**). The Group was charged with developing a conceptual plan for a trail system on the Tonto National Forest (TNF) that will meet the needs and interests of different stakeholder groups while also meeting the management priorities of the U.S. Forest Service (USFS). The proposed trail network occurs on a mixture of public lands or public rights-of-way and private land within portions of Township 2 South, Range 11-13 East, and Township 3 South, Range 12 East (**Figure 2**). The majority occur on the Globe Range District of the TNF, and a small portion occurs on private land owned or managed by Resolution Copper (Resolution).

A network of unpaved roads and trails, many of which are user-created alignments that are not authorized by the USFS, currently exists within the Project Area. These trails and roads have resulted in ongoing resource degradation. The Group, which is comprised of representatives from the Town of Superior's intended recreational users, including hikers, equestrians, mountain bicyclists and off-highway vehicle (OHV) enthusiasts, was created to identify recreational resources and develop a conceptual layout for the recreational trail design (the Project). On July 25, 2018, the Group voted to move forward with the preparation of the conceptual plan for submittal to the USFS.

This report has been prepared to detail the review process used to develop the conceptual plan; the existing conditions within the Project Area; the project construction, maintenance, and funding; the members of the Group; and references cited.

2. BACKGROUND

2.1. HISTORY OF THE AREA

The proposed trail system is located on TNF lands adjacent to Superior, Arizona, a mining town that like many mining towns has been subject to the inherently cyclical nature of the mining industry. The Superior area is a one-hour drive from Phoenix, a city with a population of more than 4.73 million in the greater metropolitan area. With its proximity to Phoenix, the TNF is "one of the most-visited 'urban' forests in the United States (approximately 5.8 million visitors annually)" (TNF 2019)¹.

Superior, which serves as a gateway to the TNF, is surrounded by natural beauty and world class recreation opportunities on the TNF that are currently unrecognized, underdeveloped, and subject to misuse, including unauthorized roads and trails, wildcat dumping, and informal target practice sites.

¹ <https://www.fs.usda.gov/tonto/>; accessed on February 7, 2019.

2.2. PROJECT PURPOSE

There is a need for a trail system in the vicinity of Superior, Arizona, in order to reduce the haphazard development of unauthorized trails that has led to the degradation of riparian habitat and impacts to wildlife and plant species. The purpose of the Project is to provide a recreational trail system within the TNF with the following characteristics:

- Provides recreation opportunities for hikers, equestrians, mountain bicyclists and OHV enthusiasts.
- Is readily accessible to Superior and the Phoenix metropolitan area
- Offers long-term, sustainable economic benefits to the local community through recreation and ecotourism
- Protects soil resources in this area from erosion, thus preventing sediment yield into surface waters
- Provides access to uniquely beautiful viewsheds within TNF that are not currently accessible by authorized trails

3. PROJECT AREA DESCRIPTION

3.1. EXISTING LAND USES

Land uses within TNF lands near the Project Area consist predominantly of livestock grazing, mining, and outdoor recreation including hiking, birding, horseback riding, mountain biking and off-roading. Additionally, hunting regulated by Arizona Game and Fish Department occurs on TNF lands within and adjacent to the Project Area (Game Units 24A and 37B), and an informal shooting area is located near the upper reach of Arnett Canyon. There are a number of areas devoid of vegetation that appear to be dispersed camp sites or staging areas. Several isolated illegal trash dumps are also scattered around the Project Area. Where the terrain is rocky and steep, and access is more challenging, the landscape remains relatively undisturbed. With the exception of the portion of the Arizona National Scenic Trail (AZNST) that crosses through the Project Area, existing trails on TNF lands are primarily unauthorized motorized and non-motorized trails (**Table 1**).

Table 1. Existing Unauthorized Trails on USFS Lands within the Project Area

Trail Type	Existing (miles)
Motorized	24.6
Motorized (single track)	0
Non-Motorized	17.3
TOTAL	41.9

Land uses on private and state lands adjacent to the Project Area include rural and suburban residential neighborhoods, livestock grazing, recreation, industrial activities such as mining and an active quarry. The Boyce Thompson Arboretum State Park, an Important Bird and Biodiversity Area recognized by Audubon Arizona, is located immediately north of the northwestern extent of the proposed trail system. The northeast portion of the proposed trail system consists of private property in Superior and includes facilities such as the Town of Superior waste water treatment plant, Superior Municipal Airport, and the Superior Unified School District. The Perlite Superior Plant is located east of Picketpost Mountain, immediately north of the north central portion of the trail system. Two private inholdings are located along Arnett Creek in the central east portion of the Project Area owned by a cattle company and a living trust.

In general, more extensive human disturbance occurs within the eastern portion of the Project Area, while the western portion remains relatively undisturbed.

3.2. PHYSICAL FEATURES

The Project Area is located in the Central Highlands Physiographic Province, a transitional area between the Colorado Plateau Physiographic Province and the Basin and Range Physiographic Province (Ffolliott 1999). Elevations within the Project Area range from approximately 2,400 feet (ft) above mean sea level (amsl) in the lower reach of Arnett Creek to the summit of Picketpost Mountain at approximately 4,375 ft amsl. Topography within the Project Area is associated with the foothills of surrounding mountains and is dominated by steep to rolling terrain and includes highly scenic features such as standing boulders and other rock outcrops, dramatic rock faces, narrow rocky ridges, and sharply incised canyons.

The terrain within the Project Area can be generally divided into two areas. The eastern portion of the Project Area, between State Route 177 and the eastern ridge of Wood Canyon, is characterized by gently rolling hills. This lowland area affords extensive views of the Apache Leap formation to the east and Picketpost Mountain to the west. The portion of the Project Area located to the west, between Wood and Telephone Canyons, is characterized by more rugged terrain created by the ridges and drainages of the Canyons. These formations follow a roughly parallel course until the two canyons reach the lower slopes of Picketpost Mountain.

3.3. CLIMATE AND AIR

The regional climate in the vicinity of the Project Area is characterized as semiarid, with long periods of little or no precipitation (Western Regional Climate Center 2019)². Precipitation falls in a bimodal pattern: most of the annual rainfall within the region occurs during the winter and summer months,

² https://wrcc.dri.edu/Climate/west_coop_summaries.php; accessed on February 7, 2019.

with dry periods characterizing spring and fall. The average annual precipitation in the Superior region is 20.22 inches, with just over half occurring between November and April (U.S. Climate Data 2019)³.

Air quality within the vicinity of the Project Area currently meets National Ambient Air Quality Standards (NAAQS) standards for the seven “criteria pollutants”: carbon monoxide (CO), sulfur dioxide (SO₂), particulates with an aerodynamic diameter less than or equal to a nominal 10 µm (PM₁₀), particulates with an aerodynamic diameter less than or equal to a nominal 2.5 µm (PM_{2.5}), ozone (O₃), nitrogen dioxide (NO₂), and lead (Pb). The National Park Service has a long-term air quality dataset for the Tonto National Monument located to characterize the air quality in the Superstition Wilderness, located north of the Project Area, which indicates air quality is good and air pollution levels are lower than in populated areas. All of the areas within the Project Area are in attainment status. The nearest non-attainment areas include the Hayden airshed, which is in non-attainment for PM₁₀ immediately east of the Project Area, and the Phoenix airshed, which is in non-attainment for O₃.

3.4. VEGETATION

Based on the broad scale biotic community mapping of Brown and Lowe (Brown and Lowe 1980), the majority of the Project Area is mapped as the Arizona Upland Subdivision of Sonoran Desertscrub (Turner and Brown 1982), with vegetation characteristic of that biotic community present, including saguaro (*Carnegiea gigantea*), paloverde (*Parkinsonia* spp.), jojoba (*Simmondsia chinensis*) and occasional crucifixion thorn (*Canotia holacantha*).

Telegraph Canyon, Arnett Creek, Queen Creek, and some of the unnamed side canyons and springs within the Project Area support relatively narrow bands or patches of riparian vegetation consistent with Interior Riparian Deciduous Forests and Woodlands (Minckley and Brown 1994). Fremont cottonwood (*Populus fremontii*), Goodding’s willow (*Salix gooddingii*), Arizona sycamore (*Platanus wrightii*), Arizona walnut (*Juglans major*), netleaf hackberry (*Celtis reticulata*), seepwillow (*Baccharis salicifolia*), California buckthorn (*Rhamnus californica*), and the nonnative saltcedar (*Tamarix* sp.) are the dominant species in these areas. The other ephemeral drainages, exhibit xeroriparian vegetation, with plant species composition similar to that of the surrounding upland areas, but in higher stature and densities.

3.5. SURFACE WATER FEATURES

Intermittent and near-perennial surface waters in Arnett and Queen creeks support riparian plant communities and aquatic and wetland features within portions of the Project Area. The riparian woodlands are represented by narrow, linear stands comprised of Fremont cottonwood, Goodding’s willow, Arizona walnut, and Arizona sycamore and salt cedar. The linear stands are largely contiguous with occasional breaks in the canopy.

³ <https://www.usclimatedata.com/climate/superior/arizona/united-states/usaz0228>; accessed on February 7, 2019.

4. PROJECT DESCRIPTION

4.1. CONCEPTUAL PLAN DEVELOPMENT AND COMMUNITY INVOLVEMENT

The Project was first proposed by Resolution to TNF as a mitigation measure for Resolution's planned mining activities. The Group was developed as part of TNF's efforts to engage the local community throughout the planning and development process. Stakeholders were identified for the Group with the intention of creating a well-designed and well-implemented trail system that meets stakeholder needs. The Group ultimately included representatives from the Town of Superior, the local community, Resolution, and members of the outdoor recreation community (see **Table 3** for Group members). Additionally, TNF representatives attended regularly to provide input and direction for the Group.

The Project is located within Forest Plan Management Area 2F, and the proposed trail system must conform with the management priorities for this management area, which predominantly focuses on wildlife habitat improvement, water quality maintenance, livestock forage production, and dispersed recreation. The Forest plans to manage watersheds to improve them to a satisfactory or better condition and improve and manage adjacent riparian areas to benefit riparian dependent resources (USFS 1985, page 85).

The following is direction provided directly from the TNF Plan (USFS 1985) for the Project Area:

- Continue periodic inspection and maintenance of existing wildlife exclusions and restoration projects. Develop reports as needed to describe results of studies. Improve the level of protection and maintenance at these sites to ensure their continued informational value for wildlife management (USFS 1985, page 87).
- Based on Transportation Operation and Maintenance (O&M) Plans, identify alternative routes for new trails near urban centers and/or main travel routes. Gather information for cost estimating and design criteria. Includes trail location and selection, survey design and field review (USFS 1985, page 89).
- O&M of entire trail system to provide for a variety of user experience levels, resource protection and public safety. Includes trail condition surveys and maintenance plans (USFS 1985, page 89).

During the conceptual plan development for the Project Area, the Group balanced TNF management and recreation priorities with the priorities identified by the stakeholders. Ultimately, the following goals for the trail network design were identified:

- (a) consolidate the existing trail network to reduce unauthorized disturbance;
- (b) allow for a diverse range of trail types for both motorized and non-motorized uses;
- (c) maximize and preserve views of the outstanding natural scenery of the area;

- (d) segregate use types as necessary to minimize conflicts and facilitate public safety;
- (e) be sustainable and require minimal maintenance;
- (f) be able to be constructed in phases.

The Group has met on a regular basis since 2016 (**Table 2**). Conceptual trail routes were developed using aerial imagery, topographic information and the local expertise of Group members. The Group engaged an environmental consultant (WestLand Resources, Inc.) to review cultural and biological resources within the proposed trail routes as well as a trail design consultant (Southwest Trail Solutions) to assist with the development of the trail design and resource review process.

Table 2. Recreation User Group Meeting Dates *

Day	Year
September 24	2015
November 30	2015
February 10	2016
April 13	2016
September 14	2016
December 7	2016
February 8	2017
April 12	2017
October 10	2017
November 9	2017
December 13	2017
February 14	2018
April 11	2018
July 25	2018
November 14	2018
January 9	2019

* List of meeting dates is based on information provided on the Superior Arizona Community Working Group website: <https://superiorazcwg.org/category/meeting-notes/recreation-user-group/>. CWG Recreation & Access Task Force Meeting dates are excluded from this list.

The stakeholder representatives comprising the Group membership are listed in **Table 3**.

Table 3. Recreation User Group Members

Representative	Organization
John Bricker	Tonto Recreation Alliance
Rich Smith	Tonto Recreation Alliance
Kevin Patterson	Tonto Recreation Alliance
Mila Besich-Lira	Town of Superior
Todd Pryor	Town of Superior
Elizabeth Butler	Friends of Tonto National Forest & Equestrians
Jim Schenck	Superior Community Working Group
Greg Waterman	Sun City Anthem Hiking Club
Bruce Odegard	Sun City Anthem Hiking Club
Lynn Martin	Ranching community
George Martin	Ranching community
Rick Schonfeld	WestLand Resources, Inc.
Mark Flint	WestLand Resources, Inc./Southwest Trail Solutions
Mary Morissette	Resolution Copper
Erik Filsinger	Queen Creek Coalition
Patrick Kell	International Mountain Bicycling Association
John Godec	Godec, Randall & Associates
Debra Duerr	Godec, Randall & Associates
Bill Volger	Legends of Superior Trails (LOST)
Nancy Volger	Legends of Superior Trails (LOST)

4.2. DESIGN

The preliminary trail designs were developed by the Group stakeholders and then refined based on field reconnaissance and cultural resources identified for avoidance. The trail alignments and trailhead areas were surveyed for impacts to cultural resources. For the trail alignments, a corridor width of 10 meters to either side of the proposed travel way (20 meters total) was surveyed to ensure the conceptual plan does not conflict with cultural resources that are eligible for the National Register of Historic Places. The preliminary designs were adjusted where needed to ensure each trail alignment is constructible, consistent with USFS construction standards, sustainable, and navigable.

During field reconnaissance, trail designers identified the opportunity to segregate the two major trail use categories – motorized and non-motorized – into different sections of the trail system. The ridge line extending approximately north/south separating Telegraph Canyon and Wood Canyon serves as a natural boundary between the two use areas (**Figure 2**). One portion of the trail system, north and

east of Wood Canyon, was designed primarily for operation of motorized equipment, both two-wheeled (motorcycles) and four-wheeled (small all-terrain vehicles and larger jeeps and sport-utility vehicles). The other portion of the trail, to the west of Wood Canyon, was designed primarily for non-motorized recreation (equestrian, mountain biking, and hiking).

Physically separating the two categories of trail use meets the Groups' goals of providing a diverse range of trail types in a safe and sustainable way. There are two exceptions to this segregation, however. A single new non-motorized trail has been proposed within the lowlands of the primarily-motorized section to provide a more moderate non-motorized trail with easy access from Superior and the highways. The other exception is the presence of an existing designated motorized USFS road within the portion western portion of the Project Area that is primarily non-motorized. A short segment of new motorized trail is proposed to connect the motorized trail system through the primarily non-motorized portion of the Project Area to the existing USFS road.

Potential locations for trailhead parking areas which were also segregated for motorized and non-motorized (primarily equestrian) uses. Users of both types of trails often use trailers, so the trailhead for each type of trail was designed to provide ample room for parking and unloading. All trailheads will be located within the lowlands in the northeast of the Project Area to provide easy access to the trailheads from Superior and the highways.

All trails are designed to maximize long-term sustainability and minimize erosion with consideration given to grade, angle, slope, and clearance. The trail system design also considers existing roads, unauthorized trails, and other sources of resource degradation and/or public safety concerns within the Project Area and identifies strategies for addressing these issues. The trail system is also designed to provide a variety of trail difficulty levels ranging from novice to expert. Design standards for the two user types (motorized vs. non-motorized) are identical, with the exception that sight-line distances and turning radii will be greater on motorized trails to accommodate the greater speeds and power associated with motorcycle use.

Final trail design and construction will take into consideration the local hydrology, soil types, cultural sites, and sensitive species that are listed, proposed or candidate for listing as threatened or endangered under the Endangered Species Act (ESA) within the area of the desired trail location. Known caves within the immediate vicinity of the proposed trail routes will continued to be managed by the USFS to protect culturally significant sites and follow U.S. Fish and Wildlife Service white nose syndrome protocols for bat populations that may frequent the caves. Trail designers will also identify sources of erosion, assess the potential impacts, and ensure that water and wind will not adversely affect the intended travel way.

4.3. LAYOUT

The trail system has been laid out as a standalone recreation system for both motorized and non-motorized users in the Superior region. The trail system has been designed to deliberately limit AZNST tie-ins to already-designated locations in an effort to avoid additional unplanned pressures on AZNST usage.

The trail layout is designed to encourage the use of the proposed trail system while discouraging the use of the existing unauthorized trails and the creation of new unauthorized trails. This is accomplished through two primary approaches: signage placement and route design. First, signs will be strategically placed at trail heads to indicate the authorized paths and reinforce good trail stewardship by stressing the importance of staying on designated trails. Signs will also be placed as a deterrent, along with boulders, railings, etc., at unauthorized access points to discourage off-trail usage. Second, the trail route has been located such that turns in the trail (a common point where unauthorized trail usage occurs) will be placed adjacent to features that will serve as natural deterrents to off-trail use, such as large boulders, steep inclines or drop-offs, etc.

Three staging areas are planned on TNF lands (**Figure 3**) totaling 2.9 acres of disturbance. These staging areas are strategically located to be close to desirable recreation areas while also being accessible to passenger vehicles and close enough to Superior to encourage visitor use of the town.

Table 4 provides a summary of the of trail lengths segregated by trail type. Motorized trails include two track routes appropriate for four-wheeled vehicles and single-track routes appropriate for off-highway motorcycles. Non-motorized trails are proposed single-track routes that are intended for hikers, cyclists, and equestrians.

Table 4. New Trails Proposed on TNF Lands

Trail Type	Trail Length (miles)
Motorized (two track)*	14.7
Motorized (single track)	28.7
Non-Motorized	25.6
TOTAL	69.0

* Existing unauthorized two-track trails

The layout of existing trails on private land with the potential to be connected to the proposed network on TNF lands are not included in the estimated trail lengths, as private trails are not included in this plan unless an easement already exists or the land owner has agreed to grant an easement for the trail.

4.4. CONSTRUCTION

Most proposed trail construction within the lowlands of the Project Area (in the northeast portion) will consist of improvements to existing unauthorized two-track roads to reduce ongoing erosion and increase public safety. Redundant existing roads will be obliterated and reclaimed to the extent possible. The construction of one new non-motorized single-track trail and three trailhead parking areas are proposed within this section (**Figure 2**).

Typical activities associated with the construction of the new trail alignments will include shaping the thin soil layer where present and moving and/or reducing the sizes of boulders where they conflict with the intended users. Where possible, boulders and rock ledges will be incorporated into the trail alignments in accordance with the skill level of the anticipated users. Vegetation along proposed new single track alignments will be pruned to an approximate height of 10 feet and an approximate width of 6 to 8 feet to allow sufficient space for users to pass in opposite directions.

The bulk of construction will be done manually by volunteer crews, including youth, veteran, and ancestral lands crews, during the cooler months of the year. Most of the new trails will be constructed in the upland areas on top of solid rock. Manual construction activities will include shaping the thin soil layer where possible, moving boulders out of the planned trail route, and breaking rock to allow for passage where necessary. Some rocks and rock ledges will be preserved to provide a more challenging terrain for bicyclists.

Where necessary, professional operators will use mechanized equipment for trail construction. This will likely be limited primarily to the lowlands along the northern extent of the Project. In these cases (and where feasible) a SWECO trail dozer and mini excavator (or equivalent) would be used to construct the trail. Construction will proceed in phases.

The majority of new motorized trails will be for single-track (motorcycle) use only.⁴ Design and construction standards will be essentially the same as for non-motorized use trails. Because of the greater speed and power associated with motorcycle use, sight-line distances, turning radii and switchback construction will all be adjusted accordingly.

4.5. MAINTENANCE

Sustainable trail design and construction are being applied from the outset to minimize trail maintenance. As a result, most of the maintenance is anticipated to consist of pruning vegetation and maintaining drainage crossings. Unusually severe weather events may require more intensive maintenance and possible trail reconstruction.

⁴ Approximately 3.2 miles of existing unauthorized trails are two track.

The success of numerous volunteer groups, such as the Arizona Trail Association (which maintains the AZNST), illustrates the fact that non-profit organizations can provide ongoing maintenance for recreational trails. It is anticipated that at least one such organization will be formed to recruit, train, and manage trail stewards and to raise funds for major repair projects.

4.6. FUNDING

It is anticipated that all final design and construction costs will be provided by at least one dedicated non-profit organization with additional funding provided by other entities. Construction and maintenance work will be conducted mainly by volunteers, such as youth, veteran, and ancestral lands volunteer crews. The bulk of construction expenses will come from the development of the final design and field layout by professional contractors, and the professional crews needed for more challenging trail sections. Possible funding sources include Resolution as well as grants, donations, and special organized events.

4.7. TRAIL BENEFITS

The trail is anticipated to provide benefits to the local economy in the form of long-term sustainable recreation and ecotourism, to reduce resource degradation from unauthorized trail use, and to better employ the currently underdeveloped recreational opportunities of National Forest lands located in proximity to a major metropolitan area.

The economic impacts that outdoor recreation provide to rural communities are well documented, and it is anticipated that development of the Project will be no exception for Superior, Arizona. Because the Project contains such a diverse range of scenic terrain within a relatively small area, it has the potential to become a popular destination for the growing number of outdoor recreation enthusiasts not only from the greater Phoenix area but also from across the country. In order to encourage visitors to use the town as a starting point, the Project includes the extension of an existing trail from town to the Picketpost trailhead on the Arizona National Scenic Trail (**Figure 2**), thereby providing a direct non-motorized connection to the Project Area. It is anticipated that the local business community will promote and participate in volunteer trail construction and maintenance efforts. The phasing of Project construction will allow for existing businesses to adapt to an expanding clientele and for new businesses to take advantage of new opportunities.

Developing a planned trail with appropriate signage and design elements will reduce the impacts to soil erosion, wildlife, plant life, and riparian habitat that the area is currently experiencing from the haphazard and unauthorized trail use that is occurring due to the lack of a planned system. The plan has identified sensitive resources and designed the trail system to avoid or minimize impacts to these resources.

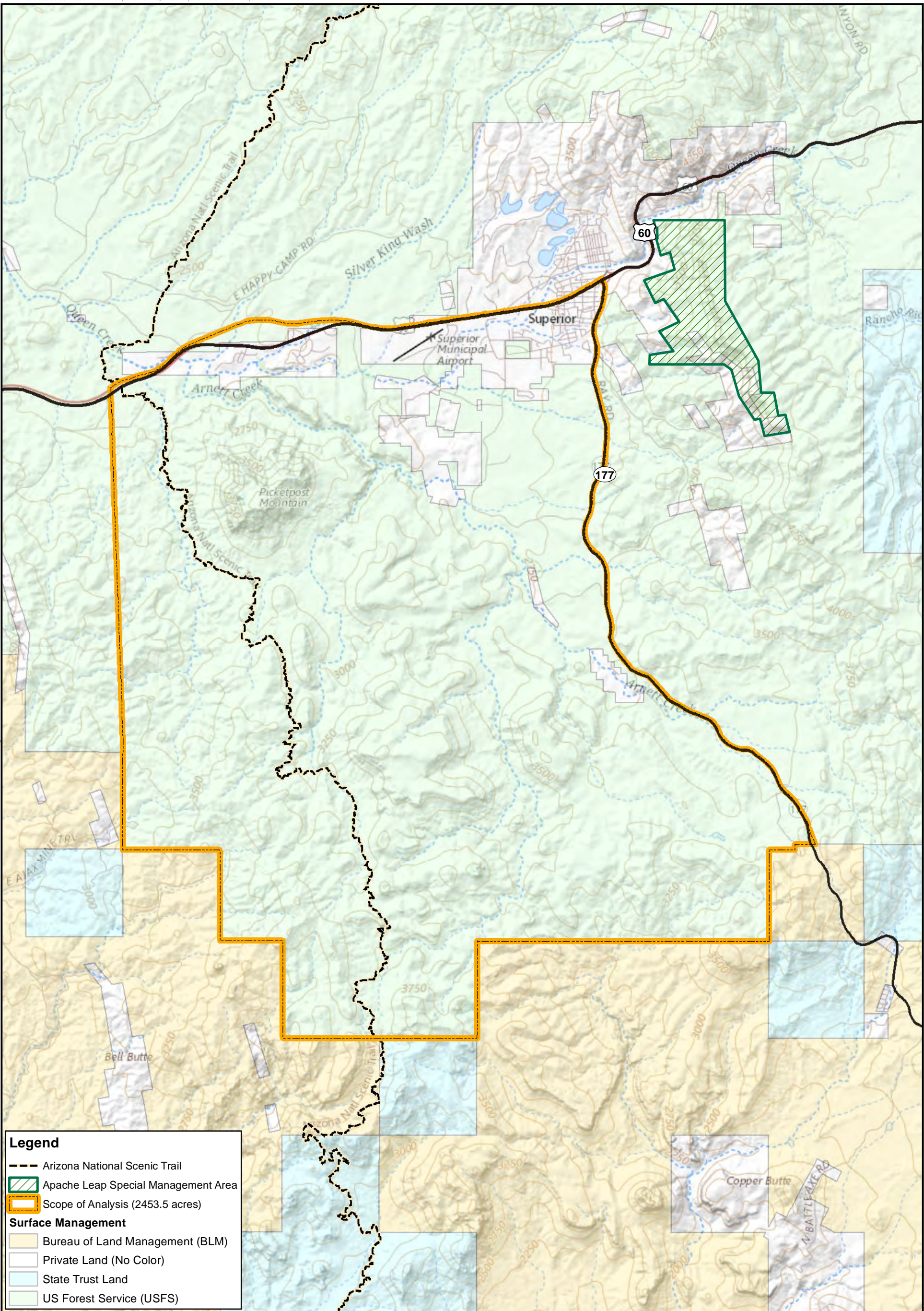
The Group was developed specifically to ensure the trail system plan is one that meet the interests of the current users in a sustainable way that is in line with USFS management priorities. As a result, the proposed Project provides recreation opportunities currently unavailable in this location that are of interest to potential users. Furthermore, the Project's proximity to a major metropolitan area will facilitate access to these resources to in a more deliberate and environmentally sustainable way.

The proposed plan addresses ongoing management concerns for the TNF while providing a service and recreation opportunities that are currently underdeveloped to the local and regional communities, creating long-reaching benefits to the region.

5. REFERENCES

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FIGURES



Legend

Arizona National Scenic Trail

Apache Leap Special Management Area

Scope of Analysis (2453.5 acres)

Surface Management

Bureau of Land Management (BLM)

Private Land (No Color)

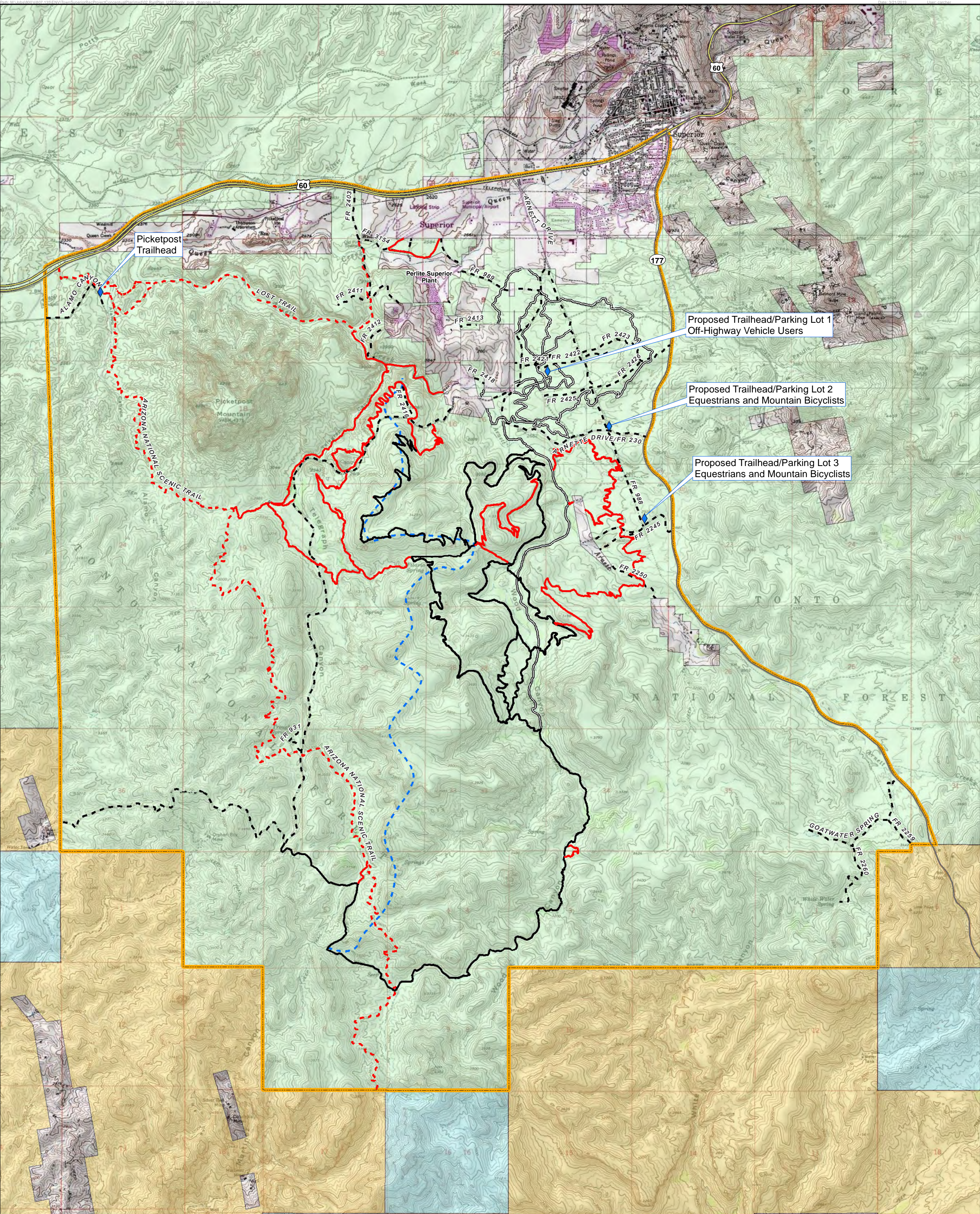
State Trust Land

US Forest Service (USFS)

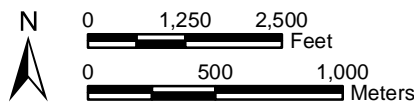
Scope of Analysis within:
T2S, R11-13E, and T3S, R12E,
Pinal County, Arizona,
Data Source: AZ Trail Association and
Surface Management: BLM 2018, WRI modified 2018
Image Source: ArcGIS Online USGS National Map

RECREATION USER GROUP
SUPERIOR, AZ
Conceptual Plan

PROJECT OVERVIEW
Figure 1

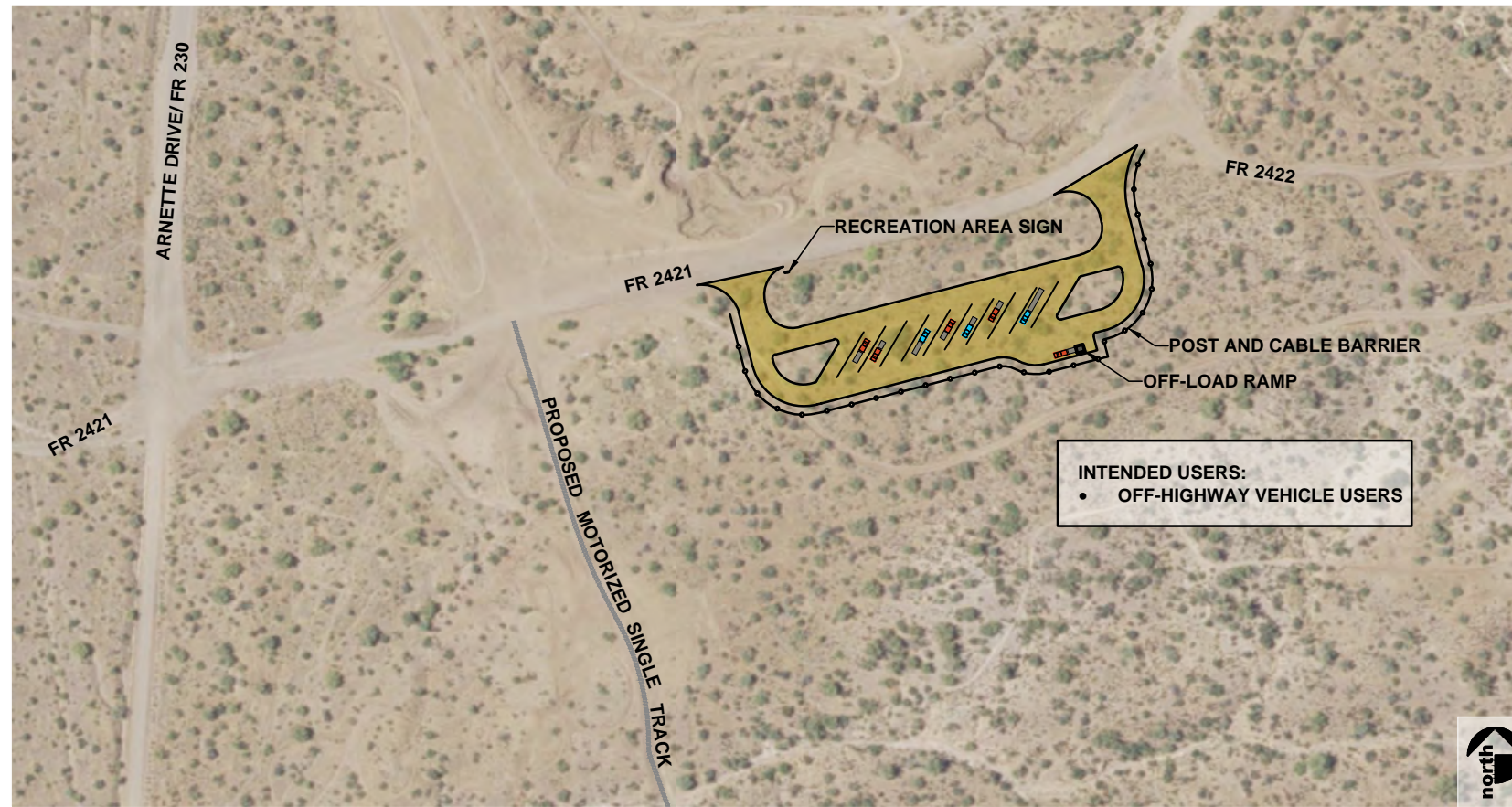


Scope of Analysis within:
T2S, R11-13E, and T3S, R12E,
Pinal County, Arizona,
Mesa USGS 1:100,000 USGS Quadrangle
Data Source: Surface Management (BLM 2018, WRI Modified 2018),
Recreation User Group (RUG)
Road Classification: ArcGIS Online, USA Major Roads

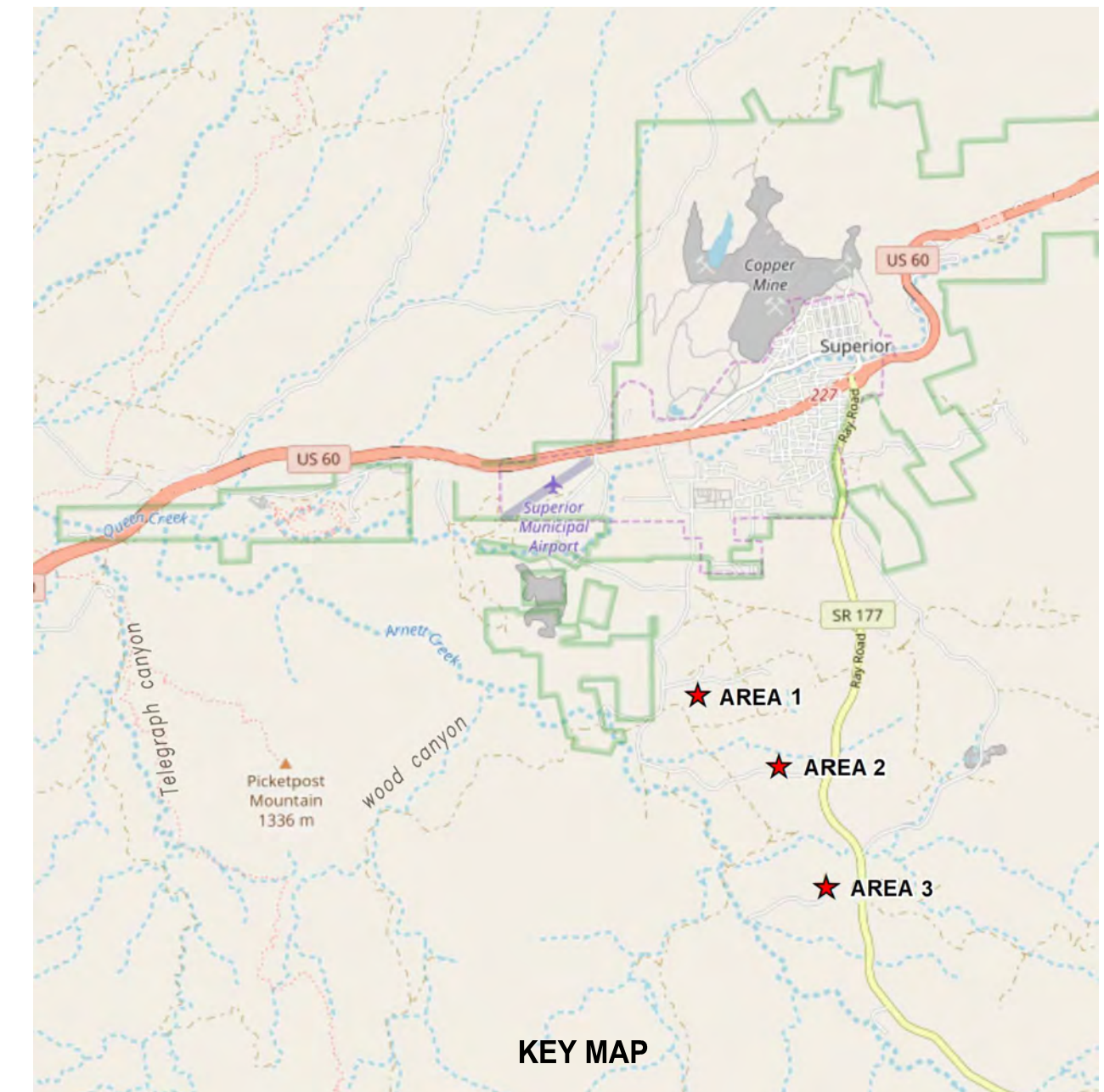


- | Recreation Use Trail | | Road Classification | | Surface Management | |
|----------------------|--|---------------------|--|--------------------|---------------------------------|
| — | Proposed Trail, Motorized (Single Track) | — | Telegraph Canyon/Wood Canyon Ridgeline | — | Bureau of Land Management (BLM) |
| - - | Existing Forest Road, Motorized | — | Other Major Road | — | Private Land (No Color) |
| — | Proposed Road, Motorized | — | Secondary Road | — | State Trust Land |
| - - | Existing Trail, Non-Motorized | — | Important Local Road | — | US Forest Service (USFS) |
| — | Proposed Trail, Non-Motorized | — | Scope of Analysis (2453.5 acres) | | |

RECREATION USER GROUP
SUPERIOR, AZ
Conceptual Plan
TRAIL DESIGN
Figure 2



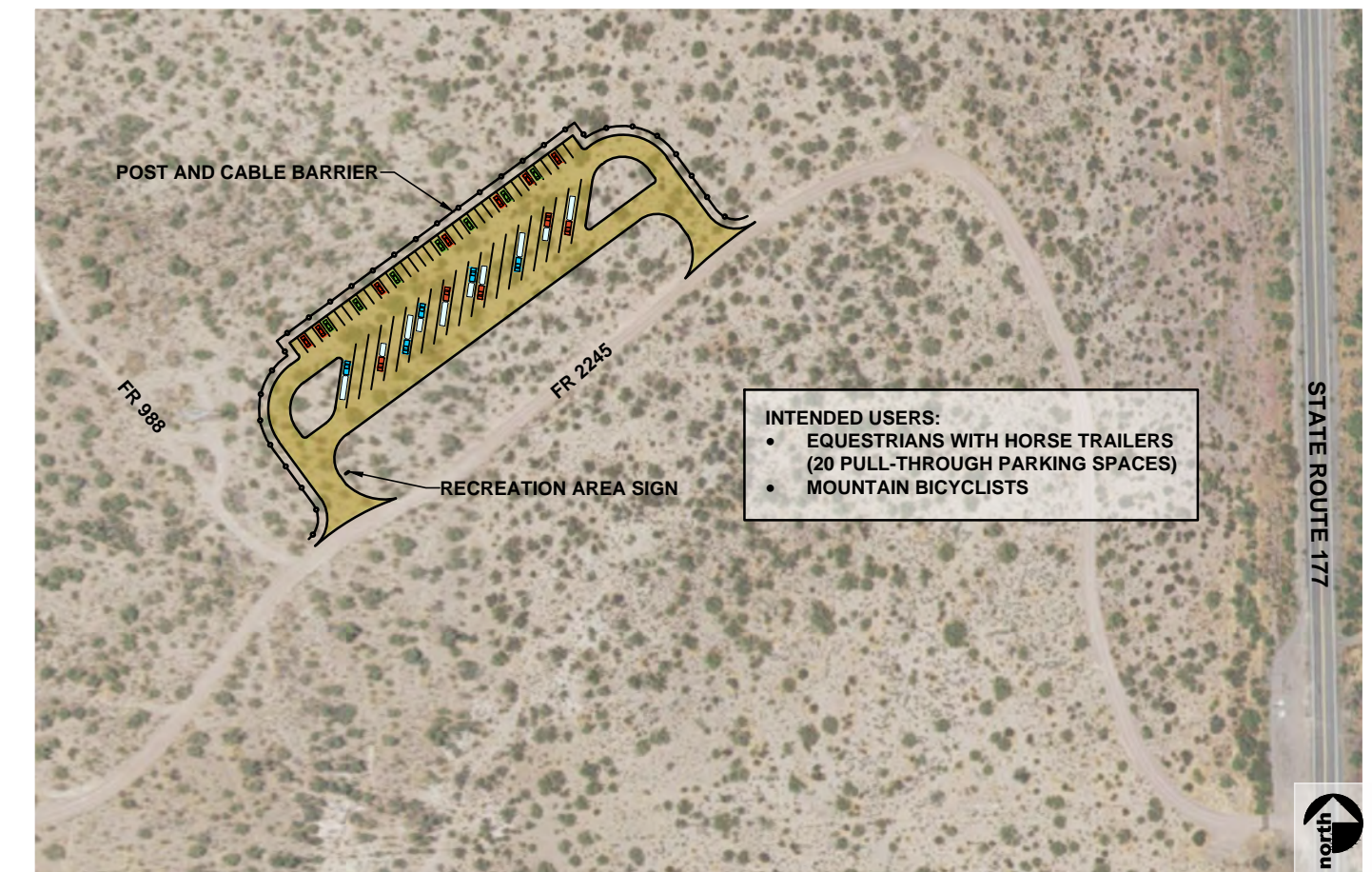
1 TRAILHEAD PARKING AREA (FOREST ROADS 2421 & 2422) : OFF-HIGHWAY VEHICLES
SCALE: 1" = 200'



KEY MAP



2 TRAILHEAD PARKING AREA (ARNETT DRIVE/ FOREST ROAD 230) : EQUESTRIAN & MOUNTAIN BICYCLIST
SCALE: 1" = 200'



3 TRAILHEAD PARKING AREA (FOREST ROAD 2245) : EQUESTRIAN & MOUNTAIN BICYCLIST
SCALE: 1" = 200'

RECREATION USER GROUP SUPERIOR, AZ Conceptual Plan

TRAILHEAD PARKING AREAS

Figure 3

Victoria Boyne

From: ResolutionProjectRecord
Subject: FW: EXTERNAL:Recreation User Group (RUG) Superior Arizona Recreation Project Conceptual Plan - March 2019
Attachments: 20190322_RUG_RecPlan.pdf

From: Kristina Daley <KDaley@westlandresources.com>
Sent: Friday, March 22, 2019 3:54 PM
To: Chris Garrett <cgarrett@swca.com>; Donna Morey <dmorey@swca.com>; mcrasmussen@fs.fed.us
Cc: Peacey, Victoria (RC) <victoria.peacey@riotinto.com>; Morisette, Mary (RC) <Mary.Morisette@riotinto.com>; Aaron R. Graham <AGraham@westlandresources.com>
Subject: EXTERNAL:Recreation User Group (RUG) Superior Arizona Recreation Project Conceptual Plan - March 2019

Good afternoon Chris, Donna and Mary,

On behalf of Mary Morisette (Resolution Copper), in addition to this morning's map package, please find the above referenced report attached for your use.

Enjoy your weekend.

Kristina Daley | Executive Assistant for Environmental Services

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