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Agriculture

Forest Service

Eastern Region

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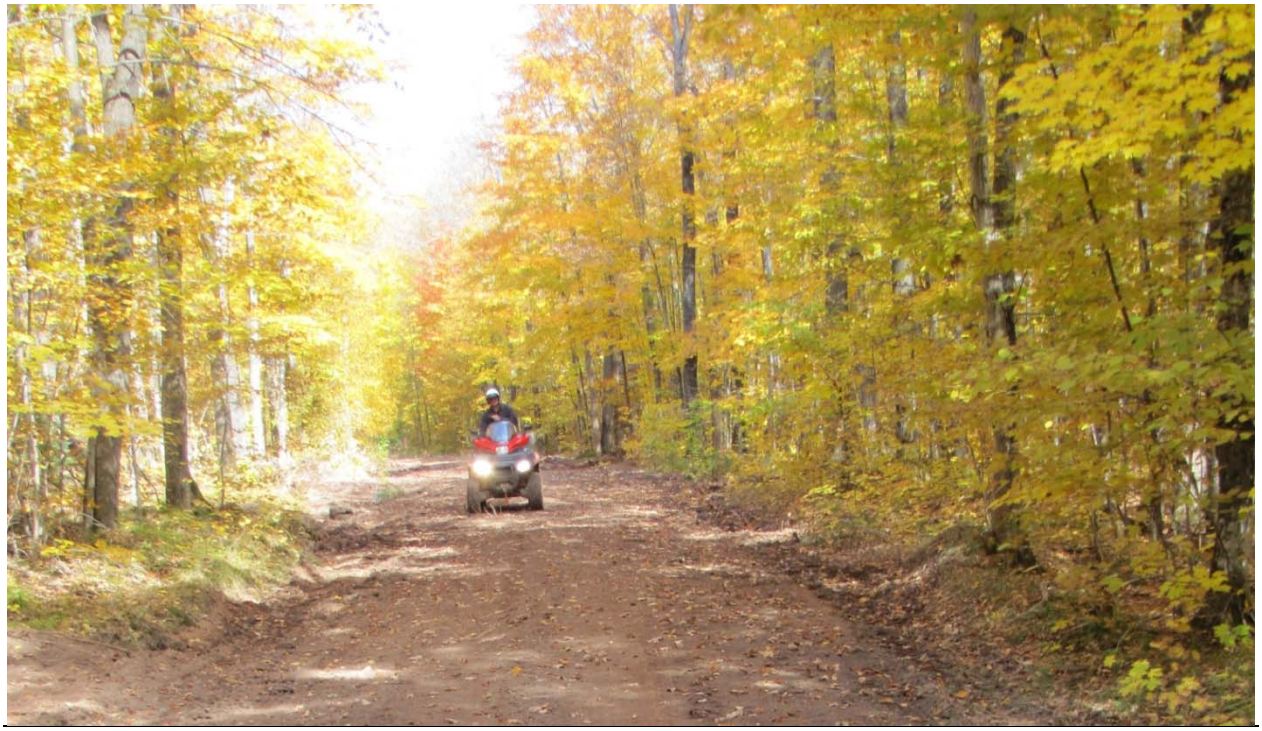
Decision Notice and Finding of No Significant Impact

Eastern Off-Highway Vehicle Connector Route Project

Iron River, Kenton, and Ontonagon Ranger Districts
Ottawa National Forest
Houghton, Iron, and Ontonagon Counties, Michigan



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The Responsible Official for this project is Anthony V. Scardina, Forest Supervisor of the Ottawa National Forest. This Decision Notice and Finding of No Significant Impact (DN/FONSI) documents the selection of an alternative for implementation of the Eastern Off-Highway Vehicle (OHV)[1] Connector Route Project.

Introduction

This Decision Notice documents my decision to implement Alternative 2 as described on pages 7 through 12, Eastern OHV Connector Route Project Environmental Assessment (EA), with a minor modification in the vicinity of Sidnaw Michigan to use Forest Road 2011-K as proposed in Alternative 3. This decision includes the establishment of OHV connector routes that would allow for contiguous OHV travel between the State of Michigan Multi-Use trails on the eastern side of the Ottawa. The Iron River to Sidnaw Route would allow motorized travel between the Iron River to Marenisco and Sidnaw to Bergland State Multi-Use trails, as well as between the communities of Iron River, Sidnaw, and Kenton, Michigan. The Sidnaw to Rousseau Route would connect the Sidnaw to Bergland State Multi-Use Trail and Bill Nicholls Trail. This route would allow OHV travel between the communities of Sidnaw and Rousseau, Michigan. The Eastern OHV Connector Route would be accomplished through the use of existing forest roads and minor segments of new trail on NFS lands, as well as roads of other jurisdictions (i.e. county roads) that are currently open to OHV use (see a detailed description of the Decision on page 2-6).

The USDA Forest Service has prepared an EA for the Eastern OHV Connector Route Project. This document presented the environmental analysis and disclosed the environmental effects of the proposed action. Development of the Eastern OHV Connector Route Project EA was in accordance with the requirements of the National Environmental Policy Act (NEPA), National Forest Management Act (NFMA), and the Council on Environmental Quality (CEQ) regulations at the Code of Federal Regulations (CFR), 40 CFR 1500-1508. The EA is available for public review at all Ottawa National Forest offices upon request, at the Northern Michigan University, Gogebic Community College, and Michigan Technological University college libraries, and at the following website: http://fs.usda.gov/goto/ottawa/projects. Detailed records of the environmental analysis and supporting electronic Project File are available for public review at all Ottawa National Forest offices upon request. In addition, many supporting documents are also available at the website listed above.

Purpose and Need for Project

This project seeks to designate additional OHV access on roads and trails managed under Forest Service jurisdiction, used in conjunction with other routes open to OHVs, to provide connections

[1] The National Travel Management Rule defines Off-Highway Vehicle (OHV) as "Any motor vehicle designed for or capable of cross country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain" (36 CFR 212.1). Unless otherwise specified, this is the definition used throughout this Decision. OHVs can include, but are not limited to: ATVs (4-wheeled vehicles generally less than 50 inches, UTVs (4-wheeled vehicles generally less than 65 inches, also referred to as side-by-sides), and off highway motorcycles.

to the State Multi-Use trails (e.g., the Iron River to Marenisco Trail, Sidnaw to Bergland Trail, and Bill Nicholls Trail).

Connecting to other open routes (Forest Service and other jurisdictions) would improve the recreational riding experience and provide connections between communities nestled within the Ottawa. For this reason, the Forest Plan included emphasis on providing connections to existing designated public roads and trails (Forest Plan, pp. 2-4 and 2-14 to 2-15). The Forest Plan also provides direction to utilize existing corridors to the extent possible to minimize the need for new construction (Forest Plan, pp. 2-4). The Final Environmental Impact Statement (FEIS) prepared for the Forest Plan also noted that the selected alternative "would also include designating new north-south connector routes, primarily for ATV use, between the established State of Michigan east/west multi-use trails" (FEIS p 2-11). The FEIS estimated the selected alternative would call for 25-75 miles of new routes, with a priority of providing connections to existing trail systems. The Forest Plan and FEIS clearly established a need for north-south connector routes and an objective to achieve these connections.

The Eastern portion of the Ottawa (east of Forest Highway 45), in particular, offers an opportunity to utilize primarily existing forest roads to designate as routes that would provide connections between State Multi-Use trails.

The purpose and need of this project is to determine which roads and trails would best serve to provide a connection between existing State of Michigan Multi-Use trails and other existing OHV routes on the eastern portion of the Ottawa (east of US Highway 45). Selected routes would need to be designated as open to OHV travel on the Ottawa's Motor Vehicle Use Map (MVUM).

Decision

Upon review of the Project File documentation, including comments received during the project's comment periods, the purpose and need for action, Forest Plan direction, and the EA, it is my decision to approve Alternative 2 as described in the EA (page 7-13) with the exception of Forest Road 2011-G. Instead, the Decision uses Forest Road 2011-K as an alternate road segment to connect the Sidnaw to Bergland State Multi-Use trail to the Crystal Lake Road through Sidnaw (as presented in the EA as part of Alternative 3). This connection would occur through upgrading an unclassified (UNC) road to FR2011-K and adding a segment of new road construction to complete the connection to the Crystal Lake Road (see inset in Map 1 Appendix 1).

To create connections between the State Multi-Use Trails, the proposed routes would use 41 miles of existing forest roads that join with 26 miles of county roads currently open to OHV travel. This alternative would require some additional road (0.1 miles) and trail construction (150 feet) to ensure resource protection and provide for increased public safety. Upon completion, the routes will be shown on the MVUM as open to motorized vehicles as identified in Table 1 "Proposed Motorized Access Allowed" (see Maps 1 and 2 in Appendix 1 and Table 1).

Table 1. Description of Decision

Forest Road or Trail	OML[2]	Miles	Current Motorized Access Allowed	Proposed Motorized Access Allowed	Other Actions
3270	4	6.9	Highway Legal Vehicles Only[3]	All Vehicles[4]	Maintenance & mixed use signing
2127	3	3.9	Highway Legal Vehicles Only	All Vehicles	Reconstruction to 18' min. & mixed use signing
3500	4	5.7	Highway Legal Vehicles Only	All Vehicles	Reconstruction to 18' min. & mixed use signing
2009	3	2.8	Highway Legal Vehicles Only	All Vehicles	Maintenance & mixed use signing
3660	3	0.7	Highway Legal Vehicles Only	All Vehicles	Reconstruction to 18' min., Maintenance & mixed use signing
New Trail	Trail	~ 150'	Not applicable	All Vehicles	Construction
2011-K (upgrade UNC)	2	.2	No motor vehicles	OHV and UTV[5]	Reconstruction
2011-K New Construction	2	0.1	Not applicable	OHV and UTV	Construction
2020	2	.2	No motor vehicles	All Vehicles	Reconstruction
1300	4	4.9	Highway legal Vehicles Only	All Vehicles	Maintenance & mixed use signing
1439	1	1.4	OHV Only[6]	OHV and UTV	Reconstruction
1462	1	1.0	OHV Only	OHV and UTV	Reconstruction
1460	3	3.0	Highway legal Vehicles Only	All Vehicles	Maintenance & mixed use signing
1100	3	7.4	Highway legal Vehicles Only	All Vehicles	Maintenance & mixed use signing

Dual Use Recommendations

All Operational Maintenance Level 3 and 4 roads (higher level roads designed for passenger vehicles) being considered for OHV use are required to have dual use analysis by a certified engineer (Forest Service Manual 7715.77). This is because highway legal vehicles may be

[2]OML = Operational Maintenance Level and describes the current level of maintenance to be received by each road commensurate with the planned function of the road. OML 1s are generally closed to highway vehicle traffic and are generally not maintained whereas OML 3s and 4s are generally open to most highway vehicles.

[3] Roads "Open to Highway Legal Vehicles Only": These roads are open only to motor vehicles licensed under State law for general operation on all public roads within the state.

[4] Roads "Open to All Vehicles": These roads are open to all motor vehicles, including smaller off-highway vehicles that may not be licensed for highway use (but not to oversize or overweight vehicles under State traffic law).

[5] Routes with proposed motorized access of "OHV and UTV" means that all motor vehicles less than 65 inches in width would be allowed.

[6] In this table, 'OHV-only' refers to routes that are open only to vehicles 50 inches or less.

traveling at higher speeds on these roads. A dual-use analysis has been conducted by the project engineer for all OML 3 and 4 roads identified in this proposal. In some situations construction and reconstruction or other mitigation activities are needed to provide a safe riding experience (see 'other actions' in Table 1 and Design Criteria below). Some of the reconstruction activities will be phased in over time where a safe riding environment is still possible in the short term. According to the 5-year Strategy (see Appendix 4 – Summary of Dual Use Analysis Recommendations, Estimated Costs, and 5-year Reconstruction Strategy), higher risk narrow areas and curves would be completed prior to opening the routes for dual use, while moderate to low risk areas will be reconstructed over several years after the routes are open.

Design Criteria

The following list of design criteria would address any potential resource concerns related to implementation of the selected actions. These criteria will be in addition to all Forest Plan direction and other applicable laws and regulations.

Transportation

1) For OML 3 and 4 roads selected to allow dual-use travel (e.g., all vehicle traffic), the following design criteria will be performed where prescribed by the project's Engineer to provide safe road conditions (see also "other actions" in Table 1 above): Road shoulder mowing and brushing;
    a. Hazard tree removal and branch trimming;
    b. Rehabilitation of roadside ditches;
    c. Removal of loose rock, 4 inches or larger, within clearing limits; and
    d. Road resurfacing and rehabilitation, including spot surfacing.
2) Placement of "Share the Road" signs on any proposed route allowing dual-use travel.
3) Placement of "Narrow Road" signs on roads with narrow clearing limits.
4) When the OML 3 and 4 routes are being used for commercial log hauling, or other resource management projects involving heavy equipment use, provide signage or restrict the use of OHVs, UTVs and off-road motorcycles (vehicles weighing 1,750 pounds or less) as needed to ensure a safe, dual-use environment.

Non-Native Invasive Plants (NNIP)

1) For any ground-disturbing activities, such as road maintenance, reconstruction, and construction, clean equipment and vehicles so they are free of soil, seeds, vegetative matter, and debris that could contain or hold non-native invasive plant seeds. Equipment shall be considered free of soil, seeds, and other such debris when a visual inspection does not disclose such material. For internal equipment surfaces, sweep vehicle cabs and deposit refuse in waste receptacles prior to movement onto the Ottawa NF.

Heritage Resources

The majority of heritage resource properties are unevenly distributed along the different connector routes. The selected connector routes have been designed to exclude cultural resource

sites, which includes a 30-meter buffer area for each site. The following design criteria will further protect cultural resource sites:

1) Avoidance of archaeological resources and traditional cultural properties is the first measure of protection. If these resources cannot be avoided, adverse effects will be assessed through determination of eligibility under National Register Historic Places Listing (with State Historic Preservation Officer concurrence), and surface collection of artifacts, or if warranted data recovery (excavation) will be conducted. Additional measures will be developed if necessary.
2) The Heritage Resource Program will monitor sensitive cultural sites prior to, during, and after project implementation.
3) Archaeological sites on or in close proximity to connector routes will be marked for avoidance prior to road construction or implementation of new construction.
4) Recreation staff and Law Enforcement Officers regularly patrol OHV trails. These employees will be advised of the location of cultural resources in order to identify potential disturbances.
5) There is always potential for unidentified cultural resource sites to be encountered as the project proceeds. If such sites were encountered, immediately notify the Forest Archaeologist.

Additional Decision Considerations

My decision does not alter previously designated access, therefore, the existing highway vehicle access on the selected connector routes will continue. In addition, this decision does not change the class of motorized vehicle allowed on the lower standard roads that lead off of the connector routes (as authorized by the current MVUM). However, it should be noted that in an effort to reduce effects of current unauthorized use in the project area, signs and/or closure devices will be installed, where needed to minimize or eliminate resource damage, on adjacent unauthorized routes and signs will be installed on closed forest system roads. This is consistent with the 2012 Ottawa National Forest Travel Management Rule Strategy and will make clear that these roads are closed to travel. Determinations for which routes would receive closure devices will be made based on pre-opening monitoring that occurred in the summer of 2012 (See EA Chapter 4).

As my decision is specific to roads managed by the Ottawa, there will be no change to access on roads managed under other jurisdictions, such as county and state governments. However, it should be noted that this Connector Route Decision also relies on roads managed under different jurisdictional authority (County Roads) to complete the connections; the selected alternatives assume that roads under other jurisdiction currently available for OHV access would continue to be open to this type of access in the future.

In addition, snowmobile access will not be affected by the selected alternative.

My Decision is not a finalization of the Ottawa's transportation system in terms of motorized access opportunities and issues; such opportunities or issues would be addressed through future projects. Considerations for public travel have been, and will continue to be, an important aspect of managing the Ottawa's resources for multiple use purposes. Further refinements to the

designated system will occur over time through incorporation of new information, as a result of changed conditions, and continued implementation of the Forest Plan.

Implementation of these connector routes will not affect access needed for administrative purposes; therefore access for private property and other activities under special use permits, timber harvests, fire suppression and management of other resources will not be changed.

Decision Rationale

With publication of the 2007 MVUM, the Ottawa began implementing the Travel Management Rule and the associated Forest Plan direction for designating motorized access on the Forest. Aside from this project, the Ottawa has held several public meetings, both before and after publication of the 2007 MVUM, to determine which routes were important for motorized access to our Forest users. Input received during these meetings, as well as the public participation efforts that took place specific to this project (and previous OHV Connector Route proposals in 2009 and 2010), have helped me to identify the set of selected connector routes outlined in this Decision.

In light of these considerations, I believe my decision best meets the purpose and need for the project as described above. More specifically, my decision meets the desired conditions outlined in the Forest Plan and the commitment that the Forest Plan selected alternative "would also include designating new north-south connector routes, primarily for ATV use, between the established State of Michigan east/west multi-use trails" (FEIS p 2-11). Furthermore, my decision meets the Forest Plan goals to: (1) "Promote diverse and quality recreation experiences within the capability of sustainable ecosystems and consistent with the niche of the Ottawa, while minimizing impacts to natural resources" (Forest Plan p 2-4), (2) offer more OHV access than what currently exists in order to respond to public demand for long distance riding opportunities, while striving to maintain the remote character of the Ottawa (FEIS, p 3-204), and (3) enhance the Forest user's recreational riding experience and provide opportunities for OHV travel between local communities.

To further compliment this decision, the Ottawa National Forest has significantly increased its commitment to improve the management and use of public motor vehicles on the Forest in 2012 by developing a forest-wide strategy for improved travel management and a strategy for monitoring the impacts of public motor vehicle use. These two strategies are aimed at two primary objectives: (1) to provide improved signage and/or closure devices on unauthorized routes where needed, and mapping that helps forest visitors better navigate the system of roads and trails open for motor vehicle use; and thus increasing the likelihood that riders will stay on the designated routes; and (2) to establish a more effective and feasible monitoring system that provides factual data for understanding the impacts that motor vehicles can have on natural resources. The expected outcomes of these efforts are that forest visitors interested in using motor vehicles to experience and enjoy the recreational and natural resources of the Ottawa can do so in a responsible manner, motor vehicle regulations can be more effectively enforced if unauthorized use occurs, and impacts to natural resources that can be caused by motor vehicles will be further minimized and better addressed if they do occur.

Although these strategies express that these efforts in the future are linked to appropriated funding from Congress, as well as other funding mechanisms such as grants and volunteers, the Ottawa National Forest has fully funded these efforts in fiscal year 2013. In addition, the Ottawa was able to fully fund these efforts in 2012 resulting in improved signage, and the monitoring of approximately 200 miles of roads and trails in accordance with the Ottawa Monitoring Strategy, including the pre-monitoring adjacent to the proposed connector route. We have already shown our commitment to improving travel management on the Forest and will continue to do so within the appropriated and other funds available in the future.

My decision is based upon careful consideration of all the information available in the Project File, including the field data collected, the ID Team's analysis, and input received through public commenting periods for this project. While my decision does not address every issue or resource concern associated with travel management on the Ottawa, I believe that implementation of the selected connector routes accomplishes an important step towards achieving the desired conditions, goals and objectives of the Forest Plan.

How this Decision Addresses the Issues and Concerns Identified:

In making my Decision, I carefully evaluated public comments related to the Issues identified and analyzed in detail in the EA, including:

1) *noise impacts to non-motorized recreation opportunities for Forest visitors*;

The EA shows that there would be a slight increase of noise from increased OHV use around the vicinity of the selected connector routes, most of which would not be audible beyond 0.5 miles. The EA documents that this noise could disrupt those seeking a non-motorized experience in the surrounding Forest and could potentially displace some of these Forest visitors. However, the project is in an area that is already open to motorized use (highway vehicles and OHVs on other jurisdictions or adjacent routes) and is categorized as a roaded natural recreational opportunity setting (the most developed setting on the Forest – Forest Plan Appendix B). Effects described in the EA are consistent with the unavoidable adverse effects anticipated for the Forest Plan FEIS "Some kinds of developments (such as hiking trails) or activities (such as motorized recreation use) may displace other recreation uses that are incompatible and create user conflicts." (FEIS 3-227).

At the Forest-wide scale, the Ottawa National Forest seeks to offer a range of recreational opportunities from Wilderness, to semi-primitive non-motorized, to roaded natural (see Appendix B of the Forest Plan). Much of the Forest, despite being roaded and having motorized use still is remote for many of our visitors who come by car or to travel on off-road vehicles. I believe that my Decision maintains a balance of motorized and non-motorized uses on the Forest by providing additional motorized opportunities in areas that are already open to motor vehicles. At the same time, we continue to implement our Forest Plan objective to "maintain or increase opportunities for quiet and remote experiences in semi-primitive non-motorized areas and other areas as appropriate" (Forest Plan p. 2-4).

2) *effects from the selected routes on the spread of non-native invasive plant species (NNIPs)*

The EA acknowledges that the addition of OHVs to the selected routes would increase the risk of NNIP introduction and spread along the routes and into adjacent habitats. This finding is consistent with the FEIS for the Forest Plan, which anticipated that allowing OHV access would contribute to the spread of NNIPs (Forest Plan FEIS p. 3-86 to 3-97).

As noted in the public comments for this Project, the Forest Plan includes a goal to use appropriate prevention and control measures to "maintain intact ecosystems to prevent the displacement, decreased viability or extirpation of native species." In addition, the Plan includes objectives to "limit the spread or non-native invasive species, focusing on areas where these species have high potential for establishment and spread or for serious environmental effects" (Forest Plan p. 2-4). We accomplish these goals and objectives by implementing the Forestwide NNIP Control Project, monitoring the effects of OHVs (including spread of invasive species – see Chapter 4 of the EA), by implementing design criteria to reduce the risk of infestation posed by construction and reconstruction, and by designating OHV use on routes that are already open to motor vehicles. I believe that my Decision, along with ongoing NNIP Control and the Forestwide Travel Management Implementation Rule Strategy and OHV Monitoring Strategy, is consistent with these Forest Plan goals and objectives and the analysis presented in the Forest Plan FEIS.

In addition, I have carefully considered concerns related to unauthorized use[7] raised in the comment periods for this project and in previous project proposals that included changes to designated public motor vehicle use on the Forest. In light of concerns related to the accuracy of the MVUM, the ability for the public to understand Forest travel regulations on-the-ground, resource protection, and the Forest providing a high quality recreational experience; the Forest has developed a Travel Management Rule Implementation Strategy and a Forest-wide OHV Monitoring Strategy. In particular, these strategies are already being implemented to reduce concerns related specifically to the selected routes.

In the summer of 2012, a crew was contracted to complete pre-opening monitoring of Forest System Roads that intersect the selected routes (per the Forest-wide OHV Monitoring Strategy and Chapter 4 of the EA). Based on the monitoring data (see summary of Monitoring Data collected in the Project Record), new signs have been put in place on some of the adjacent OML 1 and 2 roads to clearly show the designations or prohibitions of motorized use. In addition, plans are underway to decommission (through earthen berms, placing slash, or placing boulders) unclassified routes that were found to have some unauthorized use. Plans to improve closure devices and signs on prohibited Forest System roads that were found to be used by motor vehicles will be developed based on monitoring data collected in the summer of 2012. These activities are also occurring throughout the Forest as a result of OHV Monitoring. Through the implementation of these Forest-wide efforts, we are addressing these project-level concerns at the appropriate scale.

[7] Unauthorized use includes any motor vehicle use that is not consistant with the public motor vehicle use designations of the Motor Vehicle Use Map (MVUM). This could include: motorized use of closed roads and trails, prohibited routes, use of unclassified/non-system roads, and cross-country travel.

Unauthorized use was not analyzed in detail in the EA because it is outside the scope of the particular proposal – it is speculative to state that designating routes open to OHV use will directly or indirectly cause unauthorized use. There is no scientific evidence to prove or disprove this statement, especially with specific correlations to the nature of OHV use and other factors on the Ottawa National Forest. However, the pre- and post-monitoring of designated routes within the framework of the Forest-wide monitoring strategy will assist us to better understand this issue and how to effectively address in the future. Unauthorized use is part of the existing condition and is being managed on the Ottawa outside the scope of this particular proposal.

Finally, I have considered the cost of implementing the proposed routes in relation to the benefits of the proposal. I have determined that these costs are warranted given the need for motorized recreational opportunities such as those provided by this Decision (and presented in the Forest Plan Objectives). While, there is a need to provide recreational opportunities it must also be balanced with protecting public safety and the protection of natural resources. The primary costs associated with the proposal include: the costs of monitoring activities (Chapter 4 of the EA), the costs associated with dual use analysis recommendations (see Appendix 4), the costs of motor vehicle management activities (installing signs and closure devices where warranted), and the costs of law enforcement activities to manage motor vehicle use. Partner organizations and volunteers have already shown their commitment to help reduce the costs of providing a safe recreational opportunity and protecting natural resources by volunteering time and equipment. We look forward to continuing these effective partnerships.

Alternatives Considered

No Action Alternative:
Alternative 1 was developed as required in 40 CFR 1502.14(d), and served as the baseline for evaluating all other alternatives. Under the No Action alternative there would be no changes to the existing designation for motorized use on the proposed routes. County roads and forest roads (Forest Service Jurisdiction) currently open to OHV use would continue to be open but there would be no road connection on NFS lands for OHV travel between the State Multi-Use trails. The MVUM would not be changed and the design criteria would not be implemented. This alternative was not selected because it did not meet the purpose and need for the Project.

Alternative 3:
Alternative 3 addresses public comments that requested a reduction in the amount of roads open as part of the Eastern OHV Connector by not including Forest Roads 3270 and 3660 as part of the proposed Iron River - Sidnaw route. In lieu of FR3270, the Ponozzo Road and the Winslow Lake Road to FR2127 (which are currently open to OHVs) would offer a connection between the State Multi-Use trails. This alternative proposes allowing OHV use on 34 miles of forest roads that would connect to 35 miles of county roads open to OHV travel (see Maps 2 and 3 in Appendix 1, and Table 1). With fewer routes proposed as part of this alternative, there would be slightly less road reconstruction. In turn, the cost to implement this alternative would be less than Alternative 2 since it offers fewer miles of OHV connector routes on existing forest system roads.

This Alternative was not selected because it did not meet the purpose and need to provide connections on the National Forest as fully since much of the Ponozzo Road is off of the National Forest. In addition, this Alternative would require travelers from the west (i.e. the Watersmeet area) to travel farther east on the Iron River to Marenisco State Multi-Use trail to access the connector route. Instead, under Alternative 2, the connection will be accessible in the Iron River Area (though use of Ponozzo Road which is already open) and from the Watersmeet area. I also considered that portions of the Ponozzo Road are paved and the comments received from the DNR expressed that they could not designate state routes on paved roads.

Use of Forest Road 2011-G as Proposed in Alternative 2:
Alternative 2, as analyzed in the EA, proposed the use of Forest Road 2011-G to provide a connection through Sidnaw. This forest road is currently open to OHVs only; it was proposed to be added to the Iron River -Sidnaw route as open to all vehicles. FR2011-G connects to the Crystal Lake Road (Houghton County jurisdiction) which is open to OHVs. However, I have determined that 2011-K provides a better option for connecting to Crystal Lake Road because it utilizes more of the State Multi-Use Trail (instead of the parallel Crystal Lake Road) to make the connection and is more compatible with the experience provided throughout the rest of the Selected Route.

Alternatives Considered But Not Carried Forward for Further Analysis

Alternative Routes were considered for the Eastern Connector Routes in 2009 and 2010 Connector Route EAs (they were referred to as versions of Route B, Route I and Route H in the previous EA). These alternate routes were not carried forward because of jurisdictional issues (i.e. county Roads needed to make the connections are not currently open to OHV travel) or because a different route was better suited to meet the purpose and need.

Several additional connector routes and local connectors were considered in previous Connector Route EAs but are not evaluated here because they do not meet the Purpose and Need to focus on providing a connection on the Eastern portion of the Forest where such a Connector Route is currently most viable. Routes C and G from the previous EAs have been implemented through administrative corrections, since they did not require a change in authorized use, but simply an administrative change to how the route jurisdiction was described on the MVUM. Routes A and F have been deferred until issues with jurisdiction and need for the route can be more firmly determined.

Public Involvement and Issues Raised

Scoping Process
Scoping began when the ID Team reviewed previous OHV Connector proposals, public input, and project documentation; determined where more information was needed; identified new information or changed circumstances; and worked with partners to understand if needs or concerns had changed. During this time, the Responsible Official and project staff met with a few local groups that have been involved and provided input on OHV projects in the past on the

Ottawa. The result of this work was the proposal for the Eastern OHV Connector, described in detail in Chapter 2.

A scoping letter explaining the purpose and need for action, as well as the location and description of the initial set of proposed actions, was sent to more than 170 interested and affected parties in April 2012. The scoping documents were also posted on the Ottawa's internet web page and listed in the Forest's Schedule of Proposed Actions (e.g., the *Ottawa Quarterly)*, which is a Forest-published document used to inform the general public about proposed projects. The *Ottawa Quarterly* is sent to approximately 130 individuals, groups and public agencies.

Twelve replies were received as a result of the scoping process. All comments were given careful consideration (Project Record) and many comments were used in the development of the issues and alternatives presented in the EA.

Other Agencies: The scoping documentation was sent to local government agencies, including the county offices for Baraga, Iron, Ontonagon, Houghton, and Gogebic County; Township Supervisors for Duncan Township; as well as the Michigan Departments of Natural Resources and Environmental Quality. Notification of this project was sent to other government agencies via the *Ottawa Quarterly*.

All comments received during the scoping process were evaluated by the interdisciplinary team and the Responsible Official per the Forest Service Handbook direction (FSH 1909.15 Chapter 10). The comments led the team to identify the two Issues for focused review in the EA.

Public Notice and Comment Period

Upon completion of the EA, the public was offered a 30-day opportunity to comment pursuant to 36 CFR 215.5. A legal notice of this opportunity to comment was published on September 5, 2012 in the Ironwood Daily Globe and Iron County Reporter. A total of 21 comment letters were received during the 30-day comment period. The comments along with the Interdisciplinary Team's responses to comments received during the 30-day comment period can be found in Appendix 3.

Tribal Consultation

The Forest Service shares in the United States' legal responsibility and treaty obligations to work with federally-recognized Tribes on a government-to-government basis in order to protect the Tribes' ceded territory rights on lands administered by the Forest Service. As such, the policies of the Forest Service toward federally recognized tribes are intended to strengthen relationships and further tribal sovereignty through fulfilling mandated responsibilities. The Ottawa outlines its policies and responsibilities on tribal relations in a 1999 Memorandum of Understanding, including tribal consultation on proposed Forest projects.

The scoping documentation was sent to local tribal representatives, including members of the Lac Vieux Desert Band of Lake Superior Chippewa and Keweenaw Bay Indian Community, as well as the Great Lakes Indian Fish and Wildlife Commission (Project Record). The Project was also presented and discussed at meetings with KBIC and LVD tribal staff (Project Record). No concerns or comments were raised by the Tribes.

Finding of No Significant Impact

In order to determine the significance of an action, the regulations found in Forest Service Handbook (FSH) 1909.15 states: "Significantly, as used in NEPA, requires considerations of both context and intensity", pursuant to 40 CFR 1508.27. The Eastern OHV Connector Route Project was considered in both context and intensity and the determination made for both follows:

A) ***Context:*** *In the case of site specific actions, significance would usually depend on the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant (FSH 1909.15, 65.1, Part 02).*

Based upon the consideration of the factors disclosed for short- and long-term effects, it is my determination that this project is a site-specific action that by itself does not have international, national, region-wide, or statewide importance. The resource effects analysis disclosed in the EA reveal that most of the environmental effects of project implementation are confined to the project area, with some effects extending into cumulative effects analysis areas, but not beyond. The cumulative effects analyses were evaluated in consideration of the CEQ guidance and the results were disclosed in the EA.

The discussion of the significance criteria that follows applies to the intended action and is within the context of local importance in the area associated with the Eastern OHV Connector Route Project.

B) ***Intensity:*** *This refers to the severity of impact and the following areas should be considered in evaluating the intensity of the actions:*

1. **Consideration of both beneficial and adverse impacts.** I considered both the beneficial and adverse impacts associated with the alternatives as presented in Chapter 3 of the EA. No significant adverse resource effects from implementing the project were identified in the EA (see Chapter 3), or disclosed by commenters during the scoping period. I recognize that the designation of the selected OHV routes may increase the ongoing spread of non-native invasive plants in the project area (EA pg. 20-23). In addition, I recognize that some non-motorized recreation opportunities in the vacinity of the routes may be impacted by a slight increase in noise over the existing condition (EA pg. 17-20). All of these potential adverse effects are within the scope of those anticipated in the Forest Plan FEIS (Volume I, Chaper 3, pg. 3-1 to 3-288) and all of the effects have been reduced through the use of existing Forest Service roads. The project will also have beneficial impacts in terms of meeting Forest Plan objectives to provide connections to existing OHV routes – it will provide a new recreation opportunitiy for recretional motorized use. I have given careful consideration to these factors and I have determined that there will be no significant impacts from implementing this project.

2. **Consideration of the effects on public health and safety.** This alternative will not significantly affect public health and safety. Higher level roads, where dual-use will occur, have been evaluated by a certified engineer. The selected action includes performing road work, prior to formal designation of the connector route, where needed,

to provide a safe, dual use environment (see Appendix 4). In addition, dual-use roads will be signed or subject to closures as determined necessary for public health and saftey. Therefore, I have determined the selected alternative will have no effects on public health and safety.

3. **Consideration of the unique characteristics of the geographic area.** My decision will not affect any unique areas, historic features, or ecologically critical areas, park lands, or prime farmlands whithin the project area. The selected routes do traverse the following Wild and Scenic River (WSR) corridors: South Branch Paint and East Branch Ontonagon Wild and Scenic River corridors. Analysis presented in the EA (section 3.6.3) shows that the Decision will protect water quality, free flow conditions, and the outstandingly remarkable values for which these rivers were designated as required by the Act and the Forest Service Manual. In addition, the Decision is in conformance with the Forest Plan (as ammended) direction for motorized use within recreational segments of WSRs. Based on this information, I conclude that this decision will have no adverse effects on unique resources.

4. **The degree to which the effects on the quality of human environment are likely to be highly controversial. "Human Environment" shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment (FSH 1909.15, 65.1).** Based upon previous implementation of similar projects and the results of the EA, the effects of the selected alternative actions on the quality of the human environment are not likely to be highly controversial. I interpret the controversy criteria to be the degree to which there is scientific controversy relative to the results of the effects analysis, not whether one favors or opposes a specific alternative. This does not mean that the decision to proceed with the project will be acceptable to all people, as some may find that their needs and interests are not served by the selected alternative. Although the decision will not be acceptable to all who favor or oppose a specific alternative, it is my professional judgment that physical, biological, and social issues have been addressed and the best available science was utilized in the preparation of the effects analysis and no scientific controversy has been identified. Therefore, the effects of the proposed action are not likely to be highly controversial.

5. **Consideration of the degree to which effects on the human environment are highly uncertain or involve unique or unknown risks.** The Ottawa has considerable experience with the types of activities to be implemented. The proposal is similar to many past actions in the analysis area and across the Forest, and its effects are reasonably expected to be similar. Motorized access designated through this decision is guided by the Forest Plan and its FEIS, which documents the range of effects anticipated from implementing the Forest Plan. Based upon my knowledge and professional experience, I am confident that we understand the effects of the selected actions on the human environment. There are no known effects on the human environment that are highly uncertain, or involve unique or unknown risks. Environmental effects described in the EA have been analyzed in detail to determine predictable results.

6. **The degree to which this action may establish a precedent for future actions with significant effects or represents a decision in principle about future considerations.** The selected actions do not establish a precedent for future projects. These actions are not a major departure from the types of activities commonly implemented on the Ottawa, and the actions are within the range of effects analyzed in the FEIS for the Forest Plan specific to designated access. These actions are not forseen to be connected with future actions that may have significant effects. There are no precedent-setting actions proposed in the EA, and this is not a decision in principle about future considerations, nor does it establish a precedent.

7. **Consideration of the action in relation to other actions with individually insignificant but cumulative significant effects.** Cumulative effects analysis for the resources within the analysis area was conducted in the EA, Chapter 3. Minor negative cumulative effects of this decision (related to non-native invasive plants and non-motorized recreational uses), when considered in conjunction with other past, ongoing, and reasonably forseeable activities are not anticipated to be significant.

8. **The degree to which the action may affect listed or eligible historic places.** This project meets federal, state and local laws for protection of historic places (EA, pp. 25). As described in the EA and in the project file, an inventory has been conducted and discovered that there are 45 historic or archaeological sites in the area. Only one site has been determined eligible for the National Register of Historic Places. Two sites have been determined Not Eligible for the National Register of Historic Places. The eligibility of remaining sites has not been determined. These sites will be avoided by all OHV activities. Any road widening or improvements must also avoid these sites through use of design criteria. The Project will not affect listed or eligible historic places.

9. **The degree to which the action may affect an endangered species or their habitat.** A Biological Evaluation (BE) was completed, and is hereby incorporated into this decision document by reference. Evaluations resulted in a finding of no affect were made for all federally threatened and endangered species (Kirtland's warbler and Canada lynx). My decision will not adversely affect any proposed or currently listed threatened or endangered (T&E) or their habitat. There is no indication that implementing this project will move a proposed listed T&E species towards federal listing or increase the present status of federal listing. If any federally proposed or listed animal or plant species are found at a later date, or if any new information relevant to potential effects of the project on these species become available, then the Section 7 consultation process, as per the Endangered Species Act of 1973, as amended, would be initiated.

10. **Whether the proposed action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.** This action does not threaten a violation of federal, state, or local environmental protection laws (see Findings Required by Other Laws and Regulations, below).

Findings Required by Other Laws and Regulations

I have determined that my decision is consistent with all laws, regulations, and agency policy. The following summarizes findings required by major environmental laws.

1) **National Forest Management Act (16 USC 1600 ET SEQ.):** The National Forest Management Act (NFMA) and accompanying regulations require that several specific findings be documented at the project level. These are as follows:

   a) **Consistency with Forest Plan (16 USC 1604(i)):**
   The Forest Plan includes goals, objectives, standards and guidelines related to recreation, non-native invasive species, rare plants, wildlife, soil and water resources, and cultural resources. This project complies with all applicable Forest Plan guidance. The Analysis Framework in the project record contains more detail.

   A Forest Plan guideline generally prohibits OHV use of OML 4 roads. OHV use of high-level roads does pose some safety concerns due to the speed of vehicles traveling the road and the width of these roads. The Forest Plan uses guidelines to move the Ottawa toward goals in a way that permits operational flexibility. Guidelines are followed in most situations, however, when the Forest Plan was developed it was assumed that guidelines may need to be "*modified or not implemented if site-specific conditions warrant a deviation*" and thus a Forest Plan amendment is not required if there is a need to deviate from a guideline (Forest Plan, p. 2-2). By completing a dual use analysis and implementing design criteria; public health and safety risks are addressed and significantly reduce the safety concerns raised by designating an OML 4 road open to mixed uses. Thus, the project is consistent with the intent of Forest Plan guidelines.

   There are two Wild and Scenic River (WSR) corridor segments, classified as recreational, that are crossed by the proposed routes. These segments are currently open to highway-legal vehicles. Designated motorized routes for OHVs in recreational segments are permitted by the Forest Plan when necessary to connect to established trails outside the river corridors when consistent with the protection and enhancement of river values (Forest Plan, p. 3-81.6).

   b) **Sensitive Species:** Federal law and direction applicable to sensitive species include the NFMA and the Forest Service Manual (2670). In making my decision, I have reviewed the analysis and projected effects on sensitive plant and animal species listed as possibly occurring on the Ottawa that was presented in the BE. The BE states that the Decision may impact individuals of several Regional Forester's Sensitive plant, invertebrate and vertebrate species but is not likely to cause a trend to federal listing or a loss of viability (see the BE and Section 3.6.1 of the EA).

2) **The Endangered Species Act (16 USC 1531 ET. SEQ.):** Formal consultation with U.S. Department of Interior, Fish & Wildlife Service regarding all federally listed species known to occur on the Ottawa took place during the development of the 2006 Forest Plan. Informal Level 2 consultation is required for any proposal that may affect, but is not likely to

adversely affect, a proposed or federally listed species. As required by the Endangered Species Act (ESA), a BE was prepared that addressed the potential effects to threatened or endangered species using the project area. The analysis concluded that this project will have no effect on Kirtland's Warbler and Canada lynx. Therefore, in accordance with ESA, no Section 7(a) (2), consultation is required (refer to the BE in the project file and Section 3.6.1 of the EA).

3) **National Historic Preservation Act (NHPA):** In compliance with Section 106 of the NHPA, a project-specific inventory of NFS parcels has been conducted and placed in the archaeological files. The area was surveyed in 2008 and there are 45 historic or archaeological sites in the area. Only one site has been determined eligible for the National Register of Historic Places. Two sites have been determined Not Eligible for the National Register of Historic Places. The eligibility of remaining sites has not been determined. These sites will be avoided by all OHV activities. Any road widening or improvements must also avoid these sites through use of design criteria. Impacts to cultural resource sites can be avoided; therefore, there will be no effect to cultural resources and potentially eligible sites. Consultation with the State Historic Preservation Office (SHPO) will be initiated through an annual report to comply with the National Historic Preservation Act. I determined that the project complies with NHPA.

4) **The Environmental Justice Act** of 1994 requires consideration of whether projects would disproportionately impact minority or low-income populations. Public involvement occurred for this project, and the results did not identify any adversely impacted local minority or low-income populations. I have considered the effects of this project on low-income and minority populations and have concluded that this project is consistent with the intent of this Order (EO 12898).

5) **Wild and Scenic Rivers Act:** The Connector Routes cross segments of the South Branch Paint and East Branch Ontonagon Wild and Scenic River corridors that are classified as Recreational. Analysis presented in the EA (section 3.6.3) shows that the Decision will protect water quality, free flow condition, and the outstandingly remarkable values for which these rivers were designated as required by the Act and the Forest Service Manual. Therefore, I have determined that the Decision complies with the Wild and Scenic River Act.

6) **The Clean Water Act** and State Water Quality Standards provide direction for protection of water quality. The existing routes have small, immeasurable amounts of sedimentation to adjacent water resources. Vehicle use would likely increase with implementation of the proposed action and there may be potential for random and occasional road shoulder use due to dual use. This could cause a very slight increase in sediment if vehicles consistently use the road shoulders near water resources. However, the Transportation Dual Use Analysis indicates there would be surfacing and ditch work in some locations, which would reduce sediment potential and it would be unlikely that road shoulder use would consistently occur near water resources. Therefore, the integrity of the decision area's water and riparian features would be maintained and water quality would remain in good to excellent condition.

7) **Executive Orders 11990 and 11988** provide specific language for the protection of wetlands and floodplains (respectively). There would be no new route construction in wetlands or floodplains. Existing routes may have small, immeasurable amounts of sedimentation to adjacent wetlands and floodplains. However, the Transportation Dual Use Analysis indicates there would be surfacing and ditch work in some locations, which would reduce sediment potential. Therefore, wetlands would not be degraded and effects to floodplains would be minimal. There would be no change from the existing floodplain function.

8) **The Travel Management Rule,** dated November 9, 2005 (36 CRF Parts 212, 261, and 295) revised regulations regarding ravel management on NFS lands to clarify policy related to motor vehicle use. The Rule requires the Forest Service to designate a system of roads and trails open for motorized use and prohibit the use of motor vehicles of the designated system. The regulations require that the designated system be displayed for the public on a Motor Vehicle Use Map (which the Ottawa National Forest first implemented in 2007). My decision complies with the Travel Management Rule as it will be reflected on the MVUM.

Summary of Findings

My review of the analysis prepared by the project's ID Team indicates that this decision responds to public concerns, and it is consistent with management direction in the 2006 Forest Plan and other applicable laws.

Provisions of 40 CFR 1508.27(b) indicate project significance must be judged in terms of the project context and intensity. After thorough consideration of the factors that are used to determine significance in context and intensity, I have determined that the action selected will not significantly affect the quality of the human environment, either individually or cumulatively. I have reviewed the project file which includes the EA, Appendices, BE, public comments received, as well as the project references. I find that there are no significant impacts, and, therefore, the preparation of an environmental impact statement is not needed.

The site-specific actions of the selected alternative, in both the short and the long-term, are not significant. The Project File demonstrates a thorough review of relevant scientific information, consideration of responsible opposing views, and where appropriate, the acknowledgment of incomplete or unavailable information, scientific uncertainty, and risk.

Administrative Review and Appeal Opportunities

This decision is subject to appeal pursuant to 36 CFR 215.12. A written notice of appeal must be submitted within 45 calendar days after the Legal Notice is published in the Ironwood *Daily Globe*. However, when the 45-day filing period would end on a Saturday, Sunday, or Federal holiday, then filing time is extended to the end of the next Federal working day. The date of the publication of the Legal Notice is the only means for calculating the date by which appeals must be submitted; do not rely upon any other source for this information. The notice of appeal must be sent to:

Regional Forester, Appeal Deciding Officer
USDA-Forest Service, Eastern Region
Gaslight Building, Suite 700
626 E. Wisconsin Ave.
Milwaukee, WI 53202-4616

The Notice of Appeal may alternatively be faxed to: Regional Forester, Appeal Deciding Officer, USDA Forest Service, Eastern Regional Office, Attn: Appeals & Litigation. Fax: (414) 944-3963. Those wishing to submit appeals by email may do so to appeals-eastern-regional-office@fs.fed.us. Acceptable formats for electronic comments are text or html email, Adobe portable document format, and formats viewable in Microsoft Office applications. Electronic appeals must be submitted by 11:59 p.m. central time on the closing date of the appeal period. Hand-delivered appeals may be submitted at the above address between 7:30 a.m. and 4:00 p.m. Central Time, Monday through Friday, except on Federal holidays. Appeals must meet the content requirements of 36 CFR 215.14 and will only be accepted from those who have commented or otherwise expressed interest in this project during the 30-day comment period.

Implementation

If no appeal is received, implementation of this decision may occur on, but not before, five business days from the close of the appeal filing period. If an appeal is received, implementation may not occur for 15 days following the date of appeal disposition. It is estimated that the connector route will be open for public use by August 30, 2013, to ensure identified design criteria and dual use recommendations are in place prior to public use. Press releases and other public information will be disseminated in closer proximity to the official opening date.

Contact

For additional information concerning this decision, please contact
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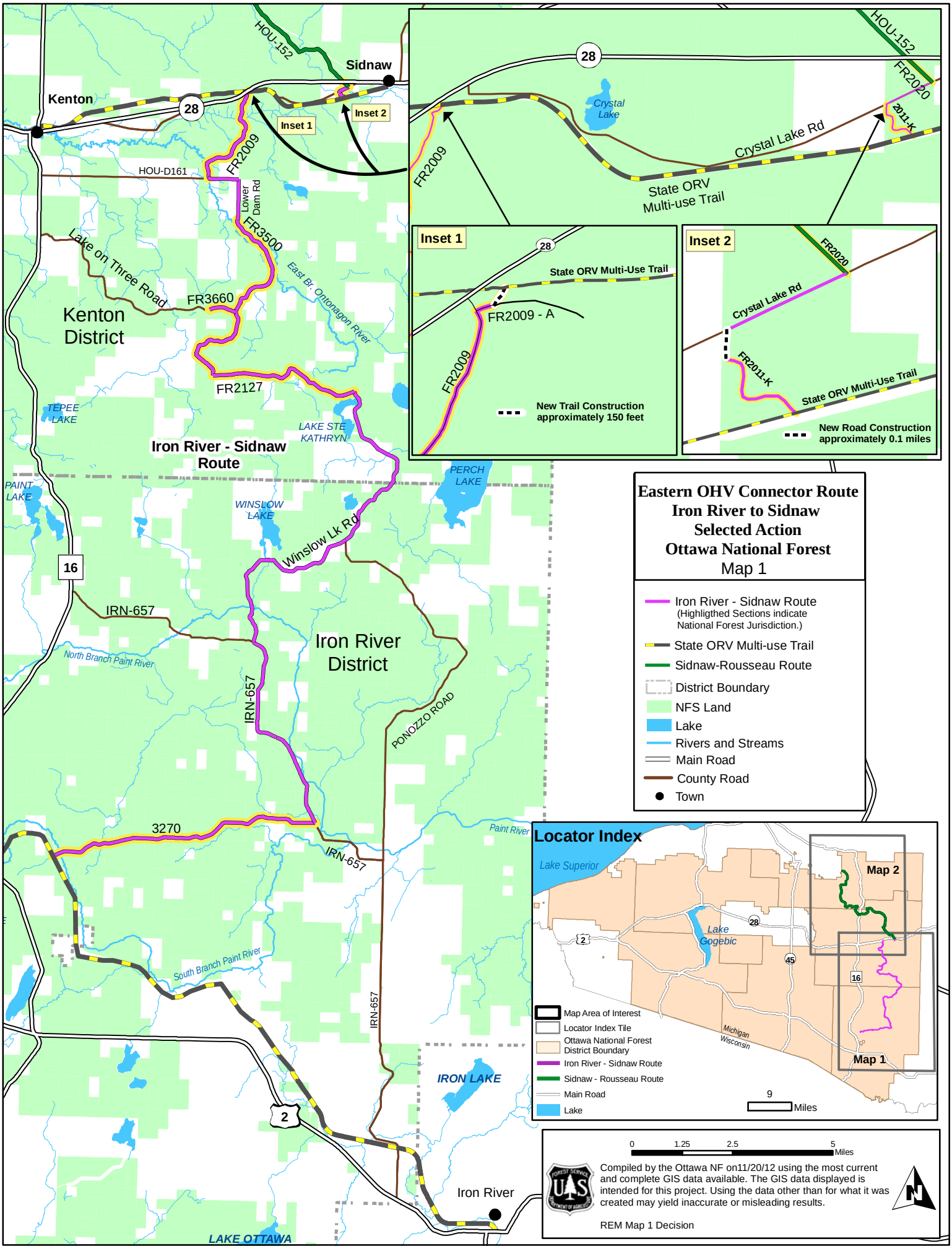
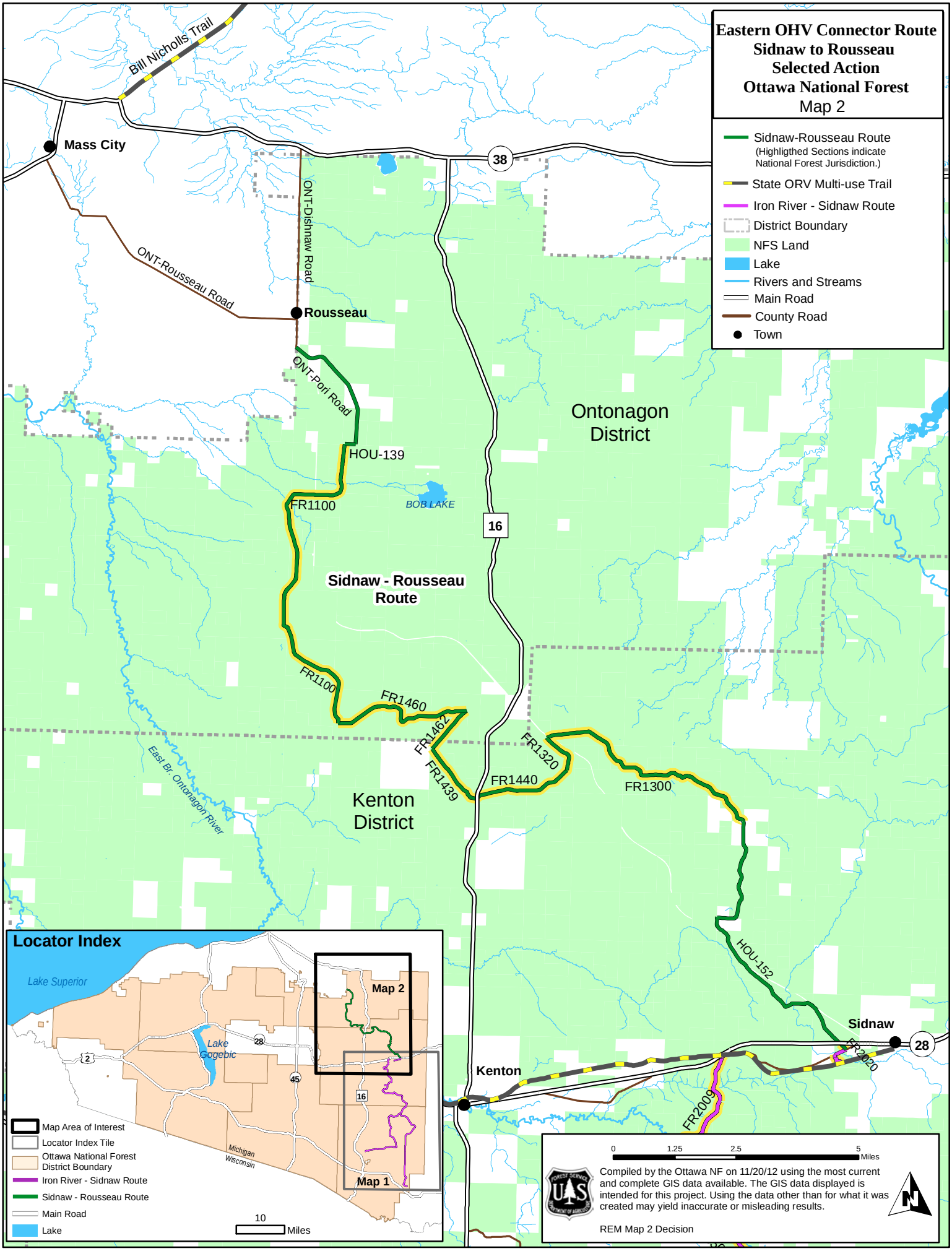
Ontonagon, MI
906-884-2085 x 14
smadams@fs.fed.us.

ANTHONY V. SCARDINA
Responsible Official
Forest Supervisor
Ottawa National Forest

12/12/2012
Date

Appendix 1 – Maps of Selected Alternative


Eastern OHV Connector Route
Iron River to Sidnaw
Selected Action
Ottawa National Forest
Map 1
Iron River - Sidnaw Route
(Highligthed Sections indicate National Forest Jurisdiction.)
State ORV Multi-use Trail
Sidnaw-Rousseau Route
District Boundary
NFS Land
Lake
Rivers and Streams
Main Road
County Road
Town
Kenton
Sidnaw
Inset 1
Inset 2
HOU-152
28
FR2009
HOU-D161
Lower Dam Rd
FR3500
Lake on Three Road
FR3660
East Br. Ontonagon River
Kenton District
FR2127
TEPEE LAKE
LAKE STE KATHRYN
Iron River - Sidnaw Route
PERCH LAKE
PAINT LAKE
WINSLOW LAKE
Winslow Lk Rd
16
IRN-657
North Branch Paint River
Iron River District
PONOZZO ROAD
3270
Paint River
South Branch Paint River
IRON LAKE
2
Iron River
LAKE OTTAWA
Crystal Lake
Crystal Lake Rd
FR2020
2011-K
State ORV Multi-use Trail
FR2009 - A
New Trail Construction approximately 150 feet
FR2011-K
New Road Construction approximately 0.1 miles
Locator Index
Lake Superior
Map 2
Map 1
Lake Gogebic
45
Michigan
Wisconsin
Map Area of Interest
Locator Index Tile
Ottawa National Forest District Boundary
Iron River - Sidnaw Route
Sidnaw - Rousseau Route
Main Road
Lake
9
Miles
0
1.25
2.5
5
Miles
Compiled by the Ottawa NF on11/20/12 using the most current and complete GIS data available. The GIS data displayed is intended for this project. Using the data other than for what it was created may yield inaccurate or misleading results.
REM Map 1 Decision


Eastern OHV Connector Route
Sidnaw to Rousseau
Selected Action
Ottawa National Forest
Map 2
Sidnaw-Rousseau Route
(Highligthed Sections indicate National Forest Jurisdiction.)
State ORV Multi-use Trail
Iron River - Sidnaw Route
District Boundary
NFS Land
Lake
Rivers and Streams
Main Road
County Road
Town
Bill Nicholls Trail
Mass City
38
ONT-Dishnaw Road
ONT-Rousseau Road
Rousseau
ONT-Pori Road
HOU-139
FR1100
BOB LAKE
16
Ontonagon District
Sidnaw - Rousseau Route
FR1100
FR1460
FR1462
FR1439
FR1440
FR1320
FR1300
East Br. Ontonagon River
Kenton District
HOU-152
Sidnaw
28
FR3020
Kenton
FR2009
Locator Index
Lake Superior
Map 2
Lake Gogebic
28
2
45
16
Map 1
Michigan
Wisconsin
Map Area of Interest
Locator Index Tile
Ottawa National Forest District Boundary
Iron River - Sidnaw Route
Sidnaw - Rousseau Route
Main Road
Lake
10
Miles
0
1.25
2.5
5
Miles
Compiled by the Ottawa NF on 11/20/12 using the most current and complete GIS data available. The GIS data displayed is intended for this project. Using the data other than for what it was created may yield inaccurate or misleading results.
REM Map 2 Decision
N

Appendix 2 – Errata for the Environmental Assessment

The September 2012 Environmental Assessment (EA) has been reviewed by the ID Team and some minor errors were discovered. This documentation discloses the corrections of unintentional inaccuracies displayed in the EA. This errata serves to correct the EA; however, the original EA will not be modified.

Page 1 - Correct definition of OHV in footnote 1 to the following to provide clarification on the types of vehicles proposed for designation.

- The Travel Management Rule (36 CFR 212.1) defines Off-highway vehicle (OHVs) as "Any motor vehicle designed for or capable of cross country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain." Unless otherwise specified, this is the definition used throughout this EA for the proposal. OHVs can include, but is not limited to: ATVs (4-wheeled vehicles generally less than 50 inches, UTVs (4-wheeled vehicles generally less than 65 inches, also referred to as side-by-sides), and off highway motorcycles.

Page 9 – Additional Footnote needed:

- In Table 1 column "Current Motorized Access Allowed", Roads open to OHV-only means they are open to off highway vehicles *50 inches or less.* Off highway vehicles 50 inches or less can include, but is not limited to All Terrain-Vehicles (4-wheeled motorized vehicles) and off road motorcycles.

Page 9 – "Other Actions" for FR 3660 should also include "reconstruction to 18' min." per the Motorized Mixed Use Analysis Recommendations.

Page 18 – definition of decibels clarified:

- Table 9 should show that decibels presented here are the standard measure of environmental sound, A-weighted decibel (dbA). Change the heading to show "Decibel (dbA)." Include the following footnote: "Decibels (dbA), also known as A-weighted decibels, is the common measure for environmental sounds."

Page 18 – replace the paragraph starting "The State of Michigan's vehicle code…" with the following due to a typographical error:

- "The State of Michigan's vehicle code for noise emissions (static test), measured at 20 inches from the exhaust pipe is 95 **decibels (dbA)** for motorcycles and 88 **decibels (dbA)** for motor vehicles (Michigan Vehicle Code 1978)."

Page 19 – replace the statement:

- "Therefore, the sound level of OHVs would be expected slightly higher (<10 dB, less than a whisper) than the surrounding forest at this distances."

With the following:

- "The sound levels of OHVs would be less than 10 dBA higher (twice as loud) than the surrounding forest in close proximity to the trails (within 100 feet), and only slightly higher at greater distances."

Page 19 – insert a missing table:

The current text at the bottom of page 19 references table 7 and 8. These references are incorrect and a table was inadvertently no included here as it should have been. Table 7 should reference EA Table 9: Noise Levels of Common Sounds. The following additional table should have been included and will be referenced as Table 9a. The text on the bottom of Page 19 should be replaced with "Considering the information in Tables 9 and 9a"

Table 9a. Sound Levels of Five Motorcycles Traveling over Forest Trails (USDA Forest Service 1993)

Measure Deceive Location	Course Number	Max and Min Distance of measuring device from course (in feet)	dB measured for 5 minutes with no motorcycles	dB measured for 5 minutes with motorcycles	Maximum dB with no motorcycles	Maximum dB with motorcycles
A	1	1,100-5,000	34	35	49	55
B	1	1,900-4,000	36	37	57	53
B	2	1,900-4,000	47	40	62	55
C	3	400- ~1mile	43	46	57	67

Appendix 3 – Response to Comments

Available at http://www.fs.usda.gov/projects/ottawa/landmanagement/projects or by request.

Appendix 4 - Summary of Dual Use Analysis Recommendations, Estimated Costs, and 5-year Reconstruction Strategy

Available at http://www.fs.usda.gov/projects/ottawa/landmanagement/projects or by request.