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Department of
Agriculture

Forest
Service

September 2008



Decision Notice & Finding of No Significant Impact

Chequamegon-Nicolet National Forest Travel Management Project

Chequamegon-Nicolet National Forest, Wisconsin

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BEFORE YOU READ THIS DOCUMENT

What follows is a description of my decision to implement the Travel Management Project on the Chequamegon-Nicolet National Forest (CNNF, or simply the Forest). As I prepared to make this decision I read every letter that was submitted in response to the Environmental Assessment (EA). What is clear to me is everyone wants access to their National Forest. This should come as no surprise as these public lands are important to most citizens for a variety of purposes. Access to the National Forest is something that goes hand-in-hand with being able to utilize the National Forest; however, the degree and amount of motorized access is of debate and will likely continue to be of debate. I understand this dilemma and want to assure you that we who manage the CNNF for your use take this process very seriously and try to balance all needs while ensuring the CNNF remains a sustainable resource in perpetuity. I hope you will understand the balance this decision provides and the opportunities you have to continue to utilize the National Forest.

As you read the following, think about your use of the CNNF and whether this decision will provide for your needs to access the Forest. If not, please let us hear from you. There will be opportunities in the future to incorporate your input through annual updates of the Motor Vehicle Use Map (MVUM). Any information you wish to share with us will be welcome at any time. The more specific you can be in describing your needs and why, the better we can address them. Contact information is provided on the cover and at the end of this document.

DECISION AND REASONS FOR THE DECISION

Background

On November 9, 2005, the Forest Service published in the *Federal Register*, “Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule,” with an effective date of December 9, 2005. The rule is commonly referred to as the Travel Management Rule or TMR.

The TMR revised regulations governing public motor vehicle use on all National Forest System lands, including the use of off-highway vehicles (OHVs). The TMR requires designation of those roads, trails, and areas that are open to public motor vehicle use. Designations are made by class of vehicle and, if appropriate, by time of year. The final rule prohibits the use of motor vehicles off the designated network, as well as the use of motor vehicles on roads, trails, and in areas that are not consistent with the designations.

The TMR also requires designated roads, trails, and areas to be identified on a motor vehicle use map (MVUM) that will be available to the public and is to be updated annually. Existing authorities and orders regarding motor vehicle use remain in effect until publication of the MVUM. Upon publication of the MVUM, individual travelers become responsible for knowing where and when they can legally

operate a motor vehicle on the CNNF. This will include highway-legal vehicles (HLVs) and all-terrain vehicles (ATVs).

The purpose of this project, which encompassed the entire CNNF, is only to designate which roads and trails will be available for public motorized use, and therefore included on the MVUM. The outcome of this project is a designated network of roads and trails available for public motorized vehicle use on the CNNF. We expect to implement this project in January 2009. The CNNF Travel Management Project Environmental Assessment (EA) documents the analysis of three alternatives to meet the project purpose and need. All documents for this project are available for review at the CNNF Supervisor's Office, 1170 4th Avenue South, Park Falls, Wisconsin 54552; phone: 715-762-2461 [voice] or 711 (National Relay System) [TTY]. You may also review the EA on the CNNF website:

<http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>

Decision

I have decided to designate a network of roads and trails that will be available for public motorized vehicle use on the CNNF. This decision encompasses Alternative 3, as described in the EA. I am also designating approximately 205 additional miles of roads specifically suggested for consideration during or before the 30-day comment period on the EA.¹ Overall, my decision adds 371 miles of unauthorized roads to our forest travel system.

The designated network will initially include approximately **2,363 total miles of road** available for public motor vehicle use (HLVs and ATVs). Following are categories of this total road mileage that are important to people's use of motor vehicles:

- 559 miles of roads will be available for ATVs (roads that are available to ATVs only or available to both HLVs and ATVs)
 - 71 miles of these roads are located on the east (Nicolet) side of the Forest
- 52 miles of roads for HLV and ATV use will be controlled seasonally in the fall (open from September 1 to December 31)
- 8 miles of roads for ATV use will be controlled seasonally in the fall (open from September 1 to December 31)
- 25 miles of road for HLV use will be controlled seasonally for sensitive species consideration
 - Which includes 13 miles of road for ATV use

My decision also designates approximately **334 miles of trails** to be available for public ATV use.

Please see Appendix A for a list of the roads analyzed and included in my decision. This list describes the proposed motor vehicle use designation for those roads, which is a summary of the outcome of the analysis for this project. For a complete description of how these roads were evaluated, please see the

¹ The additional roads suggested during the 30-day comment period have been analyzed—the effects disclosure is available in the project file. Any identified environmental effect with these additional roads complies with the standards and guidelines of the CNNF Forest Plan and the laws, regulations, and other requirements to which the CNNF subscribes (see discussion on “Findings Required by Other Laws and Regulations” later in this document.)

RAP report associated with this project on the CNNF website:

<http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>. Also note that this list does not encompass the entire network of roads designated for motorized use. Any National Forest System road (NFSR, also referred to as system road) that is currently open for motor vehicle use with no suggested change in its current designation will automatically continue its availability for public motor vehicle use.

You may request maps of my decision. Contact information is provided on the cover and at the end of this document. You may also view the maps on the CNNF website:

<http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>.

Please note that this decision only includes those roads that are under sole Forest Service jurisdiction. Approximately 4,500 miles of town, county and state roads also provide access to the National Forest.

Comments we received expressed a desire for the fall season to start earlier to accommodate hunting activities. Upon further evaluation, I have decided to define the season of use for seasonally controlled roads as September 1 to December 31. Roads designated for fall season access will be available for motor vehicle use as defined above.

These roads and trails will be displayed on the MVUM. The CNNF MVUM will be available for public use, free of charge, in January 2009. The MVUM will be available on the CNNF website and at each local Forest office.

We will update and re-publish the MVUM annually. My decision includes an adaptive management process to update the MVUM which will focus on engaging you about your access needs.

- We will continually accept public suggestions to add or remove specific roads/trails to the designated network.
- A window of evaluation/processing will occur to prepare for the MVUM update—comments received after this window will be considered for the next year's update.
- The Roads Analysis Process (RAP) will be used to evaluate each additional specific road suggestion, comparing resource risks versus public value for that specific road.
- I will issue a new decision, following the appropriate NEPA procedures, each year to add or remove specific roads to the updated MVUM.
 - An appeal opportunity will be available with each decision.
- My decision will be posted on the CNNF website with a list of the specific roads considered for that particular year.

Each road brought forward for consideration will be evaluated utilizing the RAP. The adaptive management process and the RAP are more fully described in Appendix B. This process will inform the decision making process.

The first updated MVUM will be available by March 31, 2010. This will allow a year of use before the map is updated. During the first year, we plan to focus efforts on education and awareness as well as opportunities to provide feedback on roads for additional consideration.

In addition to the MVUM update process we will continue on-going work of issuing proposals and making decisions regarding site-specific roads or trails. These include:

- Site-specific ATV trail development decisions, which will be proposed, analyzed, and decided by local Forest officials separately from this project. The approved trails will be included on the updated MVUM for the year they are completed.
- Site-specific RAPs—Proposals for vegetation management or other projects will include a RAP which will evaluate all the roads within a given project area. Decisions on these projects will also include decisions on road management in a particular project area. These road management decisions will be included on the updated MVUM for that particular year.

Rationale

The growing popularity and capabilities of OHVs (including HLVs and ATVs) are much different than they were even 10 years ago. Since that time Wisconsin has seen a four-fold increase in ATV registrations. Eighteen percent of the State's population uses some type of OHV. The recreation issue of "increasing ATV usage and its associated impacts" is recognized by many governmental agencies within this State.

Given the changing use patterns with motor vehicles, I must address the current and potential implications of this use, particularly the issue of unmanaged motor vehicle use on the CNNF. By designating a network of roads and trails for motor vehicle use, you will continue to have access to enjoy your National Forest while also minimizing environmental impacts.

I take our Agency's mission very seriously, especially when it pertains to sustaining the health, diversity, and productivity of this Forest to meet the needs of present and future generations. I also recognize that motor vehicle use is highly valued among many Forest users. Hence, I have sought your comments and suggestions on which roads should be designated for motor vehicle use.

Knowing that roads and trails are important in providing motorized access for people to enjoy the CNNF, I must determine where this use is appropriate on the Forest and what level of management is needed.

For almost 2 years, I have asked people to share with us which roads they use on the Forest. My staff and I have used brochures, letters, press releases, open houses, public workshops, individual and group conversations, and radio and newspaper interviews to engage people. As a result, we heard from people in 10 different states and 51 Wisconsin counties. The extent of interest in this project is not surprising because people want to access their national forests. Your input has helped me understand the value you place on your access to the Forest.

My staff and I have used this input to evaluate whether a particular road should be designated for motor vehicle use. This evaluation balanced the public value for a particular road with the resource risks associated with that road. In addition, our employees used their knowledge, as well as field verification, to assist with the process. I believe our approach to evaluating which roads to designate has been a reasonable one.

I appreciate your personal investment of time to talk with us about your access to this National Forest, as well as your concerns about motorized use in certain areas. I have heard many different perspectives about how you use this Forest, some of them are in direct conflict with each other. Some of the topics you have brought to my attention are:

- Access for older or disabled sportsmen
- Access for sportsmen in general, particularly hunters
- Impacts to local economies
- Access for administrative actions, such as search and rescue operations, timber harvesting, and wildfire suppression
- Resource damage associated with ATVs traveling off designated roads and trails
- Conflicts between people seeking quiet recreational settings and those participating in motorized activities
- ATVs leaving Forest Service roads and entering private property

I realize that my decision may change how you use this Forest. I also understand that you use the Forest for many different reasons. They are all important. Because I am concerned about how my decision will affect your ability to use and enjoy the Forest, I will continue to listen to your specific suggestions to designate specific roads and trails for motor vehicle use, and will continue to incorporate your suggestions in the future as we prepare subsequent MVUMs.

It is important to note my decision does not affect access for administrative purposes. It will not affect our ability to continue to manage the Forest, including access for timber harvest and fire suppression. In addition, it does not affect access for snowmobile use. My decision and the MVUM is strictly focused on public wheeled motorized vehicle use.

When I compare Alternative 3 (as modified) with the other alternatives, I believe it best meets these needs based on the information we currently have available to us by providing a network of roads and trails that is accessible and sustainable. The use of the adaptive management process will allow my staff and me to continue to evaluate unauthorized roads that have not yet been brought to our attention or to address other areas of concern. I believe this alternative better addresses the need for access than Alternative 2, because it provides more opportunities for access where access can be sustained. It also allows for increased access during the fall hunting season. Continued management of the deer herd is important to maintain the health of the Forest as well as support an important part of our heritage. I also believe it provides for options for expanding the network responsibly.

I believe Alternative 3 (as modified) addresses the significant issues and addresses your needs better than Alternative 2. It provides more public motorized access, allows for more ATV use, and provides for increased access during the fall hunting seasons while balancing your needs for non-motorized use. I also believe Alternative 3 (as modified) better ensures protection of the resources in the long run by not including all of the unauthorized roads on the map without first evaluating those roads that are brought forward for analysis.

Choosing Alternative 1 at this time would be irresponsible. If I choose to do nothing and allow the current motor vehicle use to occur unmanaged, I believe that your enjoyment of the National Forest will decrease while the environmental impacts would likely increase. Designating roads for motorized use without site-specific information and validation may have unintended consequences. Alternative 3 (as modified) provides a more appropriate process for reviewing and designating additional roads not yet considered (unauthorized roads). Putting all of the unauthorized roads on the map which have not yet been evaluated on-site may lead to increased environmental damage that in some cases could be irreversible.

Mapping of all roads and trails in Alternative 1 may also create confusion for Forest users on which roads are actually available for use. A number of these roads are overgrown by vegetation or may be contributing to water quality degradation. To suggest these roads would be available to use is inaccurate and contrary to my responsibilities as a manager of your Forest.

OTHER ALTERNATIVES CONSIDERED

In addition to the selected alternative, I considered two other alternatives including a no-action alternative as described briefly below.

Alternative 1 – No Action

This alternative represents no change from the current condition. Under the no-action alternative, HLVs currently use any road that is not physically closed; cross-country travel by any vehicle is prohibited; and Forest roads and trails are closed to ATV use unless posted open with a sign. General ATV seasonal use restrictions would remain in place (March 15–April 30) as described in the current Forest Order R913-08-02.

Alternative 1 includes 4,169 miles of roads open for HLVs only, 2 miles of roads available for ATVs only, 486 miles of roads available for both HLVs and ATVs, and 318 miles of trails open to ATVs.

36 CFR Part 212 Sec. 50(b) states the responsible official may incorporate previous administrative decisions regarding travel management made under other authorities, including designations and prohibitions of motor vehicle use. These previous designations and prohibitions are the existing condition and can be designated without a new decision if no changes are proposed.

Alternative 2 – Forest Proposal

This alternative represents the initial proposal presented at the October 2007 open house meetings, and includes 1,621 miles of roads open for HLVs only; 9 miles of roads available for ATVs only; 452 miles of roads available for both HLVs and ATVs; and 318 miles of trails open to ATVs.

Alternative 3

This alternative addresses the significant public issue of “not enough motorized access” through:

- Increased seasonal motorized access Forest-wide (42 miles of roads opened seasonally for HLVs and 11 miles for ATV use from September 15 to December 31 for fall access);
- Designating 22 new miles of ATV routes and connections on the east side of the Forest;
- Increased designated roads Forest-wide for recreation experiences; specifically 22 miles of roads for both vehicle types.

Alternative 3 includes 1,664 miles of roads open for HLVs only, 20 miles of roads available for ATVs only, 474 miles of roads available for both HLVs and ATVs, and 318 miles of trails open to ATVs.

PUBLIC INVOLVEMENT

Public involvement for this project began in November 2006 with the publication of a brochure. The brochure distributed by my staff contained information on the TMR, the process we would follow to implement the rule, and Forest Plan requirements. These brochures were provided to the District staff for local distribution at places such as game registration stations and other locations where the public would likely see them.

Ten open house meetings were held during the winter months of 2007. Two meetings were held on each Ranger District: one was for the general public, while the other was for local governments and Tribal members. At that time we also held meetings with Forest Service staff to identify internal concerns and suggestions.

Following these open house meetings, my staff requested feedback on specific roads the public would like to be available or unavailable for motorized use. The comment period for the initial specific road suggestions ended on April 15, 2007. My staff conducted a content analysis of comments received during this period as well as the verbal comments received from the open house meetings. The content analysis identified 1,052 roads to be considered for future motorized uses. Any unauthorized road not suggested to remain open would automatically be made unavailable for motorized use. Any system road the public or Forest personnel did not suggest for a change in designated use would automatically continue its current use.

The 1,052 identified roads were evaluated with a RAP. The RAP included ranking criteria for resource risks and access values. See Appendix B for a description of the RAP.

In October 2007, additional open house meetings were held at locations within each Forest District. Maps displaying an initial proposed designated motorized network of road and trails using the suggested 1,052 roads were presented to attendees. The “initial proposal” represented the outcome of the RAP. Comments were invited and collected at the meetings, as well as afterwards on specific roads for consideration to be available or unavailable for public motorized use. My staff also used comments from local community leaders and ATV riders to consider making some roads available for motorized use. These comments resulted in an additional 266 roads for consideration. These roads were analyzed using the RAP in the same manner as the original 1,052.

The most recent public comment period on the EA ended on August 18, 2008, and resulted in an additional 134 roads for consideration. These roads were also evaluated using the RAP. A total of approximately 1,450 roads were brought to our attention for consideration in the designated network of roads and trails for public motorized use.

We first listed the proposal for this project in the Schedule of Proposed Actions (SOPA) in July 2007, and it has been listed in subsequent versions. The SOPA provides one means of keeping you informed of the progress of individual projects. The SOPA is also made available to you on the CNNF website: <http://www.fs.fed.us/r9/cnnf/natres/nepaqtr/index.html>.

A complete record of the public participation, including a listing of agencies, individuals, and organizations, can be found in the project file for this EA located at the CNNF Supervisor’s Office.

Tribal Consultation

Executive Orders 13084 and 13175 require that Federal agencies consult with Tribes during planning activities. Consultation with Tribes as per the direction of NHPA and 36CFR800 regulations was first conducted by my staff in January 2007 and continued throughout our project. Tribal representatives contacted in this process included elected Tribal officials, Tribal natural resource staff and Tribal historic preservation officers. The following Tribes were contacted in Wisconsin: Bad River Band of Lake Superior Chippewa Indians, Lac Courte Oreilles Band of Lake Superior Chippewa Indians, Sokaogon Chippewa Community, Mole Lake Chippewa Tribe, St. Croix Chippewa Indians of Wisconsin, Mille Lacs Band of Chippewa Indians, Lac du Flambeau Band of Lake Superior Chippewa Indians, Red Cliff Band of Lake Superior Chippewa Indians, Forest County Potawatomi Community, Menominee Indian Tribe of Wisconsin, Ho-Chunk Nation, Oneida Tribe of Indians of Wisconsin, and Stockbridge-Munsee Band of Mohican Indians.

The following Tribes were contacted in Michigan (MI) and Minnesota (MN): Lac Vieux Desert Band of Lake Superior Chippewa Indians (MI), Keweenaw Bay Indian Community (MI), and Fond du Lac Chippewa Tribe (MN).

Individual members of the Voigt Intertribal Task Force and the Great Lakes Indian Fish and Wildlife Commission were also contacted.

Tribal representatives did not identify, or communicate, to the Forest District Rangers any adverse effects to Tribal populations associated with the CNNF Travel Management Project.

Public Comment Period

We published the public notice in the *Milwaukee Journal Sentinel*, Milwaukee, Wisconsin, on July 18, 2008. We also sent copies of the project EA to interested parties on July 11, 2008, and posted it on the CNNF Website: (<http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>) on July 18, 2008. Comments were received from over 450 commenters. You may request a copy of the comments and the Forest Service responses. Contact information is provided on the cover and at the end of this document. You may also view them on the CNNF website listed in this paragraph.

Significant Issues

Based on public comments we received during scoping, the significant issue of not enough motorized access was identified and used to guide development of alternatives. Specific topics identified within this issue include: (1) provide more ATV routes on the east side of the Forest, (2) provide increased access during the fall, and (3) provide increased access for recreation experience. Alternative 3 of the CNNF Travel Management Project EA addressed the significant issue of not enough motorized access and the three specific topics.

Not Enough Motorized Access Issue 1: Provide more ATV routes on the east side of the Forest

The east side of the Forest historically has been closed to ATV use and the public requested to change this condition to allow ATV motorized recreation.

Measure: Miles of roads open to ATV use on the east side of the Forest. Using comments from local community leaders and ATV riders, my staff considered designating some roads for ATV use. Additionally, we will continue to identify and evaluate ATV routes and ATV trails through an ongoing adaptive management process.

Not Enough Motorized Access Issue 2: Provide increased access during the fall

Hunters and people that collect boughs and firewood need increased access during the fall.

Measure: Miles of roads opened seasonally. An original timeframe of September 15 to December 31 was considered for additional motorized access. My staff reviewed the RAP to identify potential roads that were made unavailable to motorized use for the protection of wildlife during critical spring nesting periods, but could be available for motorized use during the fall. My staff identified several of the roads for fall access and these are included in the analysis of Alternative 3. Please note that with my decision the timeframe for roads seasonally controlled in the fall is modified to September 1 to December 31.

Not Enough Motorized Access Issue 3: Provide increased access for recreation experience

Many people that recreate with ATVs expressed a general concern for the lack of opportunities currently available for their use.

Measure: Miles of roads and trails open to ATV use across the entire Forest. My staff reviewed and analyzed the roads and trails open to ATV use.

FINDING OF NO SIGNIFICANT IMPACT

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement will not be prepared. I based my finding on the following.

Context

This Travel Management Project responds to direction in the national TMR published in November 2005. While this national Rule provides direction on how to designate a network of roads and trails for motor vehicle use, the context of my decision lies within the CNNF. I recognize road and trail use is popular on the National Forest; it is also popular on other land bases (such as county and State forest lands). So, while my decision specifically addresses roads and trails under Forest Service jurisdiction, I acknowledge that all users of this area will feel the effects of my decision. Therefore, the biological and physical effects of my decision have been analyzed locally, and the social effects have been analyzed both locally and regionally.

Intensity

1. Designating a network of roads and trails for public motor vehicle use would generally have a negligible or beneficial effect on the biological and physical environment (see EA, pages 17–18). My finding of no significant environmental effects is not biased by the beneficial effects of the action.
2. There will be no significant effects on public health and safety. My staff determined “mixed use”² as the primary safety consideration associated with the TMR. The CNNF Travel Management Project does not include, or propose, mixed use on any maintenance level (ML) 4, or 5 roads (see EA, page 17, Table 1-5). Mixed use on ML 2 roads will be analyzed according to Forest Service procedures.

In addition to mixed use analysis, my staff also considered comments made by the State, counties, towns, law enforcement, and other people regarding the potential safety of roads under consideration for public motorized use. These comments were valuable to us as we evaluated specific roads during the RAP. I also used these comments when considering which alternative to select.

² Mixed use concerns the use of a road by both HLVs and ATV’s at the same time on higher standard roads that allow faster rates of speed (specifically maintenance level 4, and 5 roads).

3. There will be no significant effects on unique characteristics of the area, because the RAP included these characteristics as part of the Resource Risk Criteria (see EA, page 6). My staff did not recommend for designation of most, if not all, of the evaluated roads that could affect these unique characteristics. The subsequent environmental analysis confirms that the associated environmental consequences comply with the Forest Plan and the other laws, regulations, and other requirements to which the Forest subscribes (see EA, pages 17-18).

The following paragraphs summarize the conclusions from the environmental analysis. Please see the EA or associated specialist reports for additional information.

- All alternatives comply with USDA-Forest Service regulations 36CFR219.27 (a) and the CNNF Forest Land and Resource Management Plan direction pertaining to the soil resource. About 94 to 95 percent of the roads in each of the three alternatives are on low to moderate risk soils.
 - All alternatives comply with the CNNF Forest Plan, State and Federal law, and Executive Order 13112 regarding non-native invasive species (NNIS).
 - All alternatives comply with Forest Plan and regulatory direction for hydrologic resources. Alternative 1 (the no-action alternative) has the highest number of stream crossings, miles in Riparian Management Zones, and miles in wetland of all alternatives and would not respond as well to achieving Forest Plan aquatic desired conditions as Alternatives 2 and 3.
 - All alternatives comply with Forest Plan and regulatory direction for sensitive plant and animal species. Implementation of any of them would not result in loss of viability of any federally listed species or agency-identified sensitive species (Regional Forester Sensitive Species), and is therefore consistent with the Endangered Species Act, the National Forest Management Act, and Forest Service Manual Direction (section 2672).
4. The effects on the quality of the human environment are not likely to be highly controversial because there is no known scientific controversy over the impacts of the project. The environmental consequences of allowing continued motorized use on Forest roads are monitored annually as required by the Forest Plan for multiple resources.

I have considered State of Wisconsin assessments addressing public controversy supply and demand for motorized recreation opportunities in this State (see Recreation Report in the project file). I find that no clear conclusion can be reached: People are split in supporting or objecting to motor vehicle use, particularly ATVs. I have also considered the controversy associated with economic effects from motorized recreation (see Recreation Report in the project file). Again, I find the beneficial and adverse effects to be equitable: Increases in local business revenue are countered with displacement of “silent sport” enthusiasts and increased law enforcement costs.

I conclude that the controversy surrounding my decision is related to people’s values. These values are essentially split in their support and opposition of designating roads and trails for public motor vehicle use. My decision will allow people the opportunity to submit comments and suggestions for roads/trails to either be added or removed from the map. This will provide additional opportunity to express these values. Given this equal balance of public opinion and opportunity, I do not find my decision to be significant.

5. We have considerable experience with road-related motorized recreation opportunities. We propose projects each year that include public motorized use or propose new construction or reconstruction of roads for public motorized use. The environmental consequences of motorized use for those proposals are discussed for multiple resources as categorical exclusions, environmental assessments, and environmental impact statements. The effects analysis for my

decision shows the effects are not uncertain, and do not involve unique or unknown risks (see EA, pages 15–18).

6. The action does not establish a precedent for future actions with significant effects. My decision is evaluated on its own merits and does not preclude any options I may consider for adding or removing roads or trails from the designated network. In addition, all the environmental consequences comply with the 2004 CNNF Forest Plan and the laws, regulations, and other requirements to which the Forest subscribes (see EA, pages 15–18).
7. The cumulative impacts are not significant (see EA, pages 18–19). Additionally, the site-specific trail proposals and RAPs that will occur in the future (see “Decision” section above) will be evaluated within the context of my travel management decision. This provides us a Forest-wide context to decide whether a road or trail should be designated for public motor vehicle use.
8. The action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places, nor cause loss or destruction of significant scientific, cultural, or historical resources because the project does not include new road or trail construction or ground disturbance (see EA, pg 18). My decision only addressed existing roads and trails and whether they should be available for public motor vehicle use.
9. The action will not adversely affect any endangered or threatened species or its habitat determined to be critical under the Endangered Species act of 1973, because implementation would not result in a loss of viability of any federally listed species or Agency-identified sensitive species (see EA, page 18).
10. The action will not violate Federal, state, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA (see EA, pages 16–18). The action is consistent with the Forest Plan (See EA, page 16).

FINDINGS REQUIRED BY OTHER LAWS AND REGULATIONS

The environmental consequences of all alternatives and my decision to implement Alternative 3 as modified and described on page 3, are consistent with the TMR (including 36 CFR 212, 251, 261 and 295); Forest Plan standards and guidelines; the intent of Executive Orders 11644 and 12898; and other laws, regulations, and requirements to which the Forest subscribes related to the project.

ADMINISTRATIVE REVIEW OR APPEAL OPPORTUNITIES

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer at:

USDA-Forest Service, Eastern Region
ATTN: Appeal Deciding Officer
626 E Wisconsin Avenue, Suite 700
Milwaukee, WI 53202

The office business hours for those submitting hand-delivered appeals are: 7:30am to 4:00pm local time, Monday through Friday, excluding holidays. Appeals may also be faxed to 414-944-3963 with the following salutation:

ATTN: Appeal Deciding Officer
USDA-Forest Service, Eastern Region

Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), or Word (.doc) to appeals-eastern-regional-office@fs.fed.us with a subject line of "CNNF Travel Management Project." In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

Appeals, including attachments, must be filed within 45 days from the publication date of the legal notice in the *Milwaukee Journal Sentinel*, the newspaper of record. Appeals received after the 45-day appeal period will not be considered. The publication date in the newspaper of record is the exclusive means for calculating the time to file an appeal (planned publication date is the week of September 22, 2008). Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

Individuals or organizations who submitted substantive comments during the comment period specified at 215.6 may appeal this decision. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14.

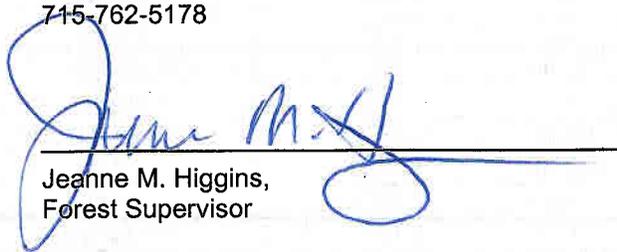
IMPLEMENTATION

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, 5 business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition.

Contact

For additional information concerning this decision or the Forest Service appeal process, contact:

Joan Marburger
Chequamegon-Nicolet National Forest Supervisor's Office
1170 4th Avenue South
Park Falls, WI 54552
715-762-5178



Jeanne M. Higgins,
Forest Supervisor

Date

September 22, 2008

Appendix A: Roads Analyzed in This Decision

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
111	n/a	495	Fall access - hlv	656	hlv, atv
186	none	497	hlv, atv	657	hlv
208	hlv	510	hlv, atv	661	hlv
219	hlv	511	hlv, atv	665	none
267	hlv	512	hlv, atv	667	hlv
289	none	513	hlv, atv	670	hlv, atv
292	hlv	514	n/a	671	hlv, atv
296	hlv	515	hlv, atv	672	hlv
297	hlv	516	none	673	hlv
302	hlv	518	hlv, atv	674	hlv
303	none	523	hlv, atv	675	hlv
315	hlv, atv	525	hlv	676	hlv
316	none	526	Fall access - hlv;atv	677	hlv
330	Fall access - hlv;atv	530	hlv, atv	678	hlv, atv
332	none	532	none	679	hlv, atv
348	hlv, atv	534	hlv, atv	681	hlv
349	hlv, atv	536	hlv, atv	686	hlv
350	hlv, atv	552	atv	687	hlv
352	hlv, atv	557	none	688	hlv
375	hlv	570	hlv, atv	689	hlv
386	hlv, atv	575	n/a	696	n/a
388	hlv, atv	578	hlv	700	hlv
393	hlv	579	hlv, atv	701	hlv
400	hlv	581	hlv, atv	703	hlv, atv
403	drop	588	hlv, atv	705	hlv
406	hlv, atv	590	hlv, atv	707	hlv
408	hlv	591	hlv, atv	709	hlv, atv
413	hlv	598	hlv, atv	710	hlv
415	atv	625	hlv	711	hlv
416	hlv, atv	629	none	713	hlv, atv
417	hlv	636	hlv, atv	714	hlv
418	hlv, atv	637	hlv, atv	715	hlv, atv
420 (south)	hlv, atv	638	hlv	718	hlv, atv
420 (north)	none	639	hlv	722	hlv, atv
426	hlv	640	hlv	742	hlv, atv
430	hlv, atv	641	hlv	745	none
440	hlv	643	hlv, atv	748	hlv, atv
448	hlv, atv	646	hlv	750	hlv, atv
449	hlv, atv	647	n/a	755	hlv, atv
449	none	650	hlv, atv	759	Fall access - hlv
466	none	651	hlv	770	Fall access - hlv
467	none	652	hlv, atv	771	Fall access - hlv
468	none	653	hlv, atv	772	hlv
477	hlv	654	hlv	778	none
493	none	655	hlv	784	Seasonal-hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
801	hlv	1529	hlv, atv	2352	hlv
805	hlv, atv	1530	hlv, atv	2354	hlv
809	atv	1531	hlv, atv	2374	hlv, atv
810	hlv, atv	1555	none	2403	hlv
811	none	1557	hlv, atv	2413	drop
818	hlv, atv	1588	hlv, atv	2531	hlv, atv
819	hlv	1604	hlv, atv	2551	drop
824	none	1644	hlv, atv	2559	hlv
864	none	1646	hlv, atv	2582	hlv
865	none	1658	none	2637	none
866	hlv	1685	hlv, atv	2658	hlv
874	hlv, atv	1687	hlv, atv	2664	hlv
902	hlv	1727	hlv, atv	2688	none
912	none	1730	none	2715	hlv
918	hlv	1767	hlv, atv	2747	Fall access - hlv
952	hlv, atv	1799	hlv, atv	2748	hlv
956	hlv	1808	hlv	2754	hlv
971	hlv	1855	none	2778	hlv
1029	hlv	2002	hlv, atv	2779	none
1133	none	2009	hlv	2800	hlv
1171	none	2027	hlv	2857	hlv
1205	hlv	2042	hlv	2929	hlv, atv
1209	none	2081	hlv	2937	drop
1239	hlv	2088	hlv	2944	hlv
1252	hlv, atv	2101	hlv, atv	2965	none
1265	Seasonal-hlv;atv	2102	hlv, atv	2973	hlv
1267	hlv	2105	drop	3088	hlv
1268	hlv, atv	2122	n/a	3132	hlv
1275	Seasonal-hlv;atv	2124	none	3147	hlv
1276	hlv	2137	hlv	3163	hlv, atv
1284	hlv	2173	hlv	3185	none
1315	hlv, atv	2181	hlv	3207	none
1325	hlv	2191	none	3724	hlv
1331	hlv	2237	drop	3730	drop
1333	none	2252	hlv	3735	none
1337	hlv	2257	none	3760	none
1338	none	2266	hlv	3778	n/a
1356	none	2267	hlv	3877	hlv, atv
1387	none	2291	hlv, atv	3895	drop
1404	n/a	2302	hlv	13922	defer
1408	none	2314	hlv, atv	14131	hlv, atv
1420	hlv	2316	hlv, atv	14434	none
1421	hlv, atv	2320	hlv, atv	21813	n/a
1502	hlv, atv	2325	Seasonal-hlv	21831	none
1507	hlv	2326	hlv	21841	drop
1524	hlv	2327	hlv	35343	none
1528	hlv, atv	2329	hlv, atv	35642	none

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
42941	hlv	72047	hlv	94245	Fall access - hlv
42942	hlv	72346	hlv	94246	hlv
50234	hlv, atv	81931	hlv	94316	hlv
50312	hlv, atv	82236	hlv	94326	Seasonal-hlv;atv
50323	none	82313	hlv	94414	drop
50716	hlv	82424	none	94415	drop
50724	hlv	82945	hlv	94418	drop
50725	none	83012	hlv	94517	hlv
50835	drop	83032	hlv	94744	none
50841	none	83035	Seasonal-hlv	94817	hlv
50842	Fall access - hlv	83045	hlv	94941	hlv
50843	none	83228	hlv	94942	hlv
50844	Fall access - hlv	83234	hlv	94943	hlv
50945	hlv	83239	none	94944	Fall access - hlv
50947	none	83241	hlv	94946	hlv
51011	none	83249	none	94947	hlv
51014	none	83343	none	94948	Fall access - hlv
51422	none	83345	hlv	94949	hlv
51423	none	83348	hlv	218330	hlv, atv
51424	Seasonal-hlv;atv	83413	hlv	511410	hlv
51425	hlv	83429	none	514111	hlv
51426	none	93426	Seasonal-hlv	514211	none
51427	none	93612	hlv	514212	none
51428	none	93618	none	514213	none
51431	hlv, atv	93622	hlv	514217	hlv
51432	none	93623	Fall access - hlv	514218	none
51440	none	93624	none	514226	none
51442	none	93715	none	603247	hlv
51444	Seasonal-hlv;atv	93722	none	604239	none
51445	none	93726	hlv	604252	hlv
51446	none	93728	none	604361	hlv
51534	none	93748	none	604393	none
61236	none	93843	atv	604421	none
61244	hlv	93919	hlv	605254	none
61246	none	93921	hlv	605269	hlv
61339	drop	93927	hlv	605269	hlv
61621	none	93935	hlv	605274	hlv
61626	none	93939	Fall access - hlv	605319	none
70628	hlv	94012	Fall access - hlv	605342	none
71135	hlv	94014	hlv	605348	none
71211	hlv	94015	hlv	605350	none
71218	hlv	94016	hlv	605353	none
71224	none	94211	hlv	605358	none
71815	hlv	94213	hlv	605376	none
71849	hlv	94216	none	605383	none
72025	hlv	94217	none	605387	none
72038	hlv	94218	none	606333	hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
606345	hlv	709351	drop	719246	hlv
612462	none	709435	none	719254	hlv
612469	none	710165	none	719419	none
612479	none	710177	none	719439	hlv
612480	drop	710229	hlv	719449	hlv
613125	drop	710232	hlv	719459	none
613211	none	710235	hlv	720210	hlv
613212	none	710236	hlv	720218	none
613219	hlv	710242	hlv	720228	none
613230	hlv	710364	hlv	720235	hlv
613324	none	710365	hlv	720255	none
613335	hlv	710376	hlv	720311	none
613336	none	710462	hlv	720316	hlv
613364	hlv	711115	hlv	720318	hlv
613365	none	711152	hlv	720326	hlv
613384	none	711153	drop	720327	hlv
613393	hlv	711199	none	720329	hlv
613394	hlv	711218	none	720353	none
613395	none	711236	hlv	720358	hlv
613418	none	711333	none	720411	hlv
614163	none	711379	hlv	720415	atv
614216	none	711467	none	720454	none
614220	hlv	711475	hlv	720455	none
614412	none	712122	hlv	723423	hlv
614420	none	712142	hlv	723432	hlv
614423	hlv	712145	hlv	818331	none
615150	hlv	712166	hlv	819214	hlv
616195	hlv	712268	hlv	819328	none
616210	hlv	712275	drop	823311	hlv
616216	hlv	712280	none	823336	hlv
616239	hlv	712292	hlv	823344	n/a
616415	hlv	718113	none	823414	none
616466	hlv	718130	hlv	823418	hlv
617118	none	718140	hlv	823428	hlv
617119	none	718150	hlv	823429	hlv
618433	hlv	718156	hlv	823430	none
618434	none	718157	hlv	823444	hlv
618435	none	718159	none	823447	hlv
706210	hlv	718160	hlv	824128	hlv
706231	drop	718162	hlv	824135	none
707212	hlv	718163	none	824235	none
707338	hlv	718170	hlv	824237	hlv
707357	none	719133	none	824238	hlv
707388	hlv	719225	hlv	824432	none
707391	none	719227	hlv	825126	Fall access - hlv
709326	none	719237	hlv	825133	hlv
709349	hlv	719245	hlv	825136	none

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
826159	none	831321	hlv	833429	hlv
826230	none	831329	hlv	833440	hlv
826376	hlv	831371	hlv	833449	hlv
826377	hlv	831374	none	833451	none
827111	none	831378	none	833457	hlv
827117	none	831379	hlv	833462	none
828116	none	831380	hlv	833487	hlv
829120	hlv, atv	831457	hlv	833488	hlv
829218	hlv	832116	hlv	833494	hlv
829224	none	832225	drop	833495	hlv, atv
829230	hlv	832233	drop	833496	hlv
829255	hlv	832234	drop	834213	none
829330	none	832247	none	834218	hlv
829344	none	832248	drop	834220	Fall access - hlv
829345	none	832280	drop	834226	hlv
829440	hlv	832312	hlv	834232	none
830113	none	832325	drop	834252	none
830116	hlv	832358	none	834336	none
830211	hlv	832395	hlv	834414	hlv
830213	hlv	832412	hlv	834416	hlv
830252	hlv	832424	hlv	834417	hlv
830254	hlv	832426	none	834425	hlv
830255	Fall access - hlv	832432	drop	834427	hlv
830258	Fall access - hlv	832446	none	834434	none
830275	hlv	832451	none	834435	hlv
830281	none	832458	hlv	834439	hlv
830292	hlv	832459	hlv	834450	hlv
830293	Fall access - hlv	832463	hlv	834452	hlv
830294	Fall access - hlv	832474	none	834486	hlv
830296	hlv	832476	none	834491	hlv
830299	none	832477	none	835111	atv
830311	hlv	832478	none	835130	none
830315	hlv	833210	drop	835151	hlv
830317	hlv	833212	hlv	835192	atv
830319	hlv	833214	none	835241	Fall access - hlv
830326	hlv	833215	none	932225	drop
830336	hlv	833224	hlv	932227	Fall access - hlv
830365	none	833238	hlv	937112	none
830366	none	833253	hlv	937115	none
830422	hlv	833260	none	937125	none
830431	hlv	833277	none	937137	none
830454	hlv	833280	drop	937146	hlv
830455	hlv	833290	drop	937184	none
830456	none	833340	hlv	937229	drop
830457	Fall access - hlv	833350	hlv	937234	none
830490	hlv	833354	hlv	937235	none
830491	none	833411	hlv	937237	hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
937310	hlv	939150	hlv	940470	none
937316	Fall access - hlv	939151	n/a	940495	none
937317	hlv	939155	hlv	941360	hlv
937324	Fall access - hlv	939162	hlv	941391	hlv
937332	hlv	939168	hlv	941394	hlv
937333	hlv	939174	hlv	941395	hlv
937340	Fall access - hlv	939179	hlv	941399	hlv
937344	hlv	939212	none	941410	none
937347	hlv	939218	hlv	941418	hlv
937349	none	939224	hlv	941420	hlv
937350	none	939234	hlv	941423	hlv
937354	Fall access - hlv	939249	hlv	941425	hlv
937358	none	939252	hlv	941427	none
937360	none	939258	hlv	941429	hlv
937367	hlv	939259	hlv	941452	hlv
937373	hlv	939293	hlv	941466	Fall access - hlv
937376	Fall access - hlv	939311	none	941470	hlv
937377	hlv	939312	none	941473	hlv
937378	none	939316	hlv	942111	hlv
937382	hlv	939321	none	942141	hlv
937391	hlv	939323	none	942143	hlv
937392	hlv	939324	none	942145	hlv
937396	hlv	939330	none	942180	hlv
937398	hlv	939332	none	942278	atv
937419	drop	939336	none	942295	hlv
937444	hlv	939338	none	942296	hlv
937475	hlv	939341	Fall access - hlv	942297	hlv
938120	Fall access - hlv	939345	none	942355	atv
938140	Fall access - hlv	939354	hlv	942358	atv
938163	Fall access - hlv	939356	hlv	942366	none
938250	hlv	939357	hlv	942410	hlv
938251	hlv	939359	hlv	942412	hlv
938253	hlv	939423	hlv	942422	Fall access - hlv
938331	none	939424	hlv	942423	hlv
938338	hlv	939426	drop	942424	hlv
938348	none	939427	hlv	942427	none
938349	none	939441	hlv	942457	hlv
938362	hlv	940162	hlv	942460	Fall access - hlv
938367	hlv	940384	hlv	943144	hlv
938372	hlv	940385	hlv	943145	hlv
938374	hlv	940428	hlv	943148	hlv
938389	none	940453	none	943154	hlv
938432	hlv	940456	hlv	943157	hlv
938434	drop	940459	hlv	943170	none
939110	Fall access - hlv	940461	hlv, atv	943171	hlv
939117	Fall access - hlv	940462	hlv	943181	hlv
939126	none	940464	hlv, atv	943226	hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
943324	drop	6124113	drop	8352148	hlv
943327	none	6131102	hlv	8352165	hlv
943336	drop	6131105	hlv	9374107	hlv
943347	none	6133113	hlv	9374110	none
943349	none	6134111	none	9374112	hlv
943352	none	6142100	hlv	9374114	hlv
943411	none	6161116	hlv	9374115	hlv
943414	atv	7113103	hlv	9374116	none
943416	atv	7121123	none	9374119	none
943418	drop	7122120	drop	9374122	Seasonal-hlv
943420	none	7122121	drop	9374128	Fall access - hlv
943423	none	7194132	none	9382113	hlv
943427	none	7194133	none	9383104	hlv
943437	hlv	7194134	none	9383106	n/a
943439	hlv	7194135	none	9383107	n/a
943441	hlv	7194136	none	9383108	n/a
943456	hlv	7203110	none	9383110	n/a
944112	none	7203112	none	9383137	hlv
944141	none	7203116	hlv	9383139	hlv
944150	hlv	7204113	none	9383147	hlv
944153	hlv	7204135	hlv	9383148	none
944165	hlv	8254162	hlv	9392133	atv
944179	hlv	8301141	hlv	9392134	atv
944184	Fall access - hlv	8323114	hlv	9392144	none
944236	hlv	8323131	drop	9403126	hlv
944412	Fall access - hlv	8323132	drop	9403158	hlv
944413	none	8323146	drop	9403159	hlv
944423	hlv	8323148	drop	9403168	hlv
944425	none	8332110	hlv	9403169	hlv
944426	drop	8332112	drop	9403177	none
944428	hlv	8332115	drop	9403182	atv
944430	Fall access - hlv	8332116	drop	9403184	hlv
944431	Fall access - hlv	8332117	drop	9403185	atv
944432	Fall access - hlv	8332121	hlv	9403186	atv
944434	Fall access - hlv	8332126	hlv	9403189	hlv
944442	hlv	8342101	drop	9403190	hlv
944448	hlv	8343109	hlv	9403191	none
944449	hlv	8343112	Fall access - hlv	9403192	none
944451	hlv	8343116	hlv	9403194	none
944465	hlv	8351100	hlv	9403195	hlv
944498	none	8351169	none	9403196	hlv
6052114	none	8351176	atv	9403197	hlv
6052115	hlv	8352105	hlv	9403205	drop
6053106	none	8352109	hlv	9403213	hlv, atv
6053129	none	8352111	hlv	9403215	drop
6123100	drop	8352113	none	9404105	hlv
6124105	hlv	8352125	hlv	9421100	Fall access - hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
9421119	hlv	187A	none	2308AJ	hlv
9422101	hlv	187E	none	2308B	hlv, atv
9433118	drop	189A	Fall access - hlv	2308BC	hlv, atv
9433123	drop	1919A	hlv, atv	2308BD	atv
9433124	drop	1919B	none	2308J	hlv
1125A	hlv, atv	198COO	Fall access - hlv	2316GA	hlv
1132A	hlv, atv	199C	none	2324A	hlv
115A	hlv	203A	Fall access - hlv	2325B	hlv
1187A	hlv	204D	hlv	2326B	hlv
121A	hlv, atv	204E	none	2358A	hlv
1252A	none	204F	none	2359E	none
125B	hlv	204G	Fall access - hlv	2359F	none
1265A	none	204I	Fall access - hlv	2361B	hlv
130D	none	204J	hlv	2374A	hlv, atv
130J	none	206A	hlv, atv	2379B	hlv
131A	none	206B	hlv	2379BA	none
132J	none	2070A	hlv	238D	none
132K	none	2071A	hlv, atv	2391F	hlv
136A	hlv	208A	hlv	2404D	hlv
136E	hlv, atv	208C	hlv	2404DA	hlv
136F	none	2102L	hlv	241A	none
136I	Fall access - atv	211B	hlv, atv	241B	none
136J	none	2139J	hlv	241C	hlv
136K	Fall access - atv	213H	Fall access - hlv	2452G	hlv
137A	hlv	213J	hlv	245B	hlv
139C	hlv	2161M	none	2518DA	none
139E	Fall access - hlv;atv	2167Z	hlv	2574AC	hlv
142A	hlv	216A	Fall access - hlv	2575AA	none
143AA	hlv	216B	hlv, atv	2640A	hlv
150AA	hlv	216C	hlv, atv	2647F	hlv
1632B	atv	2174M	none	2647FA	hlv
163B	none	217A	hlv	2658C	hlv
163G	Fall access - hlv	218B	hlv	2688B	none
1647A	Fall access - hlv	2204B	hlv	2715A	hlv
167D	hlv, atv	2205B	hlv	2720A	hlv
175A	none	2254A	hlv	2848A	hlv
175B	none	2254B	hlv	2922A	atv
1762A	hlv, atv	2258A	none	2922B	hlv
176C	hlv	2258J	hlv, atv	297A	hlv
176H	none	2282B	none	2988AB	hlv
1807A	atv	228A	Fall access - hlv;atv	2988C	none
183B	none	229A	atv	2992A	hlv
183C	none	229H	hlv	3146C	hlv
184D	hlv, atv	2302A	hlv	3146D	hlv
184G	none	2302B	hlv	3146F	hlv
184M	hlv, atv	2302C	hlv	3146G	hlv
187A	none	2302D	none	3146H	hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
315A	hlv, atv	508D	hlv	W140156	hlv
315B	hlv, atv	508G	hlv, atv	W140157	hlv
3198A	hlv	509D	hlv	W141302	hlv
319A	none	511C	hlv, atv	W141308	hlv
320A	hlv, atv	511D	hlv, atv	W142241	hlv
320B	hlv, atv	513A	hlv, atv	W143448	hlv, atv
327C	hlv, atv	517A	hlv	W144418	none
328A	none	517W	n/a	W155335	hlv
328B	none	534A	drop	W155350	hlv, atv
336B	hlv	554A	hlv, atv	W216230	hlv, atv
341C	hlv, atv	558B	none	W216237	drop
349A	hlv, atv	563W	hlv, atv	W217122	none
350A	none	564C	hlv, atv	W217123	none
352A	hlv, atv	569E	hlv, atv	W217125	none
3724B	hlv	569W	hlv, atv	W217127	none
3724D	hlv	571B	Seasonal-hlv	W217201	none
3724E	hlv	579A	hlv, atv	W217202	none
379A	none	622A	hlv	W217205	none
383A	hlv, atv	622B	Fall access - hlv	W217208	hlv, atv
383AA	hlv, atv	622E	hlv	W217209	none
3877B	hlv, atv	622G	none	W217210	hlv, atv
387A	none	622J	Fall access - hlv	W217211	none
388A	none	622K	Fall access - hlv	W217212	none
390A	hlv, atv	636A	Fall access - hlv	W217213	hlv, atv
395A	hlv	637A	none	W217214	none
397B	hlv	639A	hlv	W217215	hlv, atv
400A	Fall access - hlv;atv	650A	hlv, atv	W217216	hlv, atv
406A	none	670A	Fall access - hlv	W217218	hlv, atv
407E	hlv, atv	672A	Fall access - hlv	W217236	none
412A	none	672B	Fall access - hlv	W217244	hlv, atv
417A	none	673AD	hlv	W217302	hlv, atv
419A	hlv, atv	674A	hlv	W217306	hlv, atv
420A	hlv	675A	hlv	W217307	hlv
448A	none	679A	hlv	W217401	hlv, atv
449A	none	715B	hlv	W218105	hlv
493A	none	763A	drop	W218106	hlv
503F	hlv	865A	none	W218232	none
505H	hlv	FT501	atv	W218306	none
506A	hlv	W138151	hlv	W218313	none
506B	hlv	W138219	hlv	W218319	none
506C	hlv	W138222	hlv	W218322	hlv, atv
506D	hlv	W13841	hlv	W218323	hlv
506F	none	W139301	hlv	W218328	hlv
506G	hlv	W139309	defer	W218329	none
506H	hlv	W139354	hlv	W218330	hlv
506I	hlv	W140129	hlv	W218332	none
506K	hlv	W140155	hlv	W218334	hlv

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
W218336	none	W228212	none	W231442	hlv
W218338	hlv, atv	W228221	none	W232115	none
W218341	hlv	W228222	none	W232126	none
W218342	none	W228223	Fall access - hlv	W232128	none
W218343	none	W228224	Fall access - hlv	W232129	hlv, atv
W218345	none	W228225	none	W232202	Fall access - hlv
W218346	none	W228226	none	W232203	Fall access - hlv
W218348	none	W228227	none	W232303	none
W218351	none	W228230	Fall access - hlv	W232312	none
W218351	none	W228233	none	W232322	none
W218355	none	W228235	none	W232324	none
W218356	none	W228236	none	W232335	none
W218357	none	W228237	none	W232433	hlv, atv
W218358	none	W228241	none	W233102	none
W218361	hlv	W228244	none	W233103	Fall access - hlv
W218363	none	W228246	none	W233105	none
W218401	hlv, atv	W228247	none	W233106	none
W222125	hlv, atv	W228249	none	W233108	none
W223273	hlv, atv	W228251	Fall access - hlv	W233109	none
W223275	hlv, atv	W228257	Fall access - hlv	W233112	Fall access - hlv
W223279	hlv, atv	W228259	Fall access - hlv	W233113	none
W223364	hlv	W228260	Fall access - hlv	W234126	hlv
W223431	none	W228263	none	W234301	hlv
W224153	none	W228264	none	W234305	hlv
W224221	hlv	W228265	Fall access - hlv	W235106	Fall access - hlv
W224222	hlv	W228267	Fall access - hlv	W235121	hlv
W224224	hlv	W228268	Fall access - hlv	W235124	hlv, atv
W224234	none	W228285	hlv	W235303	hlv
W224239	hlv	W229134	none	W235411	hlv
W224310	hlv, atv	W229138	hlv	W236140	hlv
W224311	hlv, atv	W229139	hlv	W236145	hlv
W224331	hlv	W229147	none	W236150	none
W224340	hlv	W229214	hlv	W236441	hlv
W224342	hlv	W229219	hlv	W237417	Fall access - hlv
W224352	hlv	W229332	none	W503217	Fall access - hlv
W225202	hlv	W229341	none	W504236	hlv
W225435	hlv	W229424	hlv	W504237	Fall access - hlv
W225437	hlv	W229425	hlv	W504313	none
W225438	hlv	W229436	hlv	W504325	hlv
W226205	hlv	W229442	hlv	W505110	none
W226407	hlv	W230155	hlv	W507106	none
W226418	hlv	W230157	hlv	W507151	none
W226428	Fall access - hlv	W230162	hlv	W507201	none
W227433	hlv	W230164	hlv	W507287	hlv
W228106	hlv	W230401	none	W507293	hlv
W228122	hlv	W230469	Fall access - hlv	W507402	none
W228210	none	W230472	hlv	W508317	drop

Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation	Road ID	Selected Alternative Designation
W508318	drop	W515335	none		
W508346	drop	W515336	none		
W508424	drop		End of list		
W508425	drop				
W508436	hlv				
W508437	hlv				
W508455	none				
W510102	none				
W510224	atv				
W510235	none				
W510236	none				
W511103	none				
W511104	hlv				
W511105	hlv				
W511337	none				
W511338	none				
W512201	none				
W512301	hlv				
W512319	hlv				
W512320	hlv				
W512322	hlv				
W513120	none				
W513121	hlv, atv				
W513123	none				
W513145	hlv, atv				
W513242	hlv, atv				
W513244	hlv, atv				
W514125	atv				
W514140	none				
W514202	none				
W514203	none				
W514401	hlv, atv				
W514405	hlv, atv				
W514422	hlv				
W514423	hlv				
W514445	none				
W514450	none				
W514453	none				
W514458	none				
W514461	none				
W514463	none				
W514468	none				
W515313	none				
W515317	hlv				
W515320	none				
W515327	hlv				
W515334	none				

Appendix B: Adaptive Management and Roads Analysis Process

The following processes will be utilized to evaluate roads brought forth for consideration to be added or removed from the MVUM after this decision.

Adaptive Management Process

Public Involvement

- Comments will be continually accepted from the public for suggestions to add or remove specific roads/trails to the designated network.
- A formal announcement will be issued in the fall of each year announcing the opportunity for public input for the next MVUM update. The roads brought forth during this period and those suggested prior (brought forward since the last decision on the MVUM) will be evaluated and considered for adding or removing from the MVUM.
- Comments received after this period will be considered for the next year's update.
- A new decision will be signed each year to add or remove specific roads to the updated MVUM.
 - An appeal opportunity will be available with each year's update decision.
- The decision will be posted on the Forest's website with the list of the specific roads considered for that particular year.

Documentation/Evaluation

- The Roads Analysis Process (RAP) will be used by an interdisciplinary team (IDT) to evaluate each additional specific road suggestion.
 - Evaluation will focus on comparing resource risks versus public value for that specific road.
- The District Rangers will review the IDT's recommendations to determine the motorized designation and will make a final recommendation on each road considered
- The IDT will evaluate how the recommendations change the existing condition for that particular year (i.e., the designated motorized network that exists for that year) and determine whether a correction, supplement, or revision to the existing Environmental Assessment (EA) is necessary (see FSH 1909.15, Sec. 18).
- If the effects of designating new roads or removing roads for public motorized use are within the context of the original EA and FONSI, this evaluation will be documented in a letter to the file (which will also be posted on the CNNF website).
- A new decision will be issued to authorize adding or removing roads from the designated network, which will be utilized, along with other site-specific decisions, to update the MVUM for that given year.

Roads Analysis Process

Purpose of the Roads Analysis Process

The purpose of the RAP is to evaluate roads in considering whether to add unauthorized roads to the Forest travel system, to remove system roads from the Forest travel system, or to change existing public

motorized use. The RAP also ensures that those decisions be informed by a science-based roads analysis. These decisions are needed to ensure the Forest travel system:

- Provides safe access and meets the needs of communities and forest users;
- Facilitates the implementation of the 2004 Chequamegon-Nicolet National Forests (CNNF) Land and Resource Management Plan (Forest Plan);
- Allows for economical and efficient forest management within likely budget levels;
- Meets current and future resource management objectives;
- Begin to reverse adverse ecological effects from motor vehicle use, to the extent practicable.

Roads Analysis Process Structure

Roads analysis is a six-step process. The steps are designed to be sequential with built in feedback among the steps that occurs as the analysis matures.

Step 1. Setting up the Analysis

Step 2. Describing the Situation

Step 3. Identifying Issues

Step 4. Assessing Benefits, Problems, and Risks

Step 5. Describing Opportunities and Setting Priorities

Step 6. Reporting

The amount of time and effort spent on each step differs by project, based on specific situations and available information. The process provides a set of possible issues and analysis questions for which the answers can inform choices about travel system management. Decision makers and analysts determine the relevance of each question, incorporating public participation as deemed necessary.

Product of the Analysis

The product of an analysis is a report for decision makers and the public. The report documents the information and analyses used to identify opportunities and set priorities for future Forest system roads. Included in the report is a map displaying the known travel system, and the opportunities for each road or road segment being analyzed. The report will:

- Identify desirable roads for public motor vehicle use based on public values;
- Identify road-associated environmental and public safety risks;
- Identify areas of special sensitivity or any unique resource values.

Describing Opportunities and Setting Priorities

Each of the roads in a particular analysis area may serve a given function or functions, and therefore provides some ‘value’ to the National Forest travel system. As an example, a road that provides access to an area with a valuable timber resource has a certain value to its use in timber management operations. This road may also provide access to a commonly used recreation area, an administrative building, or a network of low-standard roads for all-terrain vehicle travel, and thereby have multiple values. Along with its value, a road may also carry with it one or more resource risks if its continued use adversely affects forest resources. For example, if a road routinely delivers high volumes of sediment to a nearby stream, its continued use may have a high level of risk to nearby aquatic communities. As with the values described above, the continued use and maintenance of a given road may pose risks to different types of resources, such as disturbance to wildlife or the spread of non-native invasive species.

The values of a road, and the risks that may be associated with that road, are the two key considerations for determining road management priorities. Accordingly, the evaluation of the values and risks is the basis upon which the roads in an analysis area are evaluated. The process is described in the following section.

Identifying Management Opportunities

Each road within an analysis area is assessed for its value (high, moderate, or low) regarding its function in:

- Providing access to private in-holdings,
- Providing access to hunting, recreation and/or gathering opportunities,
- Providing access for administrative purposes, including timber.

Likewise, each road is evaluated for the risk (high, moderate, low, or very low) it poses to:

- Water resources (aquatic and water quality);
- The spread of NNIS;
- Threatened, endangered, and sensitive wildlife species;
- Threatened, endangered and sensitive plant species;
- Soils;
- Reference areas; and
- Heritage sites.

Road value and risk ratings (high, moderate, low, or very low) are assigned numeric equivalents (5, 3, 1, or 0, respectively). For each road, the value ratings (private access, recreation access, administrative access) are summed to obtain a Total Value rating. Similarly, risk ratings for each road are summed to obtain a Total Risk rating. An example is illustrated below.

Road # W217306	Relative Value/Risk Rating	Numeric Value/Risk Rating	Total Values Calculation
Public Access Value	High	5	Total Value = 5 + 5 + 5 = 15
Private Access Value	High	5	
Administrative Access Value	High	5	
Soils Risk	Moderate	3	Total Risk = 3 + 1 + 0 + 0 + 1 + 0 + 0 = 5
Reference Areas Risk	Low	1	
(TES) Plants Risk	Very Low	0	
(TES) Wildlife Risk	Very Low	0	
Aquatic/Water Quality Risk	Low	1	
NNIS Risk	Very Low	0	
Heritage Risk	Very Low	0	

The total value ratings could range from 0 to 15, and the total risk ratings could range from 0 to 35. All the value and risk ratings are added together and average “value and risk” ratings are calculated.

Average ratings were used to place the roads into four categories:

1. High Value - Low Risk;
2. High Value - High Risk;
3. Low Value - High Risk; or
4. Low Value - Low Risk.

That is, a road with an above-average value, and a below-average risk would fall into Category 1, and so on. Graphically, these groupings lie in four sectors around the average values and risks as shown in the following graph:

		Average Value Rating	
Risk Rating	Category 3: Low Value/High Risk	Category 2: High Value/High Risk	Average
	Category 4: Low Value/Low Risk	Category 1: High Value/Low risk	Risk rating
Value Rating			

Considering the graph, each sector depicts the four categories of management priority.

Road Management Categories

Each of the four road management categories have a different priority for travel system managers and therefore include different potential management options. The categories and their associated potential management options are listed below.

Category 1: High Value and Low Risk: Ideal Situation

Options:

- Focus road maintenance funds on these roads to keep them in this category.
- These roads form part of the potential minimum road system for the project area.
- These roads are best suited for motorized mixed use (where HLVs and ATVs can use the same road).
- These roads are most suitable for public motor vehicle use.

Category 2: High Value and High Risk: Priorities for Capital Improvements

Options:

- High priority for reducing potential risks.
- High priority for road improvement, road relocation, capital improvement program, etc.
- Shift road maintenance funds to these roads to keep their resource risks from increasing.

- These roads are also part of the potential minimum road system for the project area.
- These roads may be suitable for public motor vehicle use.

Category 3: Low Value and High Risk: Priorities for Risk Analysis and Closure

Options:

- High priority for detailed risk assessment.
- Potential for closure and/or reducing maintenance level.
- Least suitable for public motor vehicle use due to risk.

Category 4: Low Value and Low Risk: Priorities for reducing Maintenance Level

Options:

- Lowest priority for expending annual road maintenance funding.
- Moderate potential for reducing maintenance level.
- Where there is a recreational demand, convert these roads to trails.
- These roads may be suitable for public motor vehicle use if public value warrants.