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Decision Notice & Finding of No Significant Impact

Chequamegon-Nicolet National Forest 2011 Motor Vehicle Use Map Update

Chequamegon-Nicolet National Forest, Wisconsin

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BEFORE YOU READ THIS DOCUMENT

What follows is a description of my decision to update the Motor Vehicle Use Map (MVUM) of the Travel Management Project on the Chequamegon-Nicolet National Forest (CNNF, or simply the Forest). As I prepared to make this decision, I considered every comment that was submitted since December 2009, including those received during the formal comment period held during November-December 2010. A clear message from these comments was the continued importance of public access to the Forest and how important specific roads and trails are to enjoy a variety of uses. It is clear still, since the first MVUM was published in 2009, that the degree, amount, and location of public motor vehicle access remain of great interest and of differing values. Please be assured that I take this topic and my decision very seriously. I hope you will understand the balance my decision provides for reasonable and legitimate access by motorized vehicles and the opportunities continually available to you to enjoy your National Forest.

DECISION AND REASONS FOR THE DECISION

Background

The purpose of this project, the 2011 MVUM Update, which encompasses the entire CNNF, is to update the 2010 Motor Vehicle Use Map (MVUM). My decision tiers to the 2008 Travel Management Project Environmental Assessment (EA). This update supplements the 2008 Travel Management EA and adds to the analysis completed for the 2010 MVUM Update. This update documents changes from the 2010 MVUM, which includes roads and trails added to or removed from public motor vehicle use. The 2008 Travel Management Project EA provides the overall Forest-wide environmental assessment and the 2011 MVUM Update provides supplemental resource analysis only on the road and trail changes for the 2011 MVUM. A link to the 2008 Travel Management Project EA and the 2010 MVUM update analysis can be found on the following CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

The outcome of this project is an updated network of designated roads and trails available for public motor vehicle use on the CNNF, which will be displayed on the 2011 MVUM. The update process for the 2011 MVUM included public and CNNF staff suggestions to either add or remove specific roads and trails to the designated public motor vehicle network as well as the inclusion of road management decisions from project-specific decisions. Additionally, CNNF staff identified a number of map corrections that in some cases added roads to the MVUM and, in some cases, removed roads from the MVUM. All public suggestions received on or before December 20, 2010 were considered for this year's MVUM update.

Three categories of changes to the designated network of roads and trails for public motor vehicle use are described in this document:

1. 2011 Update Analysis. This category contains public and internal staff suggestions for roads and trails to add to or remove from the 2010 MVUM. My current decision is limited to changes in this category, and only these changes may be appealed.

2. Project-specific decisions. This category contains road designations from project-specific decisions. These decisions contribute to changes to the designated network of roads and trails open to public motor vehicle use. This category is provided for your information and decisions about them have already gone through an administrative appeals process. Therefore, they may not be further appealed.
3. Map corrections. Our CNNF staff identified a number of map corrections on the 2010 MVUM that in some cases added or removed roads from this year's MVUM to accurately display what is available for public motor vehicle use. This category also changes the designated network of roads and trails open to public motor vehicle use. This category is provided for your information and may not be appealed.

The proposed road changes associated with the above three categories were reviewed by CNNF resource specialists and our local district rangers. The supplemental analysis for resource effects of my decision are documented in the 2011 MVUM Update EA Supplement and can be found on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

All documents for this project are available for review at the CNNF Park Falls Office, 1170 4th Ave. S, Park Falls, WI 54552; phone: 715-762-2461 [voice] or 711 (National Relay System) [TTY]. You may also review the 2011 MVUM Update documents on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

Decision

The following two sections describe my decision. The information in these sections may be appealed.

1. 2011 Update Analysis: Changes to the public motor vehicle network.
2. Participation in the Wisconsin Utility Terrain Vehicle (UTV) Pilot Program.

2011 Update Analysis: Changes to the Public Motor Vehicle Network

I have decided to update the network of roads and trails that will be available for public motor vehicle use on the CNNF. My decision is based on public and internal staff suggestions for roads and trails to add to or remove from the 2010 MVUM. This part of my decision only focuses on those roads and trails in the 2011 Update Analysis category of changes:

- My decision adds 12.98 miles of roads to our existing public motor vehicle network (see Table 1),
- My decision removes 10.49 miles of roads from the public motor vehicle network (see Table 2),
- My decision changes the public motor vehicle designation on 11.38 miles of roads (see Table 3),
- My decision adds 0.31 miles of motorized trails to the public motor vehicle network (see Table 4),
- My decision changes the public motor vehicle designation on 23.21 miles of trails (see Table 5), and
- My decision includes a new class of vehicle – utility-terrain vehicle (UTV).

Table 1: Miles of roads added to the public motor vehicle network

2010 Motor Vehicle Designation	2011 Motor Vehicle Designation	Miles of roads added to the MVUM
None	Wheeled vehicles 50" wide or less - Seasonal	1.20
None	HLV ¹ - Seasonal	0.58
None	HLV – Yearlong	4.46
None	HLV & Wheeled vehicles 50" wide or less - Seasonal	6.74
Total miles of roads added		12.98

Table 2: Miles of roads removed from the public motor vehicle network.

2010 Motor Vehicle Designation	2011 Motor Vehicle Designation	Miles of road removed from the MVUM
HLV - Yearlong	None	9.94
HLV & Wheeled vehicles 50" wide or less - Seasonal	None	0.55
Total miles of roads removed		10.49

Table 3: Miles of roads with changes in public motor vehicle designation

2010 Motor Vehicle Designation	2011 Motor Vehicle Designation	Miles of roads with changed designation
Wheeled vehicles 50" wide or less - Seasonal	HLV, Wheeled vehicles 50" wide or less, & UTV ² - Seasonal	2.59
HLV & Wheeled vehicles 50" wide or less - Seasonal	HLV, Wheeled vehicles 50" wide or less, & UTV - Seasonal	1.09
HLV - Yearlong	HLV & Wheeled vehicles 50" wide or less - Seasonal	0.91
HLV - Yearlong	HLV, Wheeled vehicles 50" wide or less, & UTV - Seasonal	2.61
HLV & Wheeled vehicles 50" wide or less - Seasonal	HLV - Yearlong	1.42
HLV - Seasonal	HLV - Seasonal (expanded)	2.75
Total miles of roads with changed designation		11.38

¹ HLV – Highway Legal Vehicle

² UTV – Utility Terrain Vehicle

Table 4: Miles of trails added to the public motor vehicle network

2010 Motor Vehicle Designation	2011 Motor Vehicle Designation	Miles of trails added to the MVUM
None	Wheeled vehicles 50" wide or less - Seasonal	0.31
Total miles of trails added		0.31

Table 5: Miles of trails with a change in public motor vehicle use

2010 Motor Vehicle Designation	2011 Motor Vehicle Designation	Miles of trails with changed designation
Wheeled vehicles 50" wide or less	Wheeled vehicles 50" wide or less & UTV	7.13
HLV & Wheeled vehicles 50" wide or less - Seasonal	Wheeled vehicles 50" wide or less & UTV	3.08
Highway legal high clearance - Seasonal	Highway legal high clearance - Seasonal	13.00
Total miles of trails with changed designation		23.21

All of the roads and trails in my decision were evaluated with a Roads Analysis Process (RAP). The RAP included ranking criteria for resource risks and access values. This is the same process we used previously to designate roads and trails for the 2009 and 2010 MVUMs. Please see Appendix A for a list of the roads and trails analyzed and included in my decision. The list describes the motor vehicle use designation for those roads and trails, which is the outcome of our analysis for this project. For a complete description of how these roads and trails were evaluated, please see the RAP report associated with this project on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

Please note that the 2011 supplement to the Non-Native Invasive Species (NNIS) report indicates that the risk of spreading NNIS would increase on 2.5 miles of roads now open to public motor vehicle use that previously had no public motorized use designated. Additionally, the risk of spreading NNIS would increase on 3.5 miles of roads now open to wheeled vehicles 50" wide or less. With this decision, to mitigate this risk, I direct that these roads be prioritized for monitoring and control as part of the Forest NNIS Strategy (refer to the updated NNIS specialist report, page 5).

Maps that display my decision are available for your review and can be viewed in two ways:

1. You may request maps of my decision. Contact information is provided on the cover and at the end of this document.
2. You may also view the maps on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

The designated network resulting from my decision will include approximately 1,921 total miles of roads available for public motor vehicle use that are under sole Forest Service jurisdiction. Additionally, approximately 4,550 miles of town, county, and state roads also provide public motor vehicle access to the

National Forest, resulting in over 6,400 miles of roads which directly connect motorized users with national forest lands.

The designated network of roads and trails available for public motor vehicle use will be displayed on the 2011 MVUM. The CNNF 2011 MVUM is anticipated to be available for public use, free of charge, in October 2011. The MVUM will be available at each local Forest office and also available on the CNNF website.

Participation in the Wisconsin Utility Terrain Vehicle (UTV) Pilot Program

In our proposal for public review released in November 2010, I proposed participating in the UTV Pilot Program (as described in Wisconsin State Statute 23.33(11p)). The purpose of the UTV Pilot Program is to investigate and evaluate the effects of allowing UTVs (65 inches wide or less) on roads and trails where all-terrain vehicles (ATV) are allowed. The outcome of the program will be an assessment of the feasibility of expanding the allowable use of UTVs in the State of Wisconsin.

I have decided to participate in Wisconsin's UTV Pilot Program for the duration of this program. My decision is based on input received from the public, other agencies, tribes, local units of government, and FS staff. My decision would limit the Forest's participation to nine trail segments and three roads comprising 16.50 miles of motorized access (see Tables 6 and 7). Please note that these mileages are a subset of the mileages presented in the previous section of this document. I have weighed the benefits of the relationships, knowledge, and information this Pilot Program offers to the Forest.

I recognize there are some physical differences between UTVs and ATVs. However, I have closely examined the State statutes and controls governing operation of UTVs under the Pilot Program and have determined this limited use to be fully congruent with how ATVs are operated on the Forest. My determination is supported by the effects analysis in the 2011 MVUM Update Supplemental Environmental Analysis (EA). I therefore find that for the purposes of our participation in the Wisconsin UTV Pilot Program, UTV use can be considered synonymous with ATV use on the selected routes and trails.

Should the State of Wisconsin enact legislation to expand or extend the UTV Pilot Program, the CNNF's further participation in this program will be re-evaluated and subject to a future decision with public input and participation, appropriate environmental analysis, decision-making, and opportunities for administrative appeal.

Table 6: Roads with UTVs added

Road	District	Miles Designated for UTVs
FR2359	Lakewood Laona Ranger District	2.61
FR2922A	Lakewood Laona Ranger District	2.96
FR2922B	Lakewood Laona Ranger District	0.72
Total Miles		6.29

Table 7: Trails with UTVs added

Trail	District	Miles Designated for UTVs
Deadhorse ATV Trail (from FR182 to Hwy 77)	Great Divide Ranger District	4.39
FT214C (Deadhorse Connector)	Great Divide Ranger District	3.80
FT283	Great Divide Ranger District	1.00
FT55540	Lakewood Laona Ranger District	0.09
FT55546	Lakewood Laona Ranger District	0.24
FT55547	Lakewood Laona Ranger District	0.14
FT55548	Lakewood Laona Ranger District	0.16
FT55554	Lakewood Laona Ranger District	0.29
FT55558	Lakewood Laona Ranger District	0.10
Total Miles		10.21

As with all of the roads and trails in my decision, those being designated for UTVs were likewise evaluated with a Roads Analysis Process (RAP). Please see Appendix A for a list of the roads and trails analyzed and included in my decision. Appendix A describes the motor vehicle use designation for those roads and trails, which is the outcome of our analysis for this project. For a complete description of how these roads and trails were evaluated, please see the RAP report and the Trail Safety Audit reports associated with this project on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>.

Rationale for my decision

Given the changing use patterns from motor vehicles, the increase in types of motor vehicles, as well as the need to provide non-motorized access, it is important that I address the current and potential implications of public motor vehicle use on the CENN. With this annual update of the designated network of roads and trails available for public motor vehicle use, you will continue to have access to enjoy your Forest while also minimizing impacts to the natural resources we all enjoy using as well as recognizing impacts to other legitimate uses of the National Forest by other citizens.

Given my responsibilities as the Forest Supervisor for the CENN, I am the appropriate official to address managing public motor vehicle use on this Forest. I recognize that motor vehicle use is highly valued among many forest users. I also recognize the negative effects roads and trails and their associated motorized use can have on natural resource values. Hence, I have sought your comments and suggestions on which roads to add to or remove from the 2010 MVUM.

Knowing that roads and trails are important in providing wheeled motor vehicle access for people to enjoy the CENN, I have re-examined where this use is appropriate on the Forest and what level of management is needed.

Since the release of the 2010 MVUM, I have asked you to share with us which roads you use on the Forest. My staff and I used this input to evaluate whether a particular road should be designated for public motor vehicle use. Our 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 update process. I believe our approach to evaluating which roads to designate for public motor vehicle use has been a reasonable one.

Additionally, in the Forest Proposal released in November 2010, I asked you to share with us your thoughts on allowing UTVs (up to 65" wide) on the Forest including any specific roads and trails you would want to access with UTVs. We received comments on both sides of this issue with sound reasoning.

The approach we used to determine the roads and trails to designate for UTVs focused only on those counties participating in the Wisconsin UTV Pilot Program. Additionally, we focused on existing Forest Service roads and trails where wheeled vehicles 50" wide or less were authorized. These two focus areas are consistent with the terms and conditions of the Wisconsin UTV Pilot Program.

Our evaluation to designate the roads and trails for UTVs during the pilot program period balanced public value with the resource risks associated with that particular road or trail. The public value consideration included the knowledge that most of the roads and trails also provide connections off Forest to roads and trails under state, county, or local control providing the recreating user a larger network of roads and trails. See Table 8 for connecting information on these roads and trails.

In addition, we considered the physical condition of our ATV trails and how that would affect the riding experience for existing ATV riders and for UTV riders using the trails for the first time. Since our ATV trails are designed and managed for vehicles 50" wide, it was prudent to assess whether or not the trails could accommodate the addition of larger UTVs. Our trail assessment identified segments of trail that would accommodate the larger UTVs or would need minimal modification and segments that would need considerable modification prior to designating them for UTVs.

I decided that most of the trail system originally proposed for inclusion in the UTV Pilot is not ready to accept additional use by vehicles wider than 50 inches. The trail condition assessment we completed identified only a limited number of areas which have characteristics suitable for use by the larger UTVs. Therefore, I dropped the vast majority of the proposal. However, one of the trail segments on the Great Divide Ranger District is approved to link riders from the Flambeau River State Forest motorized trail system to the Tussock State Trail where UTV riding on both trails is now allowed under the Pilot. While this trail segment is not long, it makes a significant contribution to opportunities for UTV riders during the Pilot period. Also on the Great Divide Ranger District, two segments of the Dead Horse Motorized Trail in southern Ashland County have suitable trail conditions for larger UTVs and provide what I consider to be a reasonable and enjoyable riding experience near the Town of Clam Lake. Additionally, all of the roads and trails proposed on the Lakewood Laona Ranger District in Forest and Oconto Counties are suitable and provide connections to the Nicolet State Trail where UTVs are allowed under the Pilot program providing a wider UTV riding opportunity. These are the only trail segments either ready to accommodate the larger UTV or require only minimal modifications, and are of such a length and characteristic that I felt made for suitable inclusion in the UTV Pilot. I looked very carefully at the remainder of the trails on the Great Divide Ranger District and the Flambeau Trail System on national forest system lands on the Medford Park Falls Ranger District in Price County, but had to conclude that there are no trail segments on which conditions are appropriate and are long enough and had start and stop locations that would be reasonable for riding enjoyment. Considerable maintenance or reconstruction would be needed to accommodate UTV use on these trails which could not be accomplished prior to the release of the 2011 MVUM. Fortunately, Price County has UTV riding opportunities on other land ownerships during the Pilot program.

For more detailed information on our trail conditions see the Motorized Trail Safety Audit Reports on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>. I believe our approach to determining and evaluating which roads and trails to designate for UTVs has been a reasonable one.

It is important to note that my decision to allow UTVs on the CNNF is for the duration of Wisconsin's UTV Pilot Program. My staff will spend the next year monitoring, observing, and evaluating the effects of your use of UTVs on the Forest. Any future designation of UTV riding opportunities on MVUMs will be dependent upon the results of the evaluation of UTVs on the Forest and upon the State of Wisconsin extending or expanding the UTV Pilot Program or enacting legislation to permanently allow UTVs in the State. Any additional time or broader use of UTVs will be subject to evaluation, decision-making, and appeal processes.

Table 8: Connecting information on the UTV roads and trails

Trail/Road	District	County	Connection
Deadhorse ATV Trail (from FR182 to Hwy 77)	Great Divide Ranger District	Ashland	ATV Trail 214C and the Deadhorse Slough Trailhead
ATV Trail 214C (Deadhorse connector)	Great Divide Ranger District	Ashland	Deadhorse ATV Trail and the Clam Lake community
ATV Trail 283	Great Divide Ranger District	Sawyer	Tuscobia State Trail to the Flambeau River State Forest
ATV Trail 55540	Lakewood Laona Ranger District	Oconto	Off-Forest to Town of Mountain roads
ATV Trails 55546, 55547, 55548	Lakewood Laona Ranger District	Oconto	Off-Forest to Nicolet State Trail
FR2922A, FR2922B	Lakewood Laona Ranger District	Oconto	Off-Forest to Nicolet State Trail
ATV Trail 55554	Lakewood Laona Ranger District	Oconto	Off-Forest to Town of Mountain roads to Nicolet State Trail
ATV Trail 55558	Lakewood Laona Ranger District	Forest	Off-Forest to Nicolet State Trail
FR2359	Lakewood Laona Ranger District	Forest	Off-Forest to Towns of Freedom and Wabeno roads

I appreciate your personal investment of time to tell us about your access to this Forest, as well as your concerns about public motor vehicle use in certain areas. I have heard many different perspectives about how you use this Forest, with some of your suggestions being in direct conflict with each other. I understand that you use the Forest for many different reasons. They are all important. Some of the topics you have brought to my attention are:

- Access for sportsmen in general, particularly hunters, fishermen, and trappers
- Access for older or disabled individuals, including sportsmen
- Access for gathering firewood, boughs, berries, mushrooms, etc.
- Safe parking
- ATV connectors
- Resource damage and resource protection
- Conflicts between people seeking quiet recreational settings and those participating in motorized activities
- Support for unlimited motorized use
- Support for limited or no motorized use
- Support for designating UTVs
- Opposition to designating UTVs

It is important to note my decision does not affect access for administrative purposes. My decision will not affect our ability to continue to manage the Forest, including access for timber harvest and fire suppression.

OTHER CHANGES TO THE MVUM

As described earlier in this document, there are two additional categories of changes to the designated network of roads and trails available for public motor vehicle use. These two categories are project-specific road management decisions and map corrections. These changes are part of other decisions independent of the 2011 Analysis Update category of changes and comprise the cumulative updates to the 2011 MVUM.

Project-Specific Decisions:

Changes to the Public Motor Vehicle Network

The project-specific road management decisions result from either vegetation management projects or ATV route/trail projects and are included in our annual MVUM updates in the year these projects are available for implementation. These project decisions have their own resource analysis that included public involvement. The roads and trails that are displayed on the MVUM as a result of these project decisions may not be appealed.

We have identified roads and trails from the following project-specific decisions to be included on the 2011 MVUM:

- Twin Ghost – Great Divide Ranger District
- Red Pine – Washburn Ranger District
- Fishbone – Washburn Ranger District
- Honey Creek Padus – Lakewood Laona Ranger District
- Grub Hoe – Eagle River Florence Ranger District
- Fishel – Eagle River Florence Ranger District
- Long Rail – Eagle River Florence Ranger District
- NW Howell – Eagle River Florence Ranger District
- 2007 Nicolet ATV Project – Eagle River Florence Ranger District

These projects add 65.56 miles of roads to the public motor vehicle network, remove 13.51 miles of roads from public motor vehicle use, and change the motorized designation on 14.95 miles of roads. In addition, these projects add 1.37 miles of trails for wheeled vehicles 50” wide or less to the public motor vehicle network. These roads are reflected on the maps associated with this project as well as in the project records of the above listed projects.

Map Corrections:

Changes to the Public Motor Vehicle Network

Map corrections have been identified by CNNF staff since the publication of the 2010 MVUM. In some cases, these map corrections added roads or trails to the MVUM and in some cases, roads or trails were removed from the MVUM. Examples of identified map corrections include:

- gated roads inappropriately displayed as open to public motor vehicle use, and
- roads or trails that our database indicates as available or unavailable for public motor vehicle use, but didn't display properly on the MVUM.

By making these map corrections, 0.02 miles of roads were added to the 2011 MVUM and 23.54 miles of roads were removed from the 2011 MVUM.

The 23.54 miles of roads being removed from the MVUM were primarily due to the NW Howell project and were added to the 2010 MVUM erroneously. These roads were analyzed in the NW Howell project, but were not included in the NW Howell project decision. We are only able to implement the roads in project decisions.

As we continually make corrections, we will have more accurate data, and the numbers of errors will decline for future MVUM updates. Since these corrections seek to accurately represent decisions already made, these map corrections may not be appealed. Please see Appendix B for a list of the map corrections.

Continued Data Corrections

Since we strive to use the best data available, we will continue to make data corrections to our databases and to our GIS data. These corrections may cause a change to the roads and trails displayed on the official 2011 MVUM versus what is displayed on the 2011 MVUM Update decision maps associated with this document.

PUBLIC ENGAGEMENT

Public engagement for the 2011 MVUM Update began in December 2009 after the close of the comment period for the 2010 MVUM Update. In the spring of 2010, we embarked on a public information campaign with various user groups and resource groups. We also informed the public through press releases. The purpose of the public campaign was twofold:

1. Educate the public on the 2010 MVUM.
2. Inform the public on the 2011 MVUM update process and the opportunity to make suggestions for specific roads and trails to add to or remove from the MVUM for consideration on the 2011 MVUM.

We developed a brochure and a Road Request Form to assist the public with understanding the process and making the opportunity to submit a suggestion more convenient. We have been continually receiving comments for the 2011 MVUM update since December 2009.

In November 2010, we released the 2011 MVUM Update Forest Proposal for public review and comment. The Forest Proposal represented the results of the evaluation of both public suggestions and internal CNNF staff suggestions received through October 18, 2010. By this date, we had received 82 letters or Road Request forms from the public, which resulted in the analysis of 15 roads suggested by the public and 35 roads and trails suggested by CNNF staff. A 30-day comment period occurred immediately after the release of the Forest Proposal and ended on December 20, 2010. Between October 18, 2010 and the end of the 30-

day comment period, we received an additional 165 letters or forms from the public, which resulted in the analysis of 116 additional roads suggested by the public and 17 additional roads suggested by CNNF staff. In total, 183 roads and trail segments were analyzed.

In total, 266 specific roads and trails were suggested for consideration with this update. Roads and trails were screened to determine if the requested use would cause a change in the designations on the MVUM by either adding to or removing from the MVUM. If the request would cause a change in the current designation, it was analyzed. Roads with the following results were not included in the Forest Proposal because the requested use would not cause a change in the designations on the 2010 MVUM:

- the request was for an ‘other public road,’ which the CNNF does not have the authority to designate use on,
- the request was for the same designated use as is currently allowed on the 2010 MVUM,
- the request was for motorized use in a non-motorized area, or
- the request was for a road analyzed and approved in a recent project-specific decision or a previous MVUM decision.

We first listed the proposal for the 2011 MVUM Update in the Schedule of Proposed Actions (SOPA) in March 2011. 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://fs.usda.gov/goto/cnnf/nepa>.

A complete record of the public participation, including a listing of agencies, individuals, and organizations, can be found in the project file located at the Park Falls office of the CNNF.

Public Comment Period

On November 20, 2010, we published the public notice for the release of the 2011 MVUM Update Forest Proposal in the *Milwaukee Journal Sentinel*, Milwaukee, Wisconsin. We also sent copies of the 2011 MVUM Update Forest Proposal to interested parties on November 18, 2010, and posted it on the CNNF Website: <http://fs.usda.gov/goto/cnnf/MVUM> on November 19, 2010. A 30-day comment period occurred immediately after the public notice release and ended on December 20, 2010.

From December 2009 through December 20, 2010, a total of 247 letters or Road Request forms were received from the public. My staff analyzed all comments received. For a summary of the comments and the Forest Service responses, please see the Response to Comments document on the CNNF website: <http://fs.usda.gov/goto/cnnf/MVUM>. This document includes a complete listing of all the road suggestions received along with their evaluation results from our Roads Analysis Process.

Tribal Consultation

Executive Orders 13084 and 13175 require that Federal agencies consult with Tribes during planning activities. Contact with Tribes continues to be part of our travel management process. The tribal contacts were sent a copy of the 2011 MVUM Update Forest Proposal in November 2010. 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 sent a copy of the 2011 MVUM Update Forest Proposal in November 2010.

We did not receive any comments from tribal members.

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

The 2011 MVUM Update responds to direction in the Travel Management Regulations (36 CFR Part 212). While the regulations provide direction on the designation of roads and trails for motor vehicle use, the context of my decision lies within the CNNE. 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. See the 2008

Travel Management Project Environmental Assessment (EA), the 2010 MVUM Update analysis, and the 2011 MVUM Update EA Supplement for more information.

Intensity

The ten criteria related to intensity are discussed individually, below:

1. Designating a network of roads and trails for public motor vehicle use as required by the Travel Management Regulations when compared to public motor vehicle use on the CNNF prior to implementing Travel Management with the first CNNF MVUM in 2009 generally has a negligible or beneficial effect on the biological and physical environment. Refer to the specialist report supplements updated for 2011 for water resources, soils, non-native invasive species, recreation, biological evaluation and cultural resources. These reports indicate no additional adverse effects when compared to public motor vehicle use prior to implementing Travel Management. My finding of no significant environmental effects is not biased by the beneficial effects of the action.
2. I have determined there are no significant effects on public health and safety. My staff identified “motorized mixed use”³ as a safety consideration associated with the 2011 MVUM update. The 2011 MVUM update does not include or propose use on any maintenance level⁴ (ML) 4 or 5 roads. ML 4 or 5 roads provide a moderate or high degree of user comfort and normally have aggregate or paved surfaces and higher traffic speed designs and use volume. However, the 2011 MVUM update does include designation of mixed use on ML 2 roads. ML 2 roads are most appropriate for use by high clearance vehicles where user comfort is not a consideration. In addition, ML 2 roads have low traffic volume and low design speed. Mixed use analysis on ML 2 roads occurred according to Forest Service procedures.

My staff also identified the addition of UTVs on our ATV trails as a safety consideration since our ATV trails are designed and managed for ATVs, not the larger UTVs. The 2011 MVUM update includes designation of UTVs on ATV trails. A safety audit was conducted on our ATV trails in a similar manner as the motorized mixed use analysis mentioned above (refer to the Motorized Trail Safety Audit Reports).

In addition to motorized mixed use analysis and safety concerns with UTVs, my staff also considered comments made by the State, counties, towns, law enforcement, and other people regarding the potential safety of roads and trails under consideration for public motorized use. These comments were valuable to us as we evaluated specific roads and trails during the 2011 MVUM Update analysis process.

3. I concluded no significant effects on unique characteristics of the area. The 2008 Roads Analysis Process included these characteristics as part of the Resource Risk Criteria (Refer to the 2008 Travel Management Project EA, page 6). My staff used the 2008 Travel Management Project EA as a basis for the 2011 MVUM Update and did not recommend for designation most, if not all, of the evaluated roads that could affect these unique characteristics. The EA, completed in 2008, and supplemented in both 2010 and 2011, confirms that the associated environmental consequences comply with the Forest Plan and other laws, regulations, and other requirements (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated resource specialist reports).

³ Motorized mixed use is defined as the designation of a National Forest System road for use by both highway-legal and non-highway-legal motor vehicles. (FSM 7700, Sec 7705)

⁴ Maintenance level defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria. (FSH 7709.58, Sec 12.3)

4. I do not find my decision to be significant. I found the effects on the quality of the human environment not highly controversial because there is no known scientific controversy over the natural and physical impacts of the project. The environmental consequences of allowing continued motor vehicle use on Forest roads and trails are monitored annually as required by the Forest Plan for multiple resources.

Substantial public involvement efforts were made in updating the 2011 MVUM and minor controversy over the effects surfaced. There are differences in public opinion regarding motorized recreation opportunities. People either support or oppose motor vehicle use, particularly off-highway motor vehicle use. However, the opposition to motor vehicle use is less than previous years. These differences are mostly characterized by what people value regarding motorized access (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated recreation resource specialist reports).

5. The CNNF has considerable experience with road-related motorized recreation opportunities. Actions of this type have been analyzed numerous times in the past. We propose projects each year that include public motor vehicle use or propose new construction or reconstruction of roads for public motor vehicle 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 (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated resource specialist reports).
6. The action is common on the forest, across the region, and across the nation. 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 applicable laws, regulations, and other requirements (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated resource specialist reports).
7. The cumulative impacts have been considered and are not significant. In fact, some specialist reports conclude the effects are less considering the system of roads and trails designated for motorized use has been refined by past actions through the MVUM annual update process, a roads analysis process, map error corrections, and project specific analysis. Future project-specific road and trail proposals will be evaluated within the context of these processes and actions. This provides a Forest-wide framework to decide whether a road or trail should be designated for public motor vehicle use (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated resource specialist reports).
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 (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the 2011 MVUM cultural resource supplement).
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 (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated biological evaluation supplement).

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 (refer to the 2008 Travel Management Project EA, pages 16–18 and each of the 2011 MVUM Update resource supplements). The action is consistent with the Forest Plan (refer to the 2008 Travel Management Project EA, the 2010 MVUM Update analysis, the 2011 MVUM Update EA Supplement, and the updated resource specialist reports).

FINDINGS REQUIRED BY OTHER LAWS AND REGULATIONS

The environmental consequences of my decision to implement the 2008 Travel Management EA as supplemented by the 2010 MVUM Update and the 2011 MVUM Update are consistent with the Travel Management Rule (36 CFR part 212); 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 2011 MVUM Update." 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 July 30, 2011). 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 36 CFR 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
1170 4th Avenue South
Park Falls, WI 54552
715-762-5178

/s/ Paul I. V. Strong

7/26/2011

Paul I. V. Strong
Forest Supervisor

Date

Appendix A: Roads and Trails in this Decision

Unless otherwise specified, the following seasonal dates apply to the table in Appendix A:

- Highway Legal Vehicles (HLV) – yearlong
- Wheeled Vehicles 50" wide or less – open from 5/1 through 3/14
- Utility Terrain Vehicles (UTV) – open from 5/1 through 3/14
- Fall access – open 9/1 through 12/31

DISTRICT	Road/Trail No.	Motorized use Change	Motorized Designation
ERFL	2576	Increase use to add HLV for 100' past the private boundary	HLV
ERFL	3779	Eliminate public motor vehicle use	None
ERFL	3872	Eliminate public motor vehicle use	None
ERFL	60229	Add to system (from 2205 to segment 18)	HLV
ERFL	602222	Add to system (north 1/2 from segment 24 to private)	HLV
ERFL	602226	Add to system (from 2883 to 602222)	HLV
ERFL	2397E	Eliminate public motor vehicle use	None
ERFL	2404G	Eliminate public motor vehicle use	None
ERFL	2546B	Eliminate public motor vehicle use	None
ERFL	2546CA	Eliminate public motor vehicle use	None
ERFL	3872A	Eliminate public motor vehicle use	None
GDRD	289	Increase use to add HLV for 50' to allow for parking	HLV
GDRD	346 (Part of FT214)	Increase use to add UTV	Wheeled vehicles 50" wide or less, UTV
GDRD	719	Eliminate public motor vehicle use	None
GDRD	1261	Eliminate public motor vehicle use	None
GDRD	1295 (Part of FT214C)	Increase use to add UTV	HLV, wheeled vehicles 50" wide or less, UTV
GDRD	1296A (Part of FT214C)	Increase use to add UTV	HLV, wheeled vehicles 50" wide or less, UTV
GDRD	1661AB	Add to system	HLV
GDRD	182C (Part of FT214)	Increase use to add UTV	HLV, wheeled vehicles 50" wide or less, UTV
GDRD	327A	Increase use to add wheeled vehicles 50" wide or less	HLV, wheeled vehicles 50" wide or less
GDRD	327D	Add to system	HLV, wheeled vehicles 50" wide or less
GDRD	719A	Eliminate public motor vehicle use	None
GDRD	Dead Horse ATV Trail 214	Increase use to add UTV from FR182 to Hwy 77	Wheeled vehicles 50" wide or less, UTV
GDRD	Trail 13/21	Add to system	Wheeled vehicles 50" wide or less
GDRD	Trail 214C	Increase use to add UTV	Wheeled vehicles 50" wide or less, UTV
GDRD	Trail 283	Increase use to add UTV	Wheeled vehicles 50" wide or less, UTV
GDRD	UN 1335-1.4	Add to system	Wheeled vehicles 50" wide or less
GDRD	UN 1742 1.6	Add to system	HLV, wheeled vehicles 50" wide or less
GDRD	UN 687 .1	Add to system	HLV

Appendix A: Roads and Trails in this Decision

DISTRICT	Road/Trail No.	Motorized use Change	Motorized Designation
GDRD	W224202 (Part of FT214C)	Increase use to add UTV	HLV, wheeled vehicles 50" wide or less, UTV
GDRD	W226322	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226323	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226326	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226327	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226328	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226329	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226330	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226331	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W226412	Add to system	Wheeled vehicles 50" wide or less
GDRD	W232101	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232106	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232108	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232110	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232111	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232301	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232302	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232402	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232405	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232409	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232417	Add to system	HLV
GDRD	W232430	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232442	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232443	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access

Appendix A: Roads and Trails in this Decision

DISTRICT	Road/Trail No.	Motorized use Change	Motorized Designation
GDRD	W232444	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W232447	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
GDRD	W235303	Add to system	HLV
LKLN	2036	Eliminate public motor vehicle use	None
LKLN	2359	Increase use to add UTV and wheeled vehicles 50" wide or less from Torpee Rd to Wabeno	HLV; wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	2794	Add to system	HLV
LKLN	3183	Eliminate public motor vehicle use	None
LKLN	829422	Add to system	HLV
LKLN	939215	Add to system	HLV
LKLN	2042A	Eliminate public motor vehicle use	None
LKLN	2102HA	Eliminate public motor vehicle use	None
LKLN	2102HAA	Eliminate public motor vehicle use	None
LKLN	2118F	Add to system	HLV
LKLN	2244B	Eliminate public motor vehicle use	None
LKLN	2309KA	Eliminate public motor vehicle use	None
LKLN	2324A	Eliminate public motor vehicle use	None
LKLN	2324AA	Eliminate public motor vehicle use	None
LKLN	2613B	Add to system	HLV
LKLN	2668A	Increase seasonal access	HLV, seasonal access 8/1 - 2/15
LKLN	2668AA	Increase seasonal access	HLV, seasonal access 8/1 - 2/15
LKLN	2668AB	Increase seasonal access	HLV, seasonal access 8/1 - 2/15
LKLN	2668AC	Increase seasonal access	HLV, seasonal access 8/1 - 2/15
LKLN	2922A	Increase use to add UTV	Beginning to 0.37 miles HLV 4/1-11/30; from 0.37 miles to the end HLV 5/1-11/30. For the entire route wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	2922B	Increase use to add UTV	HLV 4/1-11/30; wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55540	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55546	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55547	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55548	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55552	Seasonal date change	HLV 6/1 to 3/14
LKLN	Trail 55554	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31
LKLN	Trail 55558	Increase use to add UTV	Wheeled vehicles 50" wide or less 5/1-10/31; UTV 5/1-10/31

Appendix A: Roads and Trails in this Decision

DISTRICT	Road/Trail No.	Motorized use Change	Motorized Designation
MPF	916	Increase seasonal access and eliminate wheeled vehicles 50" wide or less	HLV
MPF	1516	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
MPF	1518	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access
MPF	1517A	Add to system	HLV, wheeled vehicles 50" wide or less
MPF	571 Spur	Add to system	HLV
MPF	UN 644-.5	Add to system	HLV
MPF	W145125	Add to system	HLV
WB	515427	Add to system	HLV
WB	1290BA	Increase use to add wheeled vehicles 50" wide or less	HLV, wheeled vehicles 50" wide or less
WB	1290BAA	Increase use to add wheeled vehicles 50" wide or less	HLV, wheeled vehicles 50" wide or less
WB	411D	Eliminate public motor vehicle use	None
WB	W504207	Add to system	HLV, wheeled vehicles 50" wide or less, both for fall access

Appendix B: Map Corrections

DISTRICT	Road No.	Map Correction	Motorized Designation
ERFL	2426	Display as Other Public	
ERFL	2440	Remove a portion from MVUM	Part HLV, Part none
ERFL	2498	Remove a portion from MVUM	Part HLV, Part none
ERFL	2529	Remove a portion from MVUM	Part HLV, Part none
ERFL	2835	Remove a portion from MVUM	Part HLV, Part none
ERFL	3052	Remove from MVUM	None
ERFL	3159	Remove from MVUM	None
ERFL	3194	Remove a portion from MVUM	Part HLV, Part none
ERFL	3785	Remove from MVUM	None
ERFL	3786	Remove from MVUM	None
ERFL	3787	Remove from MVUM	None
ERFL	3789	Remove from MVUM	None
ERFL	3790	Remove from MVUM	None
ERFL	2169E	Remove from MVUM	None
ERFL	2169L	Remove from MVUM	None
ERFL	2172V	Remove from MVUM	None
ERFL	2172W	Remove from MVUM	None
ERFL	2172X	Remove from MVUM	None
ERFL	2175E	Remove from MVUM	None
ERFL	2175F	Remove from MVUM	None
ERFL	2175G	Remove from MVUM	None
ERFL	2175GA	Remove from MVUM	None
ERFL	2400B	Remove a portion from MVUM	Part HLV, Part none
ERFL	2400BA	Remove from MVUM	None
ERFL	2410B	Remove from MVUM	None
ERFL	2420A	Remove a portion from MVUM	Part HLV, Part none
ERFL	2420B	Remove a portion from MVUM	Part HLV, Part none
ERFL	2423H	Remove from MVUM	None
ERFL	2423KA	Remove from MVUM	None
ERFL	2423M	Remove from MVUM	None
ERFL	2424B	Remove from MVUM	None
ERFL	2424G	Remove from MVUM	None
ERFL	2424H	Remove from MVUM	None
ERFL	2426B	Remove from MVUM	None
ERFL	2427A	Remove a portion from MVUM	Part HLV, Part none
ERFL	2427B	Remove a portion from MVUM	Part HLV, Part none
ERFL	2427B ext	Remove from MVUM	None
ERFL	2430H	Remove from MVUM	None
ERFL	2454AA	Remove a portion from MVUM	Part HLV, Part none
ERFL	2454K	Remove from MVUM	None
ERFL	2454M	Remove from MVUM	None
ERFL	2457K	Remove from MVUM	None
ERFL	2458BA	Remove from MVUM	None
ERFL	2458H	Remove from MVUM	None

Appendix B: Map Corrections

DISTRICT	Road No.	Map Correction	Motorized Designation
ERFL	2458J	Remove from MVUM	None
ERFL	2458K	Remove from MVUM	None
ERFL	2499C	Remove from MVUM	None
ERFL	2506A	Remove a portion from MVUM	Part HLV, Part none
ERFL	2506AA	Remove from MVUM	None
ERFL	2536B	Remove from MVUM	None
ERFL	2536C	Remove a portion from MVUM	Part HLV, Part none
ERFL	2549C	Remove from MVUM	None
ERFL	2556A	Remove from MVUM	None
ERFL	2580A	Remove from MVUM	None
ERFL	2580B	Remove from MVUM	None
ERFL	2580C	Remove from MVUM	None
ERFL	2580D	Remove from MVUM	None
ERFL	2835B	Remove from MVUM	None
ERFL	2835C	Remove from MVUM	None
ERFL	3050AA	Remove from MVUM	None
ERFL	3157D	Remove from MVUM	None
ERFL	3158A	Remove from MVUM	None
ERFL	3158B	Remove from MVUM	None
ERFL	3194 ext	Remove from MVUM	None
ERFL	3373A	Remove from MVUM	None
ERFL	3722A	Remove from MVUM	None
ERFL	3722AA	Remove a portion from MVUM	Part HLV, Part none
MPF	1155	Remove from MVUM	None
MPF	1506	Remove a portion from MVUM	Part HLV, Part none
MPF	1588	Remove from MVUM	None
MPF	123A	Remove from MVUM	None
MPF	149G	Remove from MVUM	None
WB	229G	Remove from MVUM	None
WB	W512310	Add to MVUM	HLV