

## **Appendix B to the EA: Projects Considered for Cumulative Effects for the Travel Management Project**

**Introduction:** The projects listed below were considered for cumulative effects in the appropriate resource sections of Chapter 3. See each resource section of Chapter 3 for further discussion on how these projects were considered for cumulative effects and additional projects specific to each resource.

**Past Projects:** Timber harvest operations, user activity and other causes created the currently existing roads and trails on the Superior National Forest. The Environmental Assessment considers existing roads and trails, including unclassified roads, for the analysis in Chapter 3. The No Action alternative describes the existing roads and trails.

**Present Projects:** The Minnesota DNR has undertaken OHV planning for state lands in Cook, Lake and St. Louis Counties. The DNR has issued final decisions on Forest Classification and Forest Road and Trail Designations for State Forest Lands in Cook, Lake and northern St. Louis Counties. These three plans encompass all the portions of the three counties that have national forest system lands, with the exception of 244 acres in Koochiching County. State lands within the proclamation boundaries of the Superior National Forest are generally (but not exclusively) designated with a “limited” classification, which most closely parallels the Forest Service OHV designations for national forest system lands. The overall effect of these planning efforts for state forest lands has been to restrict OHV riding opportunities to existing state forest roads (unless posted closed) and only those trails that are posted open for OHV use.

**Reasonably Foreseeable Future Projects:** The following reasonably foreseeable future projects were considered for cumulative effects.

1. Changes to OHV designated use on the existing system of National Forest System roads and trails or changes to OHV designated use on state, county and private lands
  - There would likely be minor changes in designations either allowing or prohibiting OHV use on existing roads and trails in the future as opportunities and needs arise.
2. Construction of additional National Forest System, state, county and private motorized trails
  - The Forest Plan allows the construction of up to 90 miles of additional OHV trail. It is anticipated that OHV use will increase over the next 10 years. However, much of this use will be on existing designated routes. Accordingly, it is anticipated that there will be minor amounts of additional motorized trail construction in the future.
3. Vegetation management projects on National Forest System land.
  - Echo Trail Forest Management Project
  - Border Forest Management Project
  - Glacier Forest Management Project
  - Clara Forest Management Project
  - Maple Hill Forest Management Project

The roads constructed or decommissioned by the reasonably foreseeable future federal forest management projects are listed in Table 1:

Table 1.

New NFS Roads (OML-1)	Road Decommissioning*	Temporary Roads**
4.2 miles	34.2 miles	120 miles

\*The Echo Trail Project has been litigated and about 34 miles of road decommissioning cannot be completed until resolution of the litigation is reached. A Draft Supplement to the Final EIS for the Echo Trail Project has been issued for public comment.

\*\*Temporary roads are not authorized for use by the public. Thus, no additional access by OHVs or other public motorized vehicle use is granted by the construction of temporary roads. Temporary roads are only accessed by a relatively low amount of traffic comprised of logging trucks and vehicles authorized to conduct resource management. These roads are decommissioned after the resource use is complete. See Chapter 4, page 9 of the EA for further discussion on the role of temporary roads used in timber sales and other resource management.

On a net basis, there would be about 30 miles less access for OHVs and other motorized vehicles used by the public when federal forest management projects are considered. The effects from these projects are considered in the appropriate cumulative effects sections of Chapter 3.

#### 4. Minerals management projects on National Forest System land.

- PolyMet – Proposed hardrock mine on reserved and outstanding minerals. EIS is ongoing.
- PolyMet – Proposed. Drilling and soil boring. Reserved minerals. NorthMet Mine site. 123 drill holes and up to 10 soil borings.
- Encampment – Drilling. Proposed. T62N R11W Sec 25, T61N R11W Sec 2, 10 Revised Kawishiwi EA project. 44 drill holes, 2.5 miles of road.
- Encampment – Proposed. Geophysical survey. Reserved and federal minerals. T57N R14W sec 3,4,9,10 and T58N R14W sec 22,27,28,33,34.
- Encampment – Proposed. Drilling. Reserved Minerals. T57N R14W and T58N R14W.
- Encampment – Proposed. Geophysical survey. Reserved and federal minerals. T59M R14W, sec 24,25,26.
- Encampment – Proposed. Drilling. Reserved Minerals. T59N R14W sec. 25 and 26.
- Duluth Metals – Permitted. Drilling. Outstanding Minerals. T61N R11W sec 33
- Duluth Metals – Permitted. Drilling. Kawishiwi EA project.
- Franconia Minerals – Permitted. Drilling. Kawishiwi EA project.
- Prime Meridian Resources Corp. – Permitted. Reserved Minerals Phase I - Geophysical survey. T57N R14W, Sections 28 and 33.
- Franconia Minerals – Proposed. Drilling and geophysical survey. Outstanding Minerals. Birch Lake T61N R12W sec. 36, and T60N R12W sec. 1,2,11,12,13.
- Seppi Brothers – Proposed. Gravel quarry. Issue new Mineral Material Contract.
- Cold Springs Granite – Proposed. Black Granite quarry. Issue new Mineral Material Contract.
- Cold Spring Granite – Proposed. Green Granite quarry. Issue new Mineral Material Contract.

- Cold Spring Granite – Proposed. Amendment to Black Granite quarry contract. Pump and use addition water for sawing.
- Cold Spring Granite – Proposed. Test pumping to verify water available for proposed contract amendment.
- Cold Spring Granite – Proposed. Supplement to Black Granite quarry contract. Install septic system at new shop building.

These projects are anticipated to construct a total of 5 miles or less of temporary roads (personal communication, Loretta Cartner, Forest Geologist). As discussed above, temporary roads are not authorized for use by the public, and a relatively low amount of traffic comprised of vehicles conducting resource management would be on these roads. The effects from these projects are considered in the appropriate cumulative effects sections of Chapter 3.

5. Vegetation and minerals management projects on state, county and private land.

On State of Minnesota land, Subsection Forest Management Plans<sup>1</sup> for the North Shore and Border Lakes Subsections show that there are access needs for resource management, but these are almost all ‘resource management access routes’ and ‘temporary access routes’ that are closed to motorized use by the public (see these State Plans in the project file). Roads built on private land for resource management projects would likely not be accessible to the public.

In conclusion, when new road additions and road decommissioning is considered for federal, state and private land, resource management projects would not add to the cumulative total travel routes available for motor vehicles and OHVs used by the public. In fact, there would be a decrease in this cumulative total. The effects from these projects are considered in the appropriate cumulative effects sections of Chapter 3.

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<sup>1</sup> <http://www.dnr.state.mn.us/forestry/subsection/index.html>