

# Appendix C

## Roadless Area Inventory

### Results of Field Inventory of Roads in Potential Roadless Areas

## APPENDIX C – RESULTS OF FIELD INVENTORY OF ROADS IN POTENTIAL ROADLESS AREAS

### PART ONE: LIST OF IMPROVED ROADS FOR AREAS DISQUALIFIED DUE TO EXCESSIVE ROAD DENSITY

- KEY:**
- 1) Complete inventory – field inventory of all travelways within candidate area
  - 2) Partial inventory – field inventory discontinued before completion because density of inventoried travelways exceeded 0.50, no need to continue
  - 3) Certain candidate areas were not inventoried in the field because density of Traffic Service Level C roads within the area exceeded the 0.50 maximum

#### ❖ RARE II AREAS

##### 1. R4 - EAST TORCH (Great Divide RD)

Total National Forest Acres: 4,643 acres

Improved Road/Trail Density: 2.17 mi/1,000ac

Improved Travelways (Total 10.08 miles, complete inventory):

System Roads/Trails (*parentheses notes boundary with which road intersects*):

FR 1288 and FR 1288A (north boundary) – 3.90 miles

FR 170A (south boundary) – 0.60 mile

Dead Horse Run Motorized Trail – approx. 5.10 miles

Non-System Roads/Trails:

North boundary (Highway 77)

1.35 mi west of FR 168 – 0.2 mile (minimum, possibly longer)

3.05 mi west of FR 168 – 0.2 mile

East boundary (FR 168)

3.60 mi north of FR 170 – 120' approach

West boundary (FR 335)

0.18 mi south of Hwy 77 – 150' approach

0.45 mi south of Hwy 77 – 150' approach

##### 2. R7 - THORNAPPLE (Great Divide RD)

Total National Forest Acres: 9,737 acres

Improved Road/Trail Density: 1.29 mi/1,000ac

Improved Travelways (Total 12.59 miles, complete inventory):

System Roads/Trails:

FR 862 and FR 862A (west boundary) – 1.35 miles

FR 307 (east boundary) – 0.70 mile

FR 316 (east boundary) – 1.20 miles

FR 161B (east boundary) – 1.0 mile

FR 1291 (east boundary) – 1.6 miles

Dead Horse Run Motorized Trail – approx. 4.00 miles

Tussock Motorized Trail – approx. 1.7 miles

Non-System Roads/Trails:

North boundary (FR 161)

0.70 mi east of FR 162 – 200' approach

1.10 mi east of FR 162 – 150' approach

1.60 mi east of FR 162 – 200' approach

1.80 mi east of FR 162 – 200' approach

2.30 mi east of FR 162 – 0.50 mile

3.05 mi west of FR 168 – 0.20 mile

West boundary (FR 162)

4.70 mi north of Hwy 70 – 0.20 mile

3. **R9 - ROUND LAKE (Medford/Park Falls RD)**  
 Total National Forest Acres: 3,660 acres (exclude main parking area)  
 Improved Road/Trail Density: 0.62 mi/1,000ac  
 Improved Travelways (Total 2.26 miles, complete inventory):  
   System Roads/Trails:  
     FT 175 and FT 175C (north boundary) – 2.1 miles  
   Non-System Roads/Trails:  
     North boundary (FR 142)  
       2.51 mi east of FR 144 – 100' approach  
     West boundary (FR 144)  
       1.71 mi north of Boat Landing Rd – 100' approach  
       2.00 mi north of Boat Landing Rd – 200' approach  
     East boundary (FR 1182)  
       0.45 mi south of FR 142 – 300' access  
       0.80 mi south of FR 142 – 0.03 mile
4. **R12 - LEROY CREEK (Eagle River/Florence RD)**  
 Total National Forest Acres: 8,136 acres  
 Improved Road/Trail Density: 0.98 mi/1,000ac  
 Improved Travelways (Partial total 7.96 miles, listing of TSL C roads only):  
   System Roads/Trails (all of the following are TSL C Roads):  
     FR 2446F – 0.89 mile (gated)  
     FR 2446C – 1.40 miles (gated)  
     FR 2231 – 0.40 mile (gated)  
     FR 2769 – 0.21 mile (gated)  
     FR 2446E – 0.08 mile (open)  
     FR 2446A – 1.45 miles (open)  
     FR 2442 – 2.63 miles (open)  
     FR 2230 – 0.70 mile (open)  
   Non-System Roads/Trails (following is listed as TSL C Road):  
     ID 708223 – 0.20 mile to gate (access to private)
5. **R13 - PENTOGA ROAD (Eagle River/Florence RD)**  
 Total National Forest Acres: 5,006 acres  
 Improved Road/Trail Density: 1.00 mi/1,000ac  
 Improved Travelways (Partial total 5.01 miles, listing of TSL C roads only):  
   System Roads/Trails (all of the following are TSL C Roads):  
     FR 2443A – 0.55 mile (open)  
     FR 2446B – 1.05 miles (open)  
     FR 2447 – 1.30 miles (open)  
     FR 2447A – 0.95 mile (open)  
     FR 3858 – 0.80 mile (open)  
     FR 2446D – 0.36 mile (open)
6. **R14 - PERCH LAKE (Eagle River/Florence RD)**  
 Total National Forest Acres: 2,389 acres  
 Improved Road/Trail Density: 0.94 mi/1,000ac  
 Improved Travelways (Partial total 2.25 miles, listing of TSL C roads only):  
   System Roads/Trails (all of the following are TSL C Roads):  
     FR 2896 – 0.70 mile (gated)  
     FR 2895 – 0.40 mile (gated)  
     FR 2656 – 0.55 mile (open)  
     FR 2885 – 0.60 mile (open)

7. **R15 - FOUR SECTION (Eagle River/Florence RD)**  
 Total National Forest Acres: 2,036 acres  
 Improved Road/Trail Density: 0.74 mi/1,000ac  
 Improved Travelways (Total 1.50 miles, complete inventory):  
 System Roads/Trails (following is TSL C Road):  
 FR 2812 – 1.50 miles (gated)

❖ **GREAT DIVIDE RANGER DISTRICT**

1. **GD2 - MCCARTHY LAKE**

Total National Forest Acres: 9,657 acres  
 Improved Road/Trail Density: 1.26 mi/1,000ac  
 Improved Travelways (Total 12.20 miles, complete inventory):  
 System Roads/Trails:

FR 353 – 0.80 mile (0.70 mile from FR 182 to north, coincides with  
 Dead Horse Trail, & 0.10 mile from FR 183 to west)

FR 183E (east boundary) – 0.43 mile

FR 183D (east boundary) – 100' approach

FR 183F (east boundary, special use permit) – 0.95 mile

FR 183H (east boundary) – 0.05 mile

FR 285 and FR 285A (east to west boundary) – 2.20 miles

FR 284 (west boundary) – 0.50 mile

FR 874 (west boundary) – 1.10 miles

FR 184L (north boundary) – 100' approach

FR 184N (north boundary) – 50' approach

FR 184R (north boundary) – 100' approach

Dead Horse Run Motorized Trail – approx. 3.6 miles

State Corridor #8 (year-round motorized trail) – 2.0 miles

Non-System Roads/Trails:

East boundary (FR 183)

2.30 mi north of FR 354 – 0.10 mile of old FR 183

West boundary (Hwy GG)

1.25 mile north of FR 195 – 0.1 mile

South boundary (FR 182)

1.10 mile east of FR 195 – 0.30 mile

2. **GD6 - LITTLE MOOSE**

Total National Forest Acres: 6,916 acres (modified to follow ELF line, Moose River)  
 Improved Road/Trail Density: At least 0.68 mi/1,000ac  
 Improved Travelways (At least 4.72 miles, partial inventory):

System Roads/Trails:

FR 176A (north boundary) – 1.85 miles (wildlife management area)

FR 176B (north boundary) – 1.60 miles (begin @ ELF line)

FR 310 (east boundary) – 1.20 miles (begin @ ELF line)

Non-System Roads/Trails:

North boundary (FR 176)

1.20 mi east of FR 174 – 100' approach

2.55 mi east of FR 174 – 0.05 mile (old borrow pit)

**3. GD7 - BLACK CREEK**

Total National Forest Acres: 8,722 acres (modified to follow ELF line)

Improved Road/Trail Density: At least 0.67 mi/1,000ac

Improved Travelways (At least 5.83 miles, partial inventory):

System Roads/Trails:

FR 165 (east boundary, special use permit) – 1.98 miles

FR 329 (north boundary) – 1.40 miles (begin @ ELF line)

FR 323C (north boundary) – 0.65 mile (begin @ ELF line)

FR 160 (west boundary) – 0.55 mile

Non-System Roads/Trails:

East boundary (Hwy GG)

0.65 mi north of FR 164(east) – 0.30 mile

2.60 mi north of FR 164(east) – 0.35 mile

2.85 mi north of FR 164(east) – 0.25 mile (active gravel pit)

West boundary (FR 173)

0.25 mi north of FR 164(west) – 0.35 mile (old gravel pit)

**4. GD10 - WEASEL CREEK**

Total National Forest Acres: 8,439 acres (slight modification to west boundary)

Improved Road/Trail Density: At least 1.08 mi/1,000ac

Improved Travelways (At least 9.08 miles, partial inventory):

System Roads/Trails:

FR 306 and FR 306A (east boundary) – 2.10 miles

FR 305 (south boundary) – 1.58 miles

FR 726 (south boundary) – 0.80 mile

Non-System Roads/Trails:

South boundary (FR 177)

2.00 mi north of Hwy B – 4.60 miles (network of 4 roads)

**5. GD11 - SNAG LAKE**

Total National Forest Acres: 6,495 acres (modified to follow ELF line)

Improved Road/Trail Density: At least 0.64 mi/1,000ac

Improved Travelways (At least 4.15 miles, partial inventory):

System Roads/Trails:

FR 744 (west boundary) – 1.45 miles

FR 1658 (north boundary) – 1.30 miles

Non-System Roads/Trails:

West boundary (FR 174)

0.75 mi north of FR 172 – 0.60 mile

North boundary (FR 164)

0.20 mi east of FR 174(south) – 0.70 mile

1.75 mi east of FR 174(south) – 0.10 mile (old borrow pit)

❖ **MEDFORD/PARK FALLS RANGER DISTRICT****1. PM7 - SIEVERSON SPRINGS**

Total National Forest Acres: 5,121 acres

Improved Road/Trail Density: 0.93 mi/1,000ac

Improved Travelways (Total 4.76 miles, complete inventory):

## System Roads/Trails:

FR 522 (west boundary, includes Town road segment) – 1.90 miles

FR 521 (west boundary) – 1.15 miles

FR 124 (west boundary) – 1.15 miles

## Non-System Roads/Trails:

West boundary (FR 132)

1.65 mi south of Hwy 70 – 30' approach

3.40 mi south of Hwy 70 – 150' approach

4.15 mi south of Hwy 70 – 50' approach

4.40 mi south of Hwy 70 – 50' approach

South boundary (FR 164)

1.05 mi east of FR 132 – 0.51 mile

**2. PM8 – UPPER STEVE CREEK**

Total National Forest Acres: 5,745 acres

Improved Road/Trail Density: 1.08 mi/1,000ac

Improved Travelways (Total 6.18 miles, complete inventory):

## System Roads/Trails:

FR 1553 (east boundary) – 0.25 mile

FR 1549 (east boundary) – 0.35 mile

FR 1532 (north boundary) – 1.05 miles (Steve Creek Impoundment)

FR 583 (south boundary) – 0.80 mile (chunkwood road)

FR 1529 and FR 1528 (south boundary) – 3.70 miles

## Non-System Roads/Trails:

South boundary (Hwy D)

1.75 mi west of Hwy N – 150' approach to old gravel pit

**3. PM9 – BEAR CREEK**

Total National Forest Acres: 7,187 acres (modified to exclude Konsella Road)

Improved Road/Trail Density: At least 0.75 mi/1,000ac

Improved Travelways (At least 5.42 miles, partial inventory):

## System Roads/Trails:

FR 578 (south boundary) – 0.45 mile (minimum, possibly longer)

FR 1521 (west boundary) – 2.77 miles

FR 110 (east boundary) – 1.60 miles

FR 972 (north boundary) – 0.25 mile (minimum, possibly longer)

## Non-System Roads/Trails:

South boundary (FR 577)

1.00 mi west of FR 114 – 150' approach (old gravel pit)

1.15 mi west of FR 114 – 0.05 mile

South boundary (FR 114)

1.15 mi east of FR 577 – 200' approach

East boundary (FR 113)

0.35 mi north of FR 114 – 150' approach

0.80 mi north of FR 114 – 150' approach

1.05 mi north of FR 114 – 150' approach

1.90 mi north of FR 114 – 150' approach

2.20 mi north of FR 114 – 150' approach

3.80 mi north of FR 114 – 200' approach

4.10 mi north of FR 114 – 0.05 mile

**4. PM13 – SILVER CREEK**

Total National Forest Acres: 5,043 acres (modified to exclude Township roads)

Improved Road/Trail Density: At least 0.53 mi/1,000ac

Improved Travelways (At least 2.65 miles, partial inventory):

## System Roads/Trails:

FR 581 (south boundary) – 2.35 miles (does not include Town portion)

FR 1570 (west boundary) – 0.30 mile (old gravel pit, does not include Town portion)

**5. PM14 – ICE AGE**

Total National Forest Acres: 5,571 acres (modified to exclude sections 20 &amp; 21)

Improved Road/Trail Density: 0.76 mi/1,000ac

Improved Travelways (Total 4.26 miles, complete inventory):

## System Roads/Trails:

FR 1508 (west boundary) – 1.34 miles

FR 567 (south boundary) – 0.32 mile

FR 567 (north boundary) – 2.40 miles (includes White Birch H/W Tr)

FR 603 (west boundary) – 0.20 mile

**❖ EAGLE RIVER/FLORENCE RANGER DISTRICT****1. EF3 – BAILEY LAKE**

Note: The inventory first considered this as smaller area with FR 2432 as north

boundary, then as larger area (including FR 2432) with FR 2179 as north boundary

Total National Forest Acres: A) 8,535 acres; B) 11,981 acres

Improved Road/Trail Density: A) At least 0.82 mi/1,000ac; B) At least 1.02 mi/1,000ac

Improved Travelways (A – At least 6.98 miles, partial inventory)

(B – At least 12.28 miles, partial inventory):

## System Roads/Trails:

FR 3861A (south boundary) – 0.95 mile

FR 3861B (south boundary) – 1.00 mile

FR 3861BA (south boundary) – 0.20 mile

FR 3862 (south boundary) – 0.75 mile

FR 2219 (east boundary) – 0.90 mile

FR 2757 (east boundary) – 0.30 mile

FR 2228 (east boundary) – 0.17 mile

FR 2222 (north boundary) – 1.80 mile

FR 2222A (north boundary) – 0.30 mile

Kimball Creek Snowmobile Trail follows old RR grade and may be in an improved condition, but was not considered in inventory

## Non-System Roads/Trails:

South boundary (FR 2182)

0.70 mi east of FR 2178 – 0.20 mile

1.45 mi east of FR 2178 – 100' approach

2.65 mi east of FR 2178 – 50' approach (access to Wolf Lake)

2.95 mi east of FR 2178 – 0.1 mile (active gravel pit)

East boundary (FR 2176)

0.25 mi north of FR 2182 – 100'x30' parking lot

2.25 mi north of FR 2182 – 0.10 mile

2.75 mi north of FR 2182 – 100' approach

5.80 mi north of FR 2182 – 50' approach

West boundary (FR 2178)

0.02 mi south of FR 2435 – 0.05 mile wayside

2.20 mi south of FR 2435 – 0.1 mile (access to interp. trail)

For Option B, add one system road – FR 2432 (east/west boundary) – 5.30 miles

## 2. EF4 – BLACKJACK SPRINGS ADDITION

Total National Forest Acres: 1,066 acres

Improved Road/Trail Density: At least 2.50 mi/1,000ac

Improved Travelways (At least 2.67 miles, partial inventory):

System Roads/Trails:

FR 2476 – 1.00 miles (TSL C road)

FR 2523 – 0.70 mile (TSL C road)

FR 2199B – 0.40 mile

FR 2199D – 0.57 mile

## ❖ LAKEWOOD/LAONA RANGER DISTRICT

### 1. LL2 – PESHTIGO RIVER

Total National Forest Acres: 9,564 acres

Improved Road/Trail Density: 0.70 mi/1,000ac

Improved Travelways (Partial total 6.65 miles, listing of TSL C roads only):

System Roads/Trails (all of the following are TSL C Roads):

FR 2385 (north boundary) – 2.06 miles

FR 2699 (west boundary) – 0.40 mile

FR 3732 (west boundary) – 0.96 mile

FR 2733 (west boundary) – 0.40 mile

FR 2391 (west boundary) – 1.20 miles

FR 2389, FR 2389A and FR 2389B (south boundary) – 1.63 miles

### 2. LL3 – MARY LAKE

Total National Forest Acres: 8,054 acres

Improved Road/Trail Density: 0.81 mi/1,000ac

Improved Travelways (Total 6.51 miles, complete inventory):

System Roads/Trails:

FR 2027 (north boundary) – 0.65 mile (TSL C Road) (minimum)

FR 2028B (north boundary) – 0.05 mile

FR 2991 and FR 2991A (north boundary) – 2.10 miles (TSL C Roads)

FR 2990 (north boundary) – 0.50 mile

FR 2992 (north boundary) – 0.70 mile (TSL C Road)

FR 3728 (east boundary) – 1.45 miles

FR 2258A and FR 2258AA (east boundary) – 0.76 mile

Non-System Roads/Trails:

North boundary (FR 2123)

5.40 mi west of Hwy 32 – 0.05 mile approach

5.75 mi west of Hwy 32 – 0.05 mile approach

East boundary (FR 2258)

3.65 mi north of FR 2122 – 0.20 mile

### 3. LL4 – DIAMOND ROOF

Total National Forest Acres: 12,456 acres

Improved Road/Trail Density: At least 0.55 mi/1,000ac (probably much higher)

Improved Travelways (At least 6.80 miles, partial inventory):

System Roads/Trails (all of the following are TSL C Roads):

FR 2627 (south boundary) – 0.55 mile (minimum, possibly longer)

FR 2354 (south boundary) – 2.70 miles (minimum, probably longer)

FR 2278 (south boundary) – 2.45 miles (minimum, probably longer)

Non-System Roads/Trails:

East boundary (Hwy 32)

0.45 mi south of FR 2358 – 0.70 mile

West boundary (FR 2357)

1.85 mi south of FR 2126 – 0.40 mile



## **PART TWO: LIST OF IMPROVED ROADS FOR INVENTORIED ROADLESS AREAS**

### **AREAS INVENTORIED AS ROADLESS**

(Total Area > 5,000 acres, Core Area > 2,500 acres, or Exceptions;  
Improved Road Density < 0.5 mile per 1,000 acres)

#### **❖ GREAT DIVIDE RANGER DISTRICT**

##### **1) PORCUPINE LAKE ADDITION**

Note: Porcupine Lake Addition is an exception to the area requirements since it is adjacent to an existing Wilderness and meets the Improved Road Density requirements

System Roads – FR 745 (road entrance posted as FR 374A, partially improved), FR 745A (partially improved), FR 745B (unimproved), FR 374B (unimproved)

System Trails –

- 1) Bayfield County Snowmobile Trail #15 (approx 1.50 miles)
- 2) Diamond Lake Hunter/Walking Trail

Special Use Permits:

- 1) NE corner of Area, access to private 40-acre parcel/cabin located within the Porcupine Lake Wilderness (gated)

Total National Forest Acres: 1,679 acres

Total National Forest Core Area: 243 acres

Improved Road/Trail Density: 0.44 mi/1,000ac

Improved Travelways (Total 0.74 mile):

North Boundary (Porcupine Lake Wilderness)

– no improved roads/trails

West Boundary (North on FR 374, from FR 212)

0.80MM – FR 745 (FR 374A on road marker), 0.35 mile

Gate closure, entrance to Diamond Lake

Hunter/Walking Trail, drivable, no surfacing, wide

clearing (16'), possible template, main road drivable

for 0.30 mile before narrowing to footpath, spur

745A improved for 0.05 mile before narrowing

1.48MM – Private Driveway, 0.09 mile on NF land

Open, aggregate surfacing, drivable, template,

access to private residence; total length of driveway

is 0.26 mile, including a 0.09 mile section on

National Forest land (no special use permit)

South Boundary (West on FR 212, from FR 374)

1.15MM – No Number, 0.30 mile

Open, connect to Bayfield County Snowmobile

Trail #15 at 0.05 mile mark, pit run base, drivable,

improvements end @ partial-T turnaround @ 0.30

mile mark, snowmobile trail continues unimproved

East Boundary (North on FR 212, from intersection 212/372)  
- no improved roads/trails

2) ST PETERS DOME (RARE II AREA) (EXCEPTION)

Note: This RARE II Area does not meet the minimum total size of 5,000 acres, but it has a core area in excess of 2,000 acres  
System Roads – FR 385 (unimproved), FR 385A (unimproved)  
FR 385AA (unimproved), FR 187D (unimproved),  
FR 187C (unimproved), FR 199A (unimproved)

System Trails:

- 1) Morgan Falls/St. Peters Dome Hiking Trails
- 2) Veikko Cross-Country Ski Trail
- 3) State Snowmobile Corridor #25 (N-S) (approx 4.0 miles)

Special Use Permits - None

Total National Forest Acres: 4,631 acres

Total National Forest Core Area: 2,174 acres

Improved Road/Trail Density: 0.12 mi/1,000ac

Improved Travelways (Total 0.54 miles):

The only improved travelway drivable with full-sized motor vehicle is 55'x120' gravel parking area (with two 50' approaches, totals 0.04 mile) at Morgan Falls/St. Peters Dome trailhead on FR 199. The 0.50-mile long Morgan Falls hiking trail will be an improved trail. Signed NEPA decision calls for gravel surfacing, trail bridges and viewing area; some improvements already in place.

3) IRON RIVER

System Roads – FR 352 (unimproved), FR 352A (unimproved),  
FR 350 (unimproved), FR 350A (unimproved),  
FR 184D (unimproved), FR 184M (improved),  
FR 349 (improved), FR 349A (improved),  
FR 183A (unimproved), FR 183B (improved)

System Trails:

- 1) McCarthy Lake Hunter/Walking Trail

Special Use Permits: None

Total National Forest Acres: 8,331 acres

Total National Forest Core Area: 2,472 acres

Improved Road/Trail Density: 0.45 mi/1,000ac

Improved Travelways (Total 3.75 miles):

North Boundary (East on FR 184, from FR 183)

1.60MM – FR 184M, 1.40 miles

Open, gravel base, template, culverts, drivable; ends in loop turnaround; bermed, unimproved travelway continues south, possible future access to private property near terminus

**East Boundary (Three Sections, N-S: Soo Line RR, National Forest Boundary, FR 354 – Fitch Darrow Rd)**

– no improved roads/trails

**South Boundary (West on FR 354, from intersection 354/356)**

1.95MM – FR 349/FR 349A, 2.05 miles

FR 349 – Open, pit run base, template, culverts, drivable (rough last 0.2 mile), end @ T-turnaround; unimproved travelway continues north

FR 349A – Open, begins @ 0.3 mile mark of FR 349, pit run base, template, culverts, drivable (also rough last 0.2 mile), narrow due to brush, ends at T-turnaround, unimproved travelway continues

**West Boundary (North on FR 183, from FR 354)**

1.85MM – FR 183B, 0.20 mile

Open, culvert crossing on Brush Creek, access to borrow pit (dispersed camp site) & pine plantation; drivable beyond 0.2 mile, but unimproved

4.00MM – Old FR 183, 0.10 mile

Open, short section of old FR 183 location, aggregate base removed, but template still in place and road drivable for 0.1 mile, continues back to FR 183 in unimproved condition.

**4) HUNGRY RUN**

**System Roads – FR 275 (unimproved), FR 273 (unimproved)**

**FR 271 (partially improved), FR 326A (partially improved),**

**FR 326AA (unimproved), FR 326AB (unimproved),**

**FR 861 (unimproved), FR 162D (unimproved)**

**FR 164B (improved approach), FR 164C (unimproved)**

**System Trails:**

**1) Dead Horse Motorized Trail (approx 0.90 mile)**

**Special Use Permits:**

**1) Access to private 80-acre parcel/cabin from FR 162**

**Total National Forest Acres: 7,363 acres**

**Total National Forest Core Area: 2,610 acres**

**Improved Road/Trail Density: 0.36 mi/1,000ac**

**Improved Travelways (Total 2.68 miles):**

**North Boundary (East on FR 164, from CTH GG)**

2.15MM – FR 326A (north end), 2100' (0.40 mile)

Open, gravel base, template, culverts, drivable; improvements end at partial-T turnaround

2.80MM – FR 164B, 0.05 mile

Open, dead end approach, gravel, 20' wide

5.65MM – Dead Horse Trail enters Hungry Run Area

6.20MM – FR 271, 0.90 mile

Gate closure, adjoins Dead Horse Trail from mile

mark 0.10 to 0.50; template, culvert, solid base for first 0.50 mile, improved next 0.40 mile (occasional ditch, rough surface); improvements end @ recent clearcut, unimproved travelway beyond

**East Boundary (South on FR 162, from FR 164)**

0.03MM – Dead Horse Trail leaves Hungry Run Area

Note: length of Dead Horse Trail within Area that does not coincide with FR 271 is approximately 0.90 mile of improved trail

0.75MM – No Number, 150' (0.03 mile)

Downed tree closure, 150' pit run base approach, unimproved travelway continues for another 1,000' to old circle turnaround

2.25MM – No Number, special use permit, 0.40 mile

Gate closure, clover cover on pit run base, drivable to private property (“stop” sign marks boundary)

**South Boundary (Four Sections, E-W: EF Chippewa River, Hungry Run, private property boundary, FR 326 to intersection with FR 1240)**

- no improved roads/trails

**West Boundary (Two Sections, S-N: FR 1240, from FR 326; and CTH GG, from FR 1240)**

- no improved roads/trails

**5) SPRING BROOK**

**System Roads – FR 162F (unimproved), FR 317 (unimproved)  
FR 312 (partially improved), FR 163H (improved),  
FR 318 (partially improved)**

**System Trails: None**

**Special Use Permits: None**

**Total National Forest Acres: 7,775 acres**

**Total National Forest Core Area: 3,849 acres**

**Improved Road/Trail Density: 0.48 mi/1,000ac**

**Improved Travelways (Total 3.70 miles):**

**North Boundary (Two sections: West on FR 164, from Forest Boundary; SW on FR 163, from FR 164)**

0.65MM – FR 318 (north end), 0.19 mile

Gate closure, grass cover on pit run base, template, Drivable, dead end @ beaver dam (probably @ Camp Fifteen Creek)

1.25MM – FR 312 (north end), 1.75 miles (includes spur)

Gate closure, gravel base, template, culverts, drivable; ends at loop turnaround, although an unimproved 2-track appears to extend beyond; short spur recently improved for timber sale (pit run base, no template, 0.125 mile)

## 2.15MM – FR 163H, 0.55 mile

Open, extended fill section, solid pit run base, grass cover quite thick and tall (3-4'), includes one low standard log drainage structure; improved section ends at turnout @ 0.55 mile, unimproved travelway and spurs extend from improved road

## 3.25MM – No Number, 0.18 mile

Wire gate closure, private lock; temporary road construction by timber sale operator; pit run base graded to 10-12' width, ends in T-turnaround; one unimproved spur

## 4.25MM – No Number, 0.60 mile

Open, temporary road construction by timber sale operator; pit run base, rutted but solid, no template, plastic drainage pipes; drivable; improved road ends @ T-turnaround; unimproved travelways continue beyond, as well as one unimproved spur

**West Boundary (Two sections, N-S: 0.425-mile section of Dead Horse Trail, from FR 163; FR 162, from trail intersection)**

NOTE: @ 1.95MM, FR 162F was constructed in 1983 with 1,050 cy of crushed aggregate over a length of 0.64 mile; the location of this travelway has a gate closure; however, the travelway is virtually obliterated by young trees (10+ years old) and encroaching brush that is so thick there is not even a footpath; although template is evident on ground, this travelway would require reconstruction to be functional; FR 162F is unimproved

## 2.20MM – No Number, 0.10 mile

Open, narrow (6' wide clearing in places), pit run base, template, drivable for 0.10 mile, then becomes so clogged with vegetation it is barely walkable and in an unimproved condition

**South Boundary (Three sections, W-E; 0.775-mile section of Dead Horse Trail, from FR 162; FR 161, from trail intersection; Section line to Forest Boundary)**

NOTE: @ 1.83MM, FR 317 was constructed in 1983 with 1,200 cy of crushed aggregate over a length of 0.73 mile; the location of this travelway has a gate closure; however, the travelway is little more than a footpath due to young trees (10+ years old) and encroaching brush; although template is evident on ground, this travelway would require reconstruction to be functional; FR 317 is unimproved

3.45MM – FR 318 (south end), 0.33 mile

Gate closure, fill template (old grade) for entire improved length, gravel base, culverts, narrow in places due to encroaching brush, not drivable due to fallen trees; improvements end @ partial-T turnaround, unimproved travelway turns left @ turnaround; full length of travelway is 0.53 mile, but 0.25 mile of this length is south of the section line forming the south boundary of the Area

**East Boundary (National Forest Boundary)**

- no improved roads/trails

❖ **MEDFORD/PARK FALLS RANGER DISTRICT**

**1) SCHMULAND/POPPLE CREEK**

**System Roads – FR 513 (improved spur into Clover Creek Pit, otherwise unimproved), FR 528 (improved north of Area, unimproved within Area), FR 139A (improved), FR 139C (unimproved), FR 136E (unimproved), FR 137B (unimproved), FR 137C (unimproved)**

**System Trails:**

**1) Schmuland Hunter/Walking Trail**

**Special Use Permits: None**

**Total National Forest Acres: 7,100 acres**

**Total National Forest Core Area: 2,623 acres**

**Improved Road/Trail Density: 0.30 mi/1,000ac**

**Improved Travelways (Total 2.10 miles):**

**North Boundary (Flambeau Motorized Trail)**

Access to Clover Creek Gravel Pit, 0.30 mile

Roads Inventory #14341, Traffic Service Level C

Open, gravel base, drivable; extends from intersection of north section of FR 513 (Clover Creek Rd) and the Flambeau Motorized Trail, dead end at rear face of pit

**West Boundary (South on FR 139, from Flambeau Trail)**

0.10 MM – No Number, 0.13 mile

Boulder closure, fill/template, intersects Flambeau Trail @ 0.13 mile mark

1.40 MM – FR 139A, 0.95 mile

Boulder closure @ 0.1 mile mark, wetland fills & culvert, solid base, includes 250' section of FR 139C where it crosses old Schmuland embankment

**South Boundary (West on FR 136, from FR 137)**

0.05MM – Popple Creek Pkg Lot, 120' (0.02 mile)

Open, 100' gravel approach to 20'x20' pkg area

1.15MM – No Number, connects to FR 513, 0.50 mile  
 Open, drivable with high clearance vehicle for 4.55  
 miles, where it intersects Flambeau Motorized  
 Trail; first 0.50 mile is a marginally improved  
 sunken 2-track with an uneven surface and crushed  
 culvert @ wetland crossing @ 0.4 mile mark that is  
 only visible improvement for entire length, one  
 other wetland crossing @ 1.80 mile mark is sunken  
 and rutted with no culvert; this travelway gets heavy  
 use from off-road 4WD vehicles and ATV's

**East Boundary (South on FR 137, from Flambeau Trail)**

4.25MM – No Number, 0.20 mile

Open, travelway forks @ 100'; right provides  
 0.1-mile access to Popple Creek Flowage overlook  
 (dispersed rec camp site) – no visible  
 improvements, but developed use; left provides  
 access to approx 0.1-mile Popple Creek  
 Impoundment embankment – constructed fill

**2) MUD LAKE**

**System Roads – FR 519A (improved), FR 519D (unimproved)  
 FR 519E (improved), FR 127 (improved),  
 FR 913 (partially improved), FR 505A (partially improved)  
 FR 517A (unimproved), FR 517B (unimproved),  
 FR 505E (improved approach), FR 505F (improved approach),  
 FR 505G (unimproved), FR 505H (improved approach),  
 FR 467 (unimproved), FR 468 (unimproved),  
 FR 921 (improved approach), FR 136M (improved approach)**

**System Trails:**

1) State Snowmobile Corridor #19 (N-S) (approx 2.0 miles)

**Special Use Permits: None**

**Total National Forest Acres: 9,968 acres**

**Total National Forest Core Area: 4,163 acres**

**Improved Road/Trail Density: 0.23 mi/1,000ac**

**Improved Travelways (Total 2.34 miles):**

**North Boundary (STH 70, from FR 132)**

1.10MM – FR 127, 0.60 mile

Open, gravel base, drivable; dead end @ loop  
 turnaround, two unimproved travelways beyond

2.25MM – FR 913, 0.10 mile

Open, gravel approach, pit run base, drivable to  
 T-turnaround; unimproved travelway beyond

**West Boundary (Two sections, N-S: South on FR 505, from STH 70; South on FR 136, from FR 505)**

0.55MM – FR 505A, 0.30 mile

Temporarily closed with logs by timber sale operator, normally open to traffic; operator placed pit run on first 100', swamp crossing from 0.2-0.3 mile mark functions as impoundment (one small plastic culvert), functional improvements end with swamp crossing, unimproved travelway beyond is drivable with high clearance vehicle

2.00MM – FR 505E, 0.05 mile

Open, drivable, pit run base, 10' wide, dead end @ wetland (turnout)

3.95MM – FR 505F, 150' (0.03 mile)

Open, old approach/landing, fill template, pit run base, dead end @ tree line

5.45MM – FR 505H, 250' (0.05 mile)

Open, old approach, fill template, pit run base, dead end @ berm, unimproved travelway beyond

5.90MM – FR 921, 200' (0.04 mile)

Open, gravel approach, template, drivable, dead end

6.10MM – FR 136M, 200' (0.04 mile)

Open, gravel approach, template, drivable, dead end

**South Boundary (Three sections, W-E: West on FR 517, from FR 136; Spring Creek; West on FR 517, to FR 132)**

- no improved roads/trails

**East Boundary (Two sections, N-S: South on FR 132, from STH 70; South on FR 519, from FR 132)**

2.05MM – FR 519A, 0.95 mile

Open, pit run base, template, rough ride but recent use and maintenance evident, drivable; dead end @ T-turnaround in clearcut; two unimproved spurs

3.85MM – FR 519E, 0.18 mile

Open, pit run base, template, drivable, brush on shoulders, grass middle, dead end @ T-turnaround

**3) STONY CREEK**

**System Roads – FR 233 (unimproved), FR 233D (unimproved)**

**FR 130A (unimproved), FR 130H (improved),**

**FR 1059 (improved), FR 1059A (partially improved)**

**FR 132P (improved)**

**System Trails:**

**1) State Snowmobile Corridor #19 (N-S) (approx 5.50 miles)**

**Special Use Permits: None**

**Total National Forest Acres: 7,498 acres**

**Total National Forest Core Area: 3,266 acres**



**Improved Road/Trail Density: 0.29 mi/1,000ac**

**Improved Travelways (Total 2.20 miles):**

**East Boundary (South on FR 132, from FR 131)**

0.45MM – FR 132P, 0.33 mile

Access to old fire tower (now removed), open, marginally improved, rutted, narrow, drivable with high clearance vehicle, improved section ends @ tower loop; unimproved travelway beyond

**South Boundary (Alternating sections, W-E: East on FR 501, from FR 132, East on power line/FT 109, Resume on FR 501 to power line, East on power line to FR 130)**

1.15MM – No Number, 100' (0.02 mile)

Open, recent clearcut, gravel approach/landing, 50' wide; probably temporary, yet to be obliterated

**West Boundary (North on FR 130, from power line/FT 109)**

4.15MM – FR 130H, 0.21 mile

Open, template, no surfacing, 6-8' wide, drivable, Probably an old grade, dead end in large wetland (open water, probably beaver impoundment)

**North Boundary (West on FR 131, from FR 130)**

0.70MM – No Number, 0.14 mile

Open, pit run approach, some spot gravel, drivable, 6-8' wide, improvements end in shallow wetland crossing with soft, deep ruts; 4-way intersection just beyond wetland (all routes narrow and unimproved)

1.55MM – FR 1059/1059A, 1.50 mile total

Gate closure, pit run base, template, 10-12' top, drivable, good condition; snowmobile trail adjoins FR 1159 @ 0.40 mile mark; T-turnaround @ 1.35 mile mark, trail continues southeast, unimproved travelway continues due south; spur @ 0.50 mile mark is soft at entrance but solid pit run base for 0.15 mile, improvements end at split in travelway

## ❖ WASHBURN RANGER DISTRICT

### 1) FLYNN LAKE (RARE II AREA) (EXCEPTION)

System Roads: FR 812 (partially improved)

System Trails:

1) North Country National Scenic Trail

Special Use Permits:

1) Access to private residence on Armstrong Lake

Total National Forest Acres: 6,349 acres

Total National Forest Core Area: 1,959 acres

Improved Road/Trail Density: 0.16 mi/1,000ac

Improved Travelways (Total 1.01 miles):

**North Boundary (Forest Road 392)**

- no improved roads/trails

**West Boundary (South on Forest Roads 228/396, from FR 392;  
East on Jorgenson Lake Road, from FR 396)**

2.45MM – FR 812, 0.45 mile, access to Flynn Lake

Road begins 0.25 mile outside the boundary of proposed area, open, pit run base, bumpy but solid for 0.7 mile beyond this point, road has several rough spots, deep ruts, limited spot surfacing, proceeds for another 0.35 mile in unimproved condition

**South Boundary (East on CTN N, from FR 396)**

- no improved roads/trails

**East Boundary (North on FR 223/FH 35, from STH 63)**

0.50MM – No Number, 0.25 mile, access to Rust-Owen

Open, pit run base, old borrow pit

3.20MM – No Number, special use permit, 0.31 mile

Gate closure, aggregate base, template, 12' top

Special use permit provides access to private parcel and residence on Armstrong Lake

**PART THREE: ROADS INVENTORY FIELD NOTES**  
**FOR INVENTORIED ROADLESS AREAS**

**AREAS INVENTORIED AS ROADLESS**

(Total Area > 5,000 acres, Core Area > 2,500 acres, or Exceptions;  
 Improved Road Density < 0.5 mile per 1,000 acres)

**GREAT DIVIDE RANGER DISTRICT**

**1) PORCUPINE LAKE ADDITION**

INVENTORY DATE: Initial survey – 11/2/00; Revisit – 6/13/01

**NORTH BOUNDARY**

Porcupine Lake Wilderness south boundary, no roads to survey

**EAST BOUNDARY**

INVENTORY ROUTE: North on FR 374 (North Diamond Lake Road), mileage measured from FR 212, Porcupine Lake Addition to west (left side of road)

0.80 MM (Mile Mark) – FR 745 and spurs FR 745A & FR 745B

These routes form the Diamond Lake Hunter/Walking Trail

**0.35 MILE IMPROVED ROAD**

(Note: road marker next to gate indicates that this is FR 374A, but records and maps refer to this as FR 745)

Gate closure, travelway wide (clearing up to 16' in width), remnant template, no gravel but surface solid and drivable (silty-sand base); spur at 0.15 is drivable for 0.1 mile before becoming too narrow; back on FR 745, at 0.3 mile travelway splits – FR 745 continues left but narrows quickly to undrivable, FR 745A turns right and is drivable until travelway splits again at 0.35 mile – FR 745A continues left but narrows to undrivable after 200', spur turns right and is narrow but drivable for another 0.15 mile. A 0.5-mile section of FR 745 was reconstructed in 1984, consider drivable portions of FR 745 and 745A as improved

1.15 MM – Unnumbered Travelway (UNIMPROVED)

Open, 2-track, 6-8' wide, no template or surfacing, drivable with high clearance vehicle, splits @ 0.1 mile, no improvements

1.45 MM – FR 374B (no marker on road) (UNIMPROVED) (Note: FR 374 turns east)

Open, 2-track, 6-8' wide, no template or surfacing, drivable with 4WD, no improvements

1.48 MM – Private driveway (open, aggregate base, template), access to private residence

**0.09 MILE IMPROVED ROAD** (not a special use permit)

Note: A 0.09 mile section of this access to private land is actually on NF land

1.53 MM – Begin overhead power line, with 30' wide clearing adjacent to road (R.O.W.)

Note: Feeder line extends north to private residence

2.00 MM – End overhead power line and cleared R.O.W. (Note: FR 374 turns north)

2.25 MM – FR 374 turns east again, End Porcupine Lake Addition east boundary

**SOUTH BOUNDARY**

INVENTORY ROUTE: West on FR 212 (Diamond Lake Road), mileage measured from FR 374, Porcupine Lake Addition to north (right side of road)

0.10 MM – Private driveway (gate closure, aggregate base, template), access to private residence

0.30 MM – Private driveway (gate closure, aggregate base, template), access to private residence

0.80 MM – Unnumbered travelway (UNIMPROVED)

Open, appears to be recent construction of temporary landing for timber cutting units, approx 20' wide x 200' long, skid trails continue into cutting units, no template/surfacing

1.10 MM – Bayfield County Snowmobile Trail #15 (UNIMPROVED)

Open, 8' wide, no improvements

1.15 MM – Unnumbered travelway (route coincides with Snowmobile Trail #15 for 0.25)

**0.30 MILE IMPROVED ROAD**

Open, pit run base; travelway drivable but in disrepair with erosion on grades, potholes and an uneven surface; at 0.05 mile, snowmobile trail intersects from the right and coincides with travelway; at 0.30 mile, end improvements at partial T-turnaround, snowmobile trail continues north in unimproved condition

1.25 MM – Unnumbered travelway (UNIMPROVED)

Open, access to large meadow, no improvements, similar access at 1.35 MM

1.65 MM – Intersect Ryberg Road, End Porcupine Lake Addition south boundary

FR 212 (Ryberg Road) turns north (right), FR 372 continues west

**WEST BOUNDARY**

INVENTORY ROUTE: North on FR 212 (Ryberg Road), mileage measured from FR 212/372, Porcupine Lake Addition to east (right side of road)

0.45 MM – Unnumbered travelway (UNIMPROVED)

No more than 50' in length before passage blocked by brush, no improvements

0.95 MM – Bayfield County Snowmobile Trail #15 (UNIMPROVED)

(Note: Total length of Trail #15 within Porcupine Lake Addition is approx. 1.50 miles)

This route is open and drivable, despite several big potholes, for at least 0.5 mile; there may be some pit run in spots, trail is 8-10' wide; no improvements

1.05 MM – Unnumbered travelway (UNIMPROVED)

Open, drivable for 100', then narrows to 4' wide due to brush/balsam, no improvements

1.70 MM – Unnumbered travelway (UNIMPROVED), SPECIAL USE PERMIT

Gate closure, double lock, no template/surfacing, no improvements; access to private parcel/cabin within Porcupine Wilderness boundaries. Another travelway to left of gate is open and drivable for 0.1 mile before it narrows to an undrivable width, no improvements

1.75 MM – Unnumbered travelway (UNIMPROVED)

(Note: This is probably End of Porcupine Lake Addition west boundary; there are n other travelways between this point and the end of FR 212 @ 2.45 MM)

Open, drivable, probably an old temporary access to timber cutting unit, dead end @ 150'

**PORCUPINE LAKE ADDITION - SUMMARY**

<b>TOTAL NF ACRES:</b>	<b>1,679 Acres</b>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<b>0.74 Miles</b>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<b>0.44 Miles/1,000 NF Acres</b>

**2) ST. PETERS DOME RARE II (EXCEPTION)**

INVENTORY DATE: Initial survey – 12/15/99; Revisit – 11/2/00

**EAST BOUNDARY**INVENTORY ROUTE: North on FR 187, mileage measured from FR 199,  
St. Peters Dome area to the west (left side of road)

- 0.85 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, some evidence of fill section for 100', but road is almost completely overgrown with balsam/brush, no evidence of improvements beyond the first 100'
- 1.60 MM – Opening on left side of FR 187, not a travelway
- 2.50 MM – Trailhead parking lot for Veikko Cross-Country Ski Trail System (UNIMPROVED)  
Gate closure (gate broken), entrance probably old road bed, quickly narrows after 200'; trail overgrown beyond, impassable to skiers as well as vehicles, no improvements
- 2.70 MM – Possibly an old road bed, but completely overgrown; only evidence is small berm (alder & maple are thick behind berm) (UNIMPROVED)
- 2.80 MM – Private driveway (short, unimproved), access to dilapidated cabin on 40-acre parcel
- 3.20 MM – Unnumbered travelway (possibly FR 187D or FR 1870) (UNIMPROVED)  
double berm closure, clearing still evident, but several fallen trees across travelway, no surfacing, road is returning to natural state, no improvements
- 3.39 MM – Old approach to snowmobile trail, narrow, brush encroaching
- 3.40 MM – State Snowmobile Corridor #25 (UNIMPROVED), End St. Peters Dome east bndry  
(Note: this is very close to National Forest boundary, may be on or outside the boundary)  
(Note: on the quad map and transportation inventory, FR 187D (or FR 1870) is shown connecting FR 187 to private property outside the forest boundary, and eventually to Ashland County Road "C". Traveling south from County Road "C", the route for FR 187D (1870) is a town road named Hantula Rd (this is also a Town ATV route). This road dead ends at a private residence about 0.4 mile north of the National Forest boundary. There is no evidence of a trail or road connecting the residence to FR 187 to the south.

**NORTH BOUNDARY**

NOTE: PORTION OF NORTH BOUNDARY IS NATIONAL FOREST BOUNDARY

INVENTORY ROUTE: South on FR 253 (Long Lake Rd), mileage measured from  
County Road "C", St. Peters Dome area to the east and south (left side of road)

- 1.0 MM – National Forest boundary (FR 253 sign post marks the boundary)  
200-acre parcel private land to east and south
- 1.05 MM – Private driveway (gated, unimproved), access to abandoned homestead
- 1.20 MM – Private driveway (blocked with brush piles & fallen tree, 12' wide, not much use)
- 1.23 MM – Private driveway (blocked with fallen trees, growing over, not much use)
- 2.50 MM – Unnumbered travelway (UNIMPROVED)  
Open, clearing evident but growing in, no surfacing/template, no improvements
- 2.35 MM – Intersection with Forest Road 199, End St. Peters Dome north boundary

**EAST AND SOUTH BOUNDARIES**

INVENTORY ROUTE: South on FR 199, mileage measured from FR 253,  
St. Peters Dome area to the east and north (left side of road)

- 0.05 MM – Unnumbered travelway (UNIMPROVED)  
10' wide clearing for old road bed is visible, but not drivable due to fallen trees, brush encroachment, no improvements
- 0.20 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, probably old temporary access, no improvements
- 0.35 MM – Trailhead parking lot for Veikko Cross-Country Ski Trail System (UNIMPROVED)  
Gate closure (gate broken), parking for 1-2 cars, no improvements
- 0.50 MM – Bridge over Morgan Creek (St. Peters Dome/Morgan Falls parking area to north)  
**0.04 MILE IMPROVED ROAD, 0.50 MILE IMPROVED TRAIL**  
(Note: Parking Area has two 50' entrances, aggregate base, approx 55' deep x 120' long)  
(Note: NEPA-approved improvements to 0.50-mile Morgan Falls hiking trail include gravel surfacing, three trail bridges, viewing area, this hiking trail will be improved)
- 0.70 MM – Morgan Falls Hunting Club (Private parcel)  
FR 199 is actually outside the forest boundary here for a very short distance, the clubhouse is an old tar paper shack that sits on a lot approx 40' deep x 100' long between FR 199 and Morgan Creek tributary
- 0.75 MM – Unnumbered travelway (UNIMPROVED)  
Open, 8-10' wide, first 50' from FR 199 probably on private land and ends at Morgan Creek tributary, no structure for crossing the creek, travelway on other side of creek is brushed in, evidence of ATV traffic crossing creek and using the travelway on other side
- 2.10 MM – Unnumbered travelway (possibly FR 199A) (UNIMPROVED)  
Open, first 400' of clearing is approx 20' wide, then narrows to approx 10-12' wide, no apparent improvements, some brush encroachment
- 2.15 MM – Unnumbered travelway (UNIMPROVED)  
Travelway overgrown, no improvements
- 2.40 MM – Unnumbered travelway (UNIMPROVED)  
Travelway overgrown, no improvements, access blocked by stream
- 3.00 MM – Unnumbered travelway (UNIMPROVED)  
Travelway overgrown, no improvements
- 3.50 MM – State Snowmobile Corridor #25 (UNIMPROVED)  
(Note: This may also be FR 385. Records show a 5500' survey in 1958 ending at old RR grade, no construction record), Gate closure (gate open during snowmobile season)
- 4.10 MM – Private driveway (0.05 mile to collapsed homestead, travelway disappears beyond)
- 5.10 MM – Intersection with FR 187, End St. Peters Dome east and south boundaries

**ST. PETERS DOME RARE II - SUMMARY**

<b>TOTAL NF ACRES:</b>	<b>4,631 Acres</b>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<b>0.54 Miles</b>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<b>0.12 Miles/1,000 NF Acres</b>

**3) IRON RIVER**

INVENTORY DATE: Initial survey dates – 10/13/00; Revisit - 11/2/00, 7/10/01

**EAST BOUNDARY 1**

INVENTORY ROUTE: From Cayuga, cross Bad River and turn north on Township Road; this road is outside Iron River boundary, but maps show FR 352 entering the Iron River area from end of this road, mileage measured from FR 601

0.50 MM – End Township Road, No Trespass sign

0.65 MM – Wire gate across road (down at time of survey)

0.80 MM – Private residence, end 2-lane, gravel base road  
Beyond residence, travelway is 10-12' wide, gravel base to 1.05 MM; at this point, travelway is reduced to 6-8' wide ATV trail, no improvements, this is probably the access to National Forest land, FR 352 is UNIMPROVED

**EAST BOUNDARY 2**

INVENTORY ROUTE: South on Fitch Darrow Road

Note: Fitch Darrow Road travels west from Cayuga for approx 0.5 mile, then it turns due south – mileage measured from this turn (Iron River area on right)

Note: Remainder of east boundary is the National Forest boundary north from Fitch Darrow Road to the Soo Line Railroad, then along the RR to FR 184

0.0 MM – Private driveway (open, unimproved loop), access to private residence  
Note: The location of this residence is the curve where Fitch Darrow Road turns south

0.20 MM – Private driveway (open, aggregate base, template), access to private residence

0.40 MM – Private driveway (open, short unimproved driveway), access to private seasonal cabin

0.45 MM – Private driveway (open, short unimproved driveway), access to private seasonal cabin

0.50 MM – Private driveway (open, short unimproved driveway), access to private residence

0.55 MM – Unnumbered travelway (UNIMPROVED)  
Open, 8' wide, 2-track, no improvements

0.75 MM – Intersect FR 354, End Iron River east boundary, Fitch Darrow Road continues south

**SOUTH BOUNDARY**

INVENTORY ROUTE: West on Forest Road 354, mileage measured from Fitch Darrow Road, Iron River area to north (right side of FR 354)

1.45 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, old road cuts evident beyond berm, young balsam obliterate travelway

1.65 MM – Abandoned travelway (UNIMPROVED)  
Old entrance, but no travelway beyond, approximately 25' deep, no improvements

1.75 MM – Unnumbered travelway (UNIMPROVED)  
Open but no approach from FR 354 (no break in ditch on main road), 8-10' wide, travelway drivable, but no improvements

1.95 MM – Forest Roads 349 and spur FR 349A (no markers on road)

**2.05 MILES IMPROVED ROAD**

FR 349 is open, pit run base, template, culverts; travelway drivable but some rough spots over last 0.2 mile with rutting and deep wheel tracks, end improvements at T-turnaround at 1.0 mile mark, unimproved travelway continues beyond

FR 349A is open, pit run base, 8-10' wide, template, culverts; travelway drivable but last 0.2 mile requires high clearance vehicle; improvements end at 1.05 mile mark, unimproved travelways continue in two directions from intersection at this point

2.25 MM – Unnumbered travelway (UNIMPROVED)

Open, drivable, no improvements

2.35 MM – Unnumbered travelway (UNIMPROVED)

Overgrown with brush, not drivable, little more than walking path now

2.45 MM - Intersection with FR 183, End Iron River south boundary

**WEST BOUNDARY**

INVENTORY ROUTE: North on FR 183, mileage measured from FR 354, Iron River area to east (right side of FR 183)

1.10 MM – Old FR 183 (1990 relocation), UNIMPROVED

Berm closure, old road bed becoming overgrown with brush, still evident but not drivable

1.25 MM – Old FR 183 (1990 relocation), UNIMPROVED

Old road bed evident but overgrown with brush, not drivable

1.85 MM – FR 183B, 0.20 MILE IMPROVED ROAD

Open, pit run base, template, drivable; two large culverts at Brush Creek crossing, access to old borrow pit at 0.1 MM (two RV trailers were parked in the pit during initial survey), improved travelway continues beyond pit, through red pine plantation, into open area where pit run base ends; drivable but unimproved travelway continues beyond open area

2.20 MM – Iron River Bridge

2.25 MM – McCarthy Lake Block Hunter Walking Trail, UNIMPROVED

Gate closure, sand base through red pine stand, drivable, no improvements

3.55 MM – FR 183A, UNIMPROVED)

Open, improved approach with gravel base and culvert for @ 50', travelway beyond approach is drivable, 10-12' wide, but no improvements; approach was probably improved in 1987 when this section of FR 183 was reconstructed

3.85 MM – Old FR 183 (1987 relocation), UNIMPROVED

Old road bed evident but overgrown with brush, not drivable

4.00 MM – Old FR 183 (1987 relocation), 0.10 MILE IMPROVED ROAD

Open, drivable, old bench section, no surfacing but solid and drivable, template in place, This old section of FR 183 still functional but has no functional purpose; travelway loops back towards 3.85 MM but dead end in brush about 250' short of FR 183

4.85 MM – Old FR 183 (1987 relocation), UNIMPROVED

Open, drivable, no template or surfacing, loops back to FR 183 in 0.05 mile

5.05 MM - Intersection with Forest Road 184, End Iron River area west boundary



**NORTH BOUNDARY**

INVENTORY ROUTE: East on FR 184, mileage measured from FR 183,  
Iron River area to south (right side of FR 184)

- 0.75 MM – FR 184D (UNIMPROVED)  
Entrance all but obliterated by brush, not even certain this is an overgrown travelway, FR 184D is marked on maps, but is not evident on the ground
- 1.0 MM – Edies Creek Culvert
- 1.20 MM – Unnumbered Travelway (UNIMPROVED)  
4-6' wide, too narrow for full-sized vehicle, accessible with ATV, no improvements
- 1.60 MM – FR 184M, 1.40 MILE IMPROVED ROAD  
Open, pit run surface, template, culverts, a few rough spots, but generally drivable throughout with standard 2WD vehicle, improvements end at loop turnaround; berm and unimproved travelway continues beyond turnaround
- 1.80 MM – Obliterated (overgrown) travelway (UNIMPROVED)
- 2.40 MM – Unnumbered travelway (UNIMPROVED)  
Open, narrow, 2-track, drivable with 4WD, no improvements
- 3.00 MM – FR 350 and spur FR 350A (no markers on road), (UNIMPROVED)  
Open, marker post present, but no road number; stop sign at intersection with FR 184; 12-14' wide clearing, rutted and soft, not drivable unless dry or frozen; no improvements
- 3.40 MM – Unnumbered travelway (UNIMPROVED)  
Open, no surfacing or template, 6-8' wide, potholes, drivable with 4WD vehicle; no improvements
- 3.50 MM – Private land, access to interior of private 40-acre parcel  
Open, new construction, 12' wide, sand base, solid and drivable with 2WD, no surfacing
- 3.60 MM – Private driveway (gate closure, short, unimproved), access to private seasonal cabin
- 3.65 MM – Private land, access to interior of private 40-acre parcel  
Open, east end of 0.45-mile loop from 3.50 MM; private residence @ 0.15 mile mark, lots of short spurs indicate possible sub-division, solid sand base, drivable with 2WD
- 4.00 MM – Unnumbered travelway (UNIMPROVED)  
Open, 6-8' wide, 2-track, drivable with 4WD vehicle, no improvements
- 4.50 MM – Unnumbered travelway (UNIMPROVED)  
Open, 4-6' wide, 2-track, ATV traffic evident, no improvements
- 4.60 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure (breached), 8-10' wide, solid base, drivable, no improvements
- 4.70 MM – Unnumbered travelway (UNIMPROVED)  
Open, 4-6' wide, access to aspen stand, probably old temporary road, no improvements
- 4.80 MM – Soo Line Railroad/Bad River Bridge, End Iron River area north boundary

**IRON RIVER - SUMMARY**

<b>TOTAL NF ACRES:</b>	<b>8,331 Acres</b>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<b>3.75 Miles</b>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<b>0.45 Miles/1,000 NF Acres</b>

**4) HUNGRY RUN**

INVENTORY DATE: Initial survey – 9/6/00; Revisit – 6/12/01

**SOUTH BOUNDARY**

INVENTORY ROUTE: East on FR 326, mileage measured from FR 1240, Hungry Run area to the north (left side of road), (FR 326 is Township road)  
 Note: South boundary follows FR 326 to private property, then follows property line east and south to Hungry Run, then follows Hungry Run south to Bear Lake, then follows Bear Lake east to Chippewa River, then follows Chippewa River east to FR 162

0.30 MM – Unnumbered travelway (UNIMPROVED)

Entrance evident for about 50', probably old temporary access to aspen clear cut, jack pine now obliterate road beyond 50'

0.35 MM – Unnumbered travelway (UNIMPROVED)

Another overgrown temporary access to old aspen clearcut, entrance evident, travelway obliterated beyond

0.45 MM – Obliterated travelway, berm closure (UNIMPROVED)

0.90 MM – FR 326 and spurs FR 326AA and FR 326AB (no markers on road), (UNIMPROVED)

Open, entrance has about 20' of pit run base, travelway beyond is 8' wide, 2-track, no surfacing, uneven surface (rocky, potholes), not drivable with 2WD beyond 0.1 mile mark; two spur roads turn north within first 0.1 mile, one is drivable, the other is blocked by brush and debris, neither is improved; this road network is probably drivable in very dry or frozen conditions only

1.10 MM – Forest opening (not a road)

1.25 MM – Unnumbered travelway (UNIMPROVED)

Open, 50' access to old borrow pit, foot/bike trail continues beyond pit; pit is a light disturbance on the land, no steep slopes, about 75' diameter opening

1.90 MM – Forest opening (about 1/4 –acre, not a road)

2.05 MM – Unnumbered travelway (UNIMPROVED)

Berm closure, travelway overgrown with young birch and balsam, no improvements

2.10 MM – Three-way Intersection, End Township road, End Hungry Run area south boundary

Travelway right – wire gate closure, access to private residence

Travelway straight ahead – wire gate closure, access to private residence

Travelway left – rock closure, turnaround, possible access to National Forest; no base overgrown, uneven surface, not drivable

**WEST BOUNDARY**

INVENTORY ROUTE: Three sections –

Section One: Begin at Intersection of FR 326/1240, North on FR 1240, mileage measured from FR 326, Hungry Run area to right (east)

Section Two: Begin at Intersection of FR 1240/Hwy GG, East on FR 1240, mileage measured from Hwy GG, Hungry Run area to left (north)

Section Three: Begin at Intersection of FR 1240/Hwy GG, North on Hwy GG, mileage measured from FR 1240, Hungry Run area to right (east)

Note: FR 1240 in Sections One and Two is a Township road

**Section One** (on FR 1240, N-S): FR 1240 from FR 326 north is listed as Traffic Service Level C road and follows an old RR grade; it has a solid base on a straight and narrow fill section, travelway traverses wetlands for much of its length, alder brush overhangs much of the route, opening for vehicle is about 4-6' wide, one collapsed culvert at 0.85 mile mark, evidence of ATV traffic, probably what keeps travelway slightly open; drivable with high clearance vehicle and lots of scratches on the paint

0.30 MM – Unnumbered travelway (UNIMPROVED)

Travelway overgrown with young aspen, probably served as temporary access to old aspen clear cut, not drivable, no improvements --

1.15 MM – FR 1240 roadbed flooded by beaver activity, prevents further vehicle travel

**Section Two** (on FR 1240, E-W): FR 1240 from Hwy GG east is also listed as a TSL C road; it is a drivable, 10' wide, 2-track with spot gravel, some evidence of a template; at 0.35 mile mark, FR 1240 turns south, here travelway is again narrow and overhung with alder; some maps show travelway turning north at 0.35 mile mark, but there is no evidence of this travelway on the ground; there are no side roads on this section of FR 1240, estimate 0.2 mile to connect across beaver impoundment to south end of FR 1240.

**Section Three** (on County Hwy GG, N-S); mileage measured from FR 1240

0.40 MM – Forest opening, not a road (UNIMPROVED)

0.75 MM – Intersection with Forest Road 164 East, End Hungry Run area west boundary

#### **NORTH BOUNDARY**

INVENTORY ROUTE: East on FR 164, mileage measured from County Hwy GG, Hungry Run area to south (right side of FR 164)

1.65 MM – Footpath (UNIMPROVED)

2.15 MM – North end of FR 326A, **0.40 MILE IMPROVED ROAD**

Open, 0.15 mile to downed tree blocking travelway, appears to be about a 6-7 year old reconstruction, probably associated with timber sale; pit run base, functional culverts, template, improvements end at partial T-turnaround @ 0.40 mile mark

2.35 MM – FR 861 (no marker on road), (UNIMPROVED)

Open, overgrown with grass, clearing about 16' wide, no surfacing or improvements, 0.1 mile to dead end (tamarack stand)

2.50 MM – Unnumbered travelway (UNIMPROVED)

100' to dead end, narrow, no improvements

2.80 MM – FR 164B (no marker on road), **0.05 MILE IMPROVED ROAD**

Open, grass on pit run base, 20' wide clearing, constructed approach, dead end at 0.05 mi

3.15 MM – FR 164C (no marker on road) (UNIMPROVED)

Open, old landing, 25' wide x 150' long, no base material or template, no improvements, dead end @ 150', overgrown with grass

3.25 MM – Unnumbered travelway (UNIMPROVED)

Similar to 3.15 MM, old landing, 25' wide x 150' long, dead end, no improvements

3.45 MM – Unnumbered travelway (UNIMPROVED)

Similar to 3.15 MM, old landing, 20' wide x 75' long, dead end, no improvements

- 3.70 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, narrow, uneven, no surfacing, no template, no improvements, 8-10' wide clearing, probably temporary access to hardwoods thinning
- 3.80 MM – Unnumbered travelway (UNIMPROVED)  
Open, 3' wide, looks like footpath, no improvements
- 3.90 MM – FR 275 (UNIMPROVED)  
Open, likely location of FR 275, 6-8' wide, no surfacing or template, drivable
- 4.25 MM – Hungry Run Bridge
- 4.95 MM – FR 273 (UNIMPROVED)  
Entrance blocked by downed trees, travelway 12-14' wide, appears to be solid base, but no surfacing or template, would be drivable but no improvements (note: bear hunters in area at time of survey, truck was parked at entrance to this travelway, with ATV in rear – for some reason they did not take ATV onto this travelway)
- 4.95+ MM – User-developed ATV trail (UNIMPROVED)  
100' further east on FR 164, a user-developed ATV route enters the woods, extends for 150' until intersecting travelway blocked by trees at 4.95 MM, trail is 4' wide
- 5.35 MM – Unnumbered travelway (UNIMPROVED)  
Open, solid base, no surfacing, no template, 10' wide clearing with crown closure, no constructed approach, drivable
- 5.65 MM – Dead Horse Run Motorized Trail (see 0.03 MM on FR 162)
- 5.95 MM – Hay Creek Crossing
- 6.20 MM – FR 271, **0.90 MILE IMPROVED ROAD**  
Gate closure, pit run base, template, Dead Horse Run Trail adjoins from mile mark 0.1 to 0.5, 4' diameter culvert at 0.45 mile mark for Hay Creek crossing, functional culvert at 0.7 mile mark, recent aspen clear cut from 0.75 to 0.90 mile mark, improvements appear to end at 0.90 mile mark, unimproved travelway continues beyond
- 6.40 MM – Intersection with FR 162, End Hungry Run area north boundary
- EAST BOUNDARY**  
INVENTORY ROUTE: South on FR 162, mileage measured from FR 164, Hungry Run area to west (right side of FR 162)
- 0.03 MM – Dead Horse Run Motorized Trail, **0.90 MILE IMPROVED TRAIL**  
Open, year-round trail with spot gravel, occasional culvert; this section of trail adjoins FR 271 for 0.40 mile, and travels independently for another 0.90 mile, connects with FR 164 at 5.65 MM
- 0.20 MM – Unnumbered travelway (UNIMPROVED)  
Old landing, 20' wide x 0.05 mi long, overgrown with grass, drivable, no improvements
- 0.60 MM – Unnumbered travelway (UNIMPROVED)  
Open, overgrown with grass, no improvements
- 0.75 MM – Unnumbered travelway, **150' IMPROVED ROAD**  
Downed tree blocks travelway at 50', gravel base for 150' total, native base beyond, base solid, 8-10' wide drivable with a few ruts to circle turnaround at 0.20 mile mark

- 1.80 MM – FR 162D (no markers on road), (UNIMPROVED)  
Not certain this is location of FR 162D, entrance is overgrown and all but obliterated
- 2.10 MM – Unnumbered travelway (UNIMPROVED)  
Open, 4-6' wide, overgrown, no improvements
- 2.20 MM – Unnumbered travelway, SPECIAL USE PERMIT,  
0.40 MILE IMPROVED ROAD  
Gate closure (double lock), clover over solid pit run base, 10' wide, drivable, stop sign marks edge of private property at 0.40 mile mark, end of improvements as well
- 2.60 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, no template or surfacing, overgrown, not drivable
- 3.05 MM – Private driveway (wire gate closure, gravel drive), access to private seasonal cabin
- 3.10 MM – Private land, public access to EF Chippewa River, canoe landing, travelway is 200' long, gravel base, parallel to Fr 162
- 3.15 MM – EF Chippewa River Bridge (Nursery Bridge), End Hungry Run area east boundary

**HUNGRY RUN - SUMMARY**

<b>TOTAL NF ACRES:</b>	<i>7,363 Acres</i>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<i>2.68 Miles</i>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<i>0.36 Miles/1,000 NF Acres</i>

**5) SPRING BROOK**

INVENTORY DATE: Initial survey – 12/19-20/99; Revisit – 6/12/01, 6/17/01

**EAST BOUNDARY**

NOTE: EAST BOUNDARY IS NATIONAL FOREST BOUNDARY

**NORTH BOUNDARY**

INVENTORY ROUTE: Two sections –

Section One: Begin at National Forest boundary on FR 164, follow FR 164 west to intersection of FR 164/163, mileage measured from Rocky Run crossing, approx 0.45 mile from Forest boundary, Spring Brook area to left (south)

Section Two: Begin at Intersection of FR 164/163, Southwest on FR 163, mileage measured from FR 164, Spring Brook area to left (south)

Section One (on FR 164, E-W); mileage measured from Rocky Run crossing

0.35 MM – Private driveway (open, gravel base), access to private residence

0.45 MM – National Forest boundary, Begin Spring Brook area

0.90 MM – Intersection with FR 163, End Section One of Spring Brook area north boundary

Section Two (on FR 163); mileage measured from FR 164/163 intersection

0.15 MM – Unnumbered travelway (UNIMPROVED)

Old landing, 20' wide x 100' deep, overgrown with grass, dead end, no improvements

- 0.65 MM – North end of FR 318 (no marker on road), **0.19 MILE IMPROVED ROAD**  
Gate closure (broken lock), grass cover on pit run base, template, 12-14' wide, drivable, dead end at beaver dam at 0.19 mile mark where road is impassable (at Camp Fifteen Creek crossing), quad map shows travelway continuing through Spring Brook area to FR 161 on the south boundary, but the beaver dam floods the travelway for as far as the eye can see, remainder of travelway is unimproved
- 0.75 MM – Camp Fifteen Creek Crossing
- 0.80 MM – Unnumbered travelway (UNIMPROVED)  
Gate closure, travelway overgrown with young balsam, little more than a footpath
- 0.90 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, probably temporary access to old aspen clear cut, now almost completely overgrown, not drivable, no improvements
- 1.10 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, travelway almost completely overgrown, not drivable, no improvements
- 1.25 MM – FR 312 and unnumbered spur (no markers on road),  
**1.75 MILES IMPROVED ROAD**  
Gate closure, gravel base, template, culverts, travelway in good condition, reminiscent of Nicolet TSL C road, evidence of recent hardwoods thinning, improvements end at loop turnaround at 1.63 mile mark, an unimproved 2-track may continue beyond; unnumbered spur at 1.15 mile mark is probably temporary construction for recent hardwoods thinning, pit run base, solid and drivable for 0.12 mile to T-turnaround
- 2.10 MM – Spring Brook Crossing
- 2.15 MM – FR 163H (no marker on road), **0.55 MILE IMPROVED ROAD**  
Open, thick aggregate base on approach, solid pit run base throughout, thick grass cover (3-4' high in June), clearing is 12-14' wide, surface is a little uneven but drivable, fill section for first 0.33 mile, low standard log crossing in wet area at 0.45 mile mark, turnaround at 0.55 mile mark, unimproved travelway beyond but not drivable due to soft base, deep ruts; two unimproved spurs (Note: FR 163H in SPNM Area, should be closed)
- 2.45 MM – Unnumbered travelway (UNIMPROVED)  
Open, probably temporary access to old aspen clear cut, 16' wide clearing, no surfacing or template, base is rocky, uneven and soft, not drivable unless very dry or frozen, should be closed (SPNM Area)
- 2.65 MM – Camp Fourteen Creek Crossing
- 3.25 MM – Unnumbered travelway (active timber sale), **0.18 MILE IMPROVED ROAD**  
Wire gate closure, pit run base, template, 10-12' wide, dead end at T-turnaround, temporary road for active timber sale; unimproved spur (soft, no base)
- 4.05 MM – Kelp Creek Crossing
- 4.25 MM – Unnumbered travelway (active timber sale), **0.60 MILE IMPROVED ROAD**  
Open, pit run base, temporary road for active timber sale, rutted due to skidder traffic, uneven and soft in places, but generally solid and drivable, 10-12' wide, plastic culvert at 0.40 mile mark, end improvements at T-turnaround at 0.60 mile mark, unimproved travelways continue beyond; spur at 0.38 mile mark is unimproved, too soft to drive – this may be temporary construction required in Kelp Creek Timber Sale contract (Note: this contract describes need for temporary bridge on this spur)

- 4.50 MM – Unnumbered travelway (UNIMPROVED)  
Obliterated by shrub/tree growth, not even a footpath
- 4.70 MM – Unnumbered travelway (UNIMPROVED)  
Obliterated by shrub/tree growth, not even a footpath
- 4.95 MM – Dead Horse Run Motorized Trail, End Section Two of Spring Brook north boundary
- 4.97 MM – Intersection with FR 162

**WEST BOUNDARY**

INVENTORY ROUTE: South on FR 162, mileage measured from FR 163,  
West boundary actually follows Dead Horse Run Motorized Trail for 0.43 mile  
before intersecting and following FR 162, Spring Brook area to east (left side of  
FR 162)

- 0.13 MM – Dead Horse Run Motorized Trail - Spur Crossing
- 0.43 MM – Dead Horse Run Motorized Trail – Main Trail Crossing,  
Begin Spring Brook area west boundary
- 1.10 MM – Unnumbered travelway (UNIMPROVED)  
Open, wide entrance, no base or template, rutted and soft, probably temporary access to  
Kelp Creek Timber Sale (hardwood thinning), no improvements, should be closed when  
sale is complete.
- 1.20 MM – Skidder trail (active)
- 1.25 MM – Skidder trail (active)
- 1.30 MM – Skidder trail (active, logs in FR 162 ditch for access
- 1.31 MM – Skidder trail (active), logs in FR 162 ditch for access
- 1.33 MM - Skidder trail (active), skidder parked (6/12/01)
- 1.95 MM – FR 162F (no marker on road), (UNIMPROVED)  
Gate closure, young trees almost obliterate gate, certainly obliterate travelway beyond  
gate (not even a footpath), road constructed in 1983, some evidence of template, at least  
2" of topsoil over gravel, this is a case of a road essentially requiring new construction to  
be restored to operating condition
- 2.05 MM – Unnumbered travelway (UNIMPROVED)  
Old landing, 20' wide X 100' deep, no improvements, dead end
- 2.20 MM – Unnumbered travelway, **0.10 MILE IMPROVED ROAD**  
Open, solid pit run base, as narrow as 6' wide in places, but drivable for 0.1 mile to wide  
gravel opening; here travelway continues with pit run base, but is so clogged with brush  
and young trees it is impassable
- 2.35 MM – Dead Horse Run Motorized Trail, End Spring Brook area west boundary
- 2.40 MM – Intersection with FR 161

**SOUTH BOUNDARY**

INVENTORY ROUTE: East on FR 161, mileage measured from FR 162, South boundary actually follows Dead Horse Run Motorized Trail for 0.78 mile before intersecting and following FR 161, Spring Brook area to north (left side of FR 162)

0.78 MM – Dead Horse Run Motorized Trail – Main Trail Crossing  
Begin Spring Brook area south boundary

1.35 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, 75' footpath through brush to 20' wide clearing, very soft base, sphagnum moss on surface, probably drivable only when frozen, no improvements

1.83 MM – FR 317 (no marker on road), (UNIMPROVED)  
Gate closure, 30' gravel approach to gate, gate is too rusted to open by hand; beyond gate, travelway is 4' wide due to overhanging and encroaching brush, not drivable; this road was constructed in 1983 for a length of 0.73 mile, evidence of intact template, topsoil over old gravel, borderline call

2.40 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, 4' wide footpath beyond, no improvements

2.50 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, 6' wide path, no improvements

3.00 MM – Unnumbered travelway (UNIMPROVED), Approximate end of Spring Brook area, south boundary follows Section line from near here north for 0.20 mile, then east again to national Forest boundary  
Berm closure, completely overgrown beyond, obliterated

3.45 MM – South end of FR 318 (no marker on road), **0.33 MILE IMPROVED ROAD**  
Gate closure, fill section (old RR grade) for 0.53 mile, template 12-14' wide, gravel base throughout, culverts at 0.04 mile mark and 0.35 mile mark, not drivable due to a few fallen trees near entrance, otherwise would be drivable, narrow in places due to brush, trees on shoulders throughout, Spring Brook area actually begins at Section line near 0.20 mile mark, so length of road within Spring Brook area is 0.33 mile, improvements end at T-turnaround, unimproved travelway turns left - back to FR 161

3.55 MM – Unnumbered travelway (UNIMPROVED)  
Open, gravel approach quickly turns into rutted, silty 2-track, 8' wide, no improvements

3.75 MM – FR 161 turns due south, no other possible routes into Spring Brook area

**SPRING BROOK - SUMMARY**

<b>TOTAL NF ACRES:</b>	<b>7,775 Acres</b>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<b>3.70 Miles</b>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<b>0.48 Miles/1,000 NF Acres</b>



## MEDFORD/PARK FALLS RANGER DISTRICT

### 1) SCHMULAND/POPPLE CREEK

INVENTORY DATE: Initial survey – 4/11/00, 5/19/00, 5/25/00, 6/14/00

#### NORTH BOUNDARY

NOTE: NORTH BOUNDARY IS FLAMBEAU MOTORIZED TRAIL

INVENTORY ROUTE: Flambeau Trail is restricted to off-road vehicles, including off-road motorcycles, ATV's and snowmobiles (in the winter). Two system roads (both unimproved) and one TSL C road cross the trail into the Schmuland/Popple Creek area. FR 513 and FR 528 are both improved roads north of the Schmuland/Popple Creek area, but unimproved south of the Flambeau Trail. The Clover Creek Gravel Pit Road, a spur of FR 513, extends for 0.30 mile into the Schmuland/Popple Creek area, and is actually listed as a Traffic Service Level C road in the Forest transportation inventory. This is a 0.30 MILE IMPROVED ROAD.

#### EAST BOUNDARY

INVENTORY ROUTE: South on FR 137 (Riley Lake Road), mileage measured from Flambeau Trail (which begins @ 1.25 miles south of State Hwy 70), Schmuland/Popple Creek area to west (right side of road).

- 0.10 MM – Unnumbered travelway (UNIMPROVED)  
No closure, evidence of 4-6' wide travelway, looks like a trail (orange marker @ 200'), obstructed by brush in places, no improvements
- 0.20 MM - Unnumbered travelway (UNIMPROVED)  
Open for 200', 8' wide and drivable to berm where travelway intersects Flambeau Trail travelway does not continue past trail, no improvements, possibly old trail access
- 0.35 MM - Unnumbered travelway (UNIMPROVED)  
Open, 6' wide travelway for 100', dead end, no improvements
- 0.50 MM - Unnumbered travelway (UNIMPROVED)  
Open, 6-8' wide, drivable for 0.1 mile to dead end in balsam fir stand, travelway follows contours, no surfacing or template, lots of overhanging brush, no improvements
- 0.55 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 0.60 MM - Unnumbered travelway (UNIMPROVED)  
Berm closure, 6-8' wide, very uneven surface, no improvements beyond berm
- 1.25 MM - Unnumbered travelway (UNIMPROVED)  
Berm closure, travelway beyond berm recently constructed, appears to have been back-bladed by small bulldozer, no more than 4' wide exposing mineral soil, could be trail or fire break (possibly from prescribed burn in adjacent Riley Lake Wildlife Area)
- 1.35 MM – Obliterated travelway (overgrown, UNIMPROVED)  
Berm closure, probably overgrown temporary access to old aspen clear cut
- 1.55 MM – Obliterated travelway (overgrown, UNIMPROVED)  
Berm closure, probably overgrown temporary access to old aspen clear cut
- 1.63 MM – Obliterated travelway (overgrown, UNIMPROVED)  
No closure, completely overgrown with aspen regeneration within 50' of FR 137

- 1.80 MM – Constructed ditch (UNIMPROVED)  
Recent ditch construction extends for 200' or more, about 4' wide, exposed mineral soil  
Like, 1.25 MM, possibly fire break
- 1.90 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 2.10 MM – Constructed ditch (UNIMPROVED)  
More ditch work, again looks like dozer back blade or fire plow, about 4' wide of  
exposed mineral soil
- 2.25 MM – Constructed ditch (UNIMPROVED)  
Another ditch, this one is 6' wide pathway through 10+ year old aspen, path of dozer  
blade evident, but no grubbing work, not drivable
- 2.50 MM – Unnumbered travelway (UNIMPROVED)  
Possibly FR 137C, open, drivable for 250' to dead end in 20+ year old aspen, no visible  
improvements
- 3.05 MM – Constructed ditch (UNIMPROVED)  
More ditch work, although this is lighter disturbance, less than 4' wide, visible only as  
some exposed mineral soil and crushed vegetation, appears as if dozer was moving to  
another location with blade slightly elevated
- 3.13 MM – Constructed ditch (UNIMPROVED)  
Another ditch, about 4' wide, exposed mineral soil
- 3.45 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 3.48 MM – Constructed ditch (UNIMPROVED)  
Another ditch, only about a 2' width of exposed mineral soil
- 3.75 MM – Unnumbered travelway (UNIMPROVED)  
Possibly FR 137B, berm closure, access to red pine plantation, drivable, follows contour  
for 400' then narrows due to encroaching brush, seems to circle around north end of  
Popple Creek flowage, no visible improvements
- 3.80 MM – Unnumbered travelway (UNIMPROVED)  
Open, drivable, access to red pine plantation (actually goes through break in plantation),  
follows contour, dead end in brush @ 0.05 mile, no improvements
- 4.15 MM – Unnumbered travelway (UNIMPROVED)  
Open, 8' wide, dead end @ 50', footpath continues another 150' to Popple Creek flowage
- 4.25 MM – Unnumbered travelway (access to Popple Creek Impoundment embankment and  
dispersed recreation site), **0.20 MILE IMPROVED ROAD**  
Open, travelway splits at 100'; right – earthen embankment for Popple Creek  
Impoundment, constructed, @ 500' long, drivable; left – 0.1 mile access to user  
developed camp site overlooking Popple Creek flowage, solid sand base seeded to clover,  
travelway probably used during construction of the impoundment, no improvements,  
consider improved by virtue of the user developed site
- 4.35 MM – Intersection with FR 136, End Schmuland/Popple Creek area east boundary

**SOUTH BOUNDARY**

INVENTORY ROUTE: West on FR 136 (Gates Lake Road), mileage measured from FR 137, Schmuland/Popple Creek area to the north (right side of road).

0.05 MM – Popple Creek Impoundment and Hiking Trail Parking Lot

**0.02 MILE IMPROVED ROAD**

Open, 100' gravel entrance to 20' x 20' gravel parking lot

0.10 MM – Popple Creek Impoundment Control Structure

0.15 MM – Unnumbered travelway (UNIMPROVED)

Open, 100' pull-off to small opening, drivable, no improvements

0.35 MM – Unnumbered travelway (UNIMPROVED)

Berm closure, travelway parallels west side of Popple Creek flowage, drivable for 1100' (0.21 mile) before ending abruptly in brush and wet area 100' from edge of flowage shoreline; travelway follows contour, no surfacing or template, no improvements

0.60 MM – Unnumbered travelway (UNIMPROVED)

Berm closure, travelway enters meadow @ 100', then disappears, no improvements

1.00 MM – Obliterated travelway (overgrown, UNIMPROVED)

Probably temporary access to old aspen clear cut, now overgrown with alder

1.15 MM – Unnumbered travelway (South extension of FR 513)

**0.50 MILE IMPROVED ROAD**

Open, drivable with high clearance vehicle, travelway appears to be heavily used by 4WD vehicles, first 0.4 mile is sunken, bumpy 2-track; non-functional crushed culvert in a sunken wetland fill @ 0.4 mile mark; at 0.5 mile mark, travelway emerges from fill into native surface sand road through pine; travelway from this point north shifts from rutted 2-track through lowland hardwoods to sandy, grass-covered path through uplands, there is one additional wetland crossing @ 1.8 mile mark, but no culverts and fill has sunken below wetland; travelway eventually connects, at 4.55 mile mark, with Flambeau Trail on north boundary of Schmuland/Popple Creek area; travelway generally drivable with 2WD high clearance vehicle when dry, but only marked improvement is crushed culvert on wetland fill @ 0.4 mile mark, this is obviously a user developed 4WD track that gets certain amount of motorized recreation and hunting traffic, but it has no surfacing or template, and it is not an improved travelway, with the possible exception of the first 0.50 mile; several spurs, some open, some with berm closure, none improved

1.50 MM – Unnumbered travelway (UNIMPROVED)

Open, 8-10' wide, grass covered, travelway undrivable beyond 100' due to brush

2.00 MM – Unnumbered travelway (UNIMPROVED)

Open, 5-6' wide, very low clearance due to overhanging brush, drivable for 0.1 mile, then too overgrown to continue, solid base but no gravel or template, no improvements

2.20 MM – FR 515 (no marker on road), (UNIMPROVED)

Open, 8-10' wide, drivable for 0.6 mile before travelway narrows considerably, by 0.7 mile mark, high clearance vehicle bottoms out, travelway impassable; no surfacing or template (possible ditch for first 0.1 mile, but not significant improvement), no culverts

2.50 MM – Unnumbered travelway (UNIMPROVED)

Open, narrow 2-track, uneven surface, grass-covered, brush encroaching, no template or surfacing or culverts, drivable to 0.3 mile mark where travelway splits, dead end right after 0.05 mile, loop turnaround left after 0.20 mile (in sight of Schmuland Flowage); old borrow pit @ 0.05 mile mark, no improvements

- 3.40 MM – FR 136E (no marker on road), (UNIMPROVED)  
Open, drivable, access to old Schmuland Flowage control structure; @ 0.2 mile mark travelway turns left, dead end in clearing straight ahead; @ 0.3 mile mark, travelway ends at the old impoundment embankment; travelway is essentially a 2-track, 10' wide with two wetland crossings, but no culverts or surfacing or template, uneven surface, need high clearance vehicle, usable but no improvements
- 3.70 MM – Intersection with FR 139, End Schmuland/Popple Creek area south boundary

**WEST BOUNDARY**

INVENTORY ROUTE: South on FR 139 (Sailor Lake Road), mileage measured from Flambeau Trail (begins @ 2.70 miles south of State Hwy 70, across from Sailor Lake CG road), Schmuland/Popple Creek area to east (left side of road).

- 0.10 MM – Unnumbered travelway, **0.13 MILE IMPROVED ROAD**  
Boulder closure @ 200', travelway is approximately 700' long, appears to be alternate logging access to Flambeau Trail from FR 139, road appears to have template, surfacing at entrance, then sand base for remainder, fill section for middle third of travelway
- 0.40 MM – Unnumbered travelway (UNIMPROVED)  
Approximately 150' loop, blocked at end by downed trees, no improvements
- 0.65 MM – Private driveway (open), access to private residence, also site of old CCC Camp
- 0.70 MM – Private land, access to interior (narrow, unimproved)
- 0.85 MM – Private land, access to interior (narrow, overgrown, unimproved)
- 1.15 MM – Unnumbered travelway (UNIMPROVED)  
Barely visible behind property boundary marker (possibly property line), 4-5' wide
- 1.40 MM – FR 139A (no marker on road), **0.95 MILE IMPROVED ROAD**  
Open for 0.1 mile where boulders block travelway, 50' wetland crossing @ 0.2 mile mark, another wetland crossing @ 0.85 mile mark, this one with 24" semi-functional culvert; travelway kept open despite fallen trees, but this is only sign of maintenance over the years, travelway drivable up to 0.90 mile mark with solid base (no gravel), template evident in some places, no improvements evident in others; spur @ 0.35 mile mark provides access to west side of Schmuland Flowage, including 150' drivable earthen embankment, beyond embankment brush has overgrown travelway, another spur @ 0.40 mile mark is drivable for 0.15 mile but unimproved; total marginally improved length includes 0.9 mile of FR 139A and 250' (0.05 mile) spur including earthen embankment; FR 139A continues beyond 0.90 mile mark, but not in a drivable, improved condition
- 1.55 MM – Unnumbered travelway (UNIMPROVED)  
Open, temporary access to old aspen clear cut, after 150' travelway disappears, no improvements
- 1.95 MM – Unnumbered travelway (UNIMPROVED)  
Open, no more than 150' long, spur @ 75' is very narrow, no improvements
- 2.20 MM – Intersection with FR 136, End Schmuland/Popple Creek area west boundary

**SCHMULAND/POPPLER CREEK - SUMMARY**

<b>TOTAL NF ACRES:</b>	7,100 Acres
<b>TOTAL IMPROVED RD/TR MILES:</b>	2.10 Miles
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	0.30 Miles/1,000 NF Acres

**2) MUD LAKE**

INVENTORY DATE: Initial survey – 5/03/01, 5/08/01, 7/03/01

**NORTH BOUNDARY**

INVENTORY ROUTE: West on State Hwy 70, mileage measured from FR 132 (Sheep Ranch Road), Mud Lake area to south (left side of highway).

0.0 to 0.85 MM – Private parcels (subdivided), several driveways and private residences

1.10 MM – FR 127 (no marker on road), Begin National Forest land, Begin Mud Lake area,

**0.60 MILE IMPROVED ROAD**

Open, stop sign at intersection with Hwy 70, travelway splits @ 100'; right: 8-10' wide pit run base, 2-track, drivable to loop turnaround @ 0.60 mile mark, dead end, spurs @ 0.15 and 0.50 mile marks are unimproved; left: drivable for 0.1 mile, then overgrown with brush, no improvements

2.25 MM – FR 913 (marker), **0.1 MILE IMPROVED ROAD**

Open, gravel approach, grass cover on pit run base beyond approach, drivable for 0.1 mile, at this point travelway splits; right: T-turnaround, straight: narrow, uneven, unimproved travelway, not drivable

2.40 MM – Intersection with FR 505, End Mud Lake area north boundary

**WEST BOUNDARY**

INVENTORY ROUTE: Two sections –

Section One: South on FR 505, mileage measured from State Hwy 70  
Mud Lake area to left (east),Section Two: South on FR 136, mileage measured from FR 505,  
Mud Lake area to left (east)**Section One (on FR 505); mileage measured from State Hwy 70**

0.45 MM – Skidder trail (active)

0.55 MM – FR 505A (no marker on road), **0.30 MILE IMPROVED ROAD**

Active timber sale, travelway blocked with logs (easily moved), equipment on site, pit run base for first 100' (placed and bladed by operator), no surfacing beyond but travelway solid and drivable, 8-10' wide, wetland crossing from 0.20 to 0.30 mile mark, 6" plastic culvert @ 0.20 mile mark; crossing actually functions as impoundment – open water, sedge meadow on right (west), alder brush on left (east); some evidence of ditch work to drain roadbed just beyond the wetland crossing (for about 0.05 mile), but the travelway here is ATV width and drivable with a high clearance vehicle; large clear cut area @ 0.50 mile mark, travelway splits and continues in unimproved condition; improvements evident to end of wetland crossing, no significant improvements beyond

0.75 MM – Unnumbered travelway (UNIMPROVED)

Open, grass-covered, unimproved

0.83 MM – Unnumbered travelway (UNIMPROVED)

Open, 10' wide, drivable for 150' then narrows, thick grass cover, no improvements

1.15 MM – Unnumbered travelway (UNIMPROVED)

Open, drivable for 150' then narrows, no visible improvements

1.60 MM – Unnumbered travelway (UNIMPROVED)

Open, narrow, no improvements, drivable with ATV, probably not full size vehicle

- 1.90 MM – Unnumbered travelway (UNIMPROVED)  
May be only an opening, overgrown beyond 50'
- 2.00 MM – FR 505E (no marker on road), **0.05 MILE IMPROVED ROAD**  
Open, pit run base, 10' wide, drivable, turnout at 0.05 mile, dead end @ wetland
- 2.40 MM – Unnumbered travelway (UNIMPROVED)  
Open, very narrow (4-6' wide), high grass/brush, no improvements
- 2.70 MM – Unnumbered travelway (UNIMPROVED)  
Open, rutted approach, 200' to open area, then an unimproved trail continues beyond
- 2.90 MM – Unnumbered travelway (UNIMPROVED)  
Berm closure, probably temporary access to old aspen clear cut, travelway clearing still evident, but not drivable
- 3.20 MM – Unnumbered travelway (UNIMPROVED)  
Open, no approach (no break in FR 505 ditch line), 6-8' wide, not more than 100' long
- 3.55 MM – State Snowmobile Corridor #19 (UNIMPROVED)  
Gate closure, 16' wide clearing, no improvements, not drivable
- 3.88 MM – Unnumbered travelway (UNIMPROVED)  
Possible approach, dead end @ 100', may just be opening
- 3.95 MM – FR 505F (no marker on road), **0.03 MILE IMPROVED ROAD**  
Constructed approach, pit run base and fill section, old landing site
- 4.20 MM – Unnumbered travelway (UNIMPROVED)  
Open, 6-8' wide, overhanging brush, grass cover, probably drivable, no improvements
- 4.35 MM – Unnumbered travelway (UNIMPROVED)  
Open, 10-12' clearing, no approach (no break in FR 505 ditch line), grass cover, no visible improvements
- 5.45 MM – FR 505H (no marker on road), **0.05 MILE IMPROVED ROAD**  
Open, 10-12' clearing, drivable 2-track, access to 10+ year old aspen clear cut, no gravel but solid base, berm closure @ 0.05 is actually a deep ditch with running water, unimproved travelway continues beyond berm/ditch
- 5.60 MM – Intersection with FR 136, End Section One of Mud Lake area west boundary
- Section Two (on FR 136); mileage measured from FR 505**
- 0.30 MM – FR 921 (no marker on road), **0.04 MILE IMPROVED ROAD**  
Constructed approach, open, 8' wide, drivable pit run base, template, 200' to dead end
- 0.50 MM – FR 136M (no marker on road), **0.04 MILE IMPROVED ROAD**  
Constructed approach, open, 8-10' wide, grass cover on drivable pit run base, template, 200' to dead end
- 0.90 MM - Unnumbered travelway (UNIMPROVED)  
Berm closure, no surfacing or template, probably temporary access to old aspen clear cut, does not appear drivable
- 2.35 MM – Intersection with FR 517, End Section Two of Mud Lake area west boundary

**SOUTH BOUNDARY**

INVENTORY ROUTE: East on FR 517, mileage measured from FR 136  
Mud Lake area to north (left side of road).

NOTE: FR 517 Dead End @ 0.55 MM, boulder closure where former Township Road was closed and obliterated in 1998; about 0.2 mile east of the boulder closure, Spring Creek crosses the former travelway, at this point the creek becomes the south boundary of the Mud Lake area for approximately 1.5 miles to the east, where it crosses State Snowmobile Corridor #19, the east boundary of the Mud Lake area.

0.55 MM – FR 517A (no marker on road), (UNIMPROVED)

The entrance for FR 517A is approximately 30' wide x 30' deep with a gravel base, it served as a turnaround for trucks during the removal of road fill from the obliterated section of FR 517 in 1998; FR 517A is an open, rutted, 2-track with no surfacing, drivable but soft in places, narrow with a deep grass center, no improvements

**EAST BOUNDARY**

INVENTORY ROUTE: Three sections –

Section One: South on FR 132, mileage measured from State Hwy 70  
Mud Lake area to right (west),

Section Two: South on FR 519, mileage measured from FR 132,  
Mud Lake area to right (west),

Section Three: South on State Snowmobile Corridor #19, mileage measured  
from terminus of FR 519, Mud Lake area to right (west)

**Section One** (on FR 132); mileage measured from State Hwy 70

1.20 MM – Unnumbered travelway (UNIMPROVED)

Berm closure, possibly old FR 132 location or old grade, narrow, drivable for 0.15 mile to intersection with FR 519, travelway continues to south beyond FR 519, overhanging brush, no improvements

1.30 MM – Intersection with FR 519, End Section One of Mud Lake area east boundary

**Section Two** (on FR 519); mileage measured from FR 132

0.05 MM – Unnumbered travelway (UNIMPROVED)

Open, intersection of unimproved travelway from 1.20 MM on FR 132

0.75 MM – FR 519A (no marker on road), **0.95 MILE IMPROVED ROAD**

Old crushed gravel stockpile area on right, followed by entrance to FR 519A, travelway is open, drivable, 10-12' wide, pit run base, rough in spots but template in good condition, recent timber activity near end of travelway, dead end @ T-turnaround in clear cut; a couple of unimproved spurs

1.90 MM – FR 519D (no marker on road), (UNIMPROVED)

Berm closure at north end of opening, travelway beyond berm is 12-14' wide clearing through mature hardwoods stand, @ 300' narrows to 8-10' with downed trees blocking passage, could be an old grade or template, no surfacing although solid and drivable, no visible improvements

1.95 MM – Unnumbered travelway (UNIMPROVED)

Berm closure, heavy brush, narrow ATV width passage, solid base but no improvements

2.20 MM – Unnumbered travelway (UNIMPROVED)

Open, 8-10' clearing, grass cover, no surfacing, drivable, no improvements

- 2.55 MM – FR 519E (no marker on road), **0.18 MILE IMPROVED ROAD**  
Open, pit run base, template, brush on shoulders and grass middle, 8' wide drivable surface, 12-14' wide template, dead end @ T-turnaround
- 2.75 MM – Unnumbered travelway (UNIMPROVED)  
Possible old approach to open area, no improvements
- 2.85 MM – Gate on FR 519 (closed), End Township Road, end crushed aggregate surfacing  
Template continues south, travelway is grass covered 2-track, pit run base, ATV's bypass gate, exposed surface of travelway is ATV width, travelway possibly old RR grade
- 3.45 MM – Intersection with State Snowmobile Corridor #19, trail enters from west (right)  
Trail is on native ground, no surfacing, not drivable due to soft, poorly drained soils
- 4.35 MM – End FR 519, End Section Two of Mud Lake area east boundary  
Travelway splits; left (east) – unimproved travelway for 0.35 mile to Foulds Springs;  
right (south) – snowmobile trails continues on solid base with no visible improvements  
(no surfacing, culverts or template)

**Section Three (on Corridor #19); mileage measured from end of FR 519**

- 0.30 MM – Snowmobile trail begins 0.60 mile section with pit run fill and template
- 0.90 MM – Intersection with FR 430 to the east (left)
- 1.15 MM – FR 467 (no marker on road), (UNIMPROVED)  
Approach in middle of open meadow, travelway not clearly discernible, entrance to FR 468 under 1' of water; no surfacing or template, travelway very soft and wet
- 1.30 MM – FR 468 (no marker on road), (UNIMPROVED)  
Approach at top of grade on snowmobile trail, 8-10' wide, soft, no surfacing or template
- 1.45 MM – culvert for Mud Lake drainage
- 1.50 MM – Unnumbered travelway (UNIMPROVED)  
Open, 8-10' wide, rutted, no improvements
- 1.85 MM – Snowmobile trail begins 0.50 mile section with pit run base
- 2.35 MM – Intersection with FR 517, End Section Three of Mud Lake area east boundary

**MUD LAKE - SUMMARY**

<b>TOTAL NF ACRES:</b>	<b>9,968 Acres</b>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<b>2.34 Miles</b>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<b>0.23 Miles/1,000 NF Acres</b>



## 3) STONY CREEK

INVENTORY DATE: Initial survey – 10/26/99, Revisit - 5/10/01, 5/17/01

WEST BOUNDARYINVENTORY ROUTE: South on FR 132, mileage measured from FR 131  
Stony Creek area to east (left side of road).

NOTE: Stony Creek area is a low-lying, very wet area. FR 132 is a turnpike construction that is typically the highest landform; and, in many locations, the FR 132 ditches can be drained only with long outlet ditches or "percolation" ditches that permit water to collect away from the roadbed and drain over a long period of time

0.28 MM – Obliterated travelway (overgrown, UNIMPROVED)

0.45 MM – FR 132P (no marker on road), 0.33 MILE IMPROVED ROAD

Open, 2-track, 8' wide, grass middle with brush on shoulders, pit run base, ditches full of water, deep potholes and soft base @ 0.15 mile mark, need 4WD to continue, functional cross-drain culvert @ 0.20 mile mark, begin loop around old fire tower base @ 0.25, 4 concrete base pads still in-place, loop is 0.08 mile long, 6'-wide; an unimproved, 6-8' wide 2-track continues from back of tower loop

0.85 MM – Unnumbered travelway (UNIMPROVED)

Old fill section evident, about 10' wide, young trees in travelway obstruct passage @ 30', Fill section ends by 50', no travelway beyond, no improvements

1.0 MM – Obliterated travelway (overgrown, UNIMPROVED)

1.20 MM – Obliterated travelway (overgrown, UNIMPROVED)

1.55 MM – Obliterated travelway (overgrown, UNIMPROVED)

2.00 MM – Unnumbered travelway (UNIMPROVED)

Open, large pothole at entrance, no template, grass cover, 15' wide clearing at entrance narrows to 8' wide @ 150', dead end @ 300' (or else brush makes travelway too narrow); very wet, not drivable (too wet for ATV's to travel frequently enough to keep travelway open); probably winter only route

2.30 MM – Unnumbered travelway (UNIMPROVED)

Open, wide, very wet entrance, narrows to 6-8' wide; wet, rutted surface, not drivable probably winter only route

2.70 MM – Obliterated travelway (overgrown, UNIMPROVED)

2.80 MM – Unnumbered travelway (UNIMPROVED)

30' deep opening, no improvements

2.90 MM - Unnumbered travelway (UNIMPROVED)

20' deep opening, no improvements

3.05 MM – Unnumbered travelway (UNIMPROVED)

Open, 6-8' wide, 2-track, grass middle, pothole @ entrance, but drivable; no surfacing, soft, wet area @ 200', travelway narrows to 4' wide ATV trail and disappears into wetland @ 500', no improvements

3.15 MM – Elk River tributary culvert crossing

- 3.35 MM – Unnumbered travelway (UNIMPROVED)  
Open, 2-track, 4-6' wide, dead end @ 150', no improvements
- 3.65 MM – Unnumbered travelway (UNIMPROVED)  
Open, two entrances, both 6-8' wide, apparent berm closure @ 150', not drivable, no improvements
- 4.45 MM – Unnumbered travelway (UNIMPROVED)  
Boulder closure @ 100', light gravel before boulders (may from snowplow), no approach (no break in FR 132 ditch line), ATV traffic bypasses boulders, keep travelway open for 4' width, travelway soft, muddy, rutted, wet, not drivable with 2WD, not really capable of supporting 4WD without damage, no improvements, quad map shows this travelway connecting with State Snowmobile Corridor #19
- 5.30 MM – Intersection with FR 501, End Stony Creek area west boundary

**SOUTH BOUNDARY**

INVENTORY ROUTE: Two sections –

Section One: East on FR 501, mileage measured from FR 132

Stony Lake area to left (north),

Section Two: East along power line R.O.W. and State Snowmobile

Corridor #12, mileage measured from FR 501/Trail #19/Trail #12 intersection, Stony Creek area to left (north)

**Section One (on FR 501); mileage measured from FR 132**

0.15 MM – Overhead power line crosses to north side of road

0.25 MM – Overhead power line crosses to south side of road

0.80 MM – Overhead power line crosses to north side of road

State Snowmobile Corridors #12 and #19 Intersect on north side of FR 501

End Section One of Stony Creek area south boundary

State Corridor #19 is a N-S corridor (UNIMPROVED)

Entrance to Corridor #12 is blocked by downed tree 2 edge of power line

clearing, trail beyond is 8-12' wide, but very soft with sections completely under

water, not drivable, frozen travel only, no improvements

State Corridor #12 crosses FR 501 from south and then turns east along the power line

**Section Two (on State Snowmobile Corridor #12), mileage measured from FR 501**

0.10 MM – Unnumbered travelway (UNIMPROVED)

Corridor #12 still in north part of R.O.W. of FR 501, travelway is open, temporary access to recent clear cut, no surfacing or template, not drivable, should be closed and obliterated, no improvements

0.25 MM – Old landing for clear cut, gravel base, 20' deep, should be removed

1.15 MM – Corridor #12 and power line cross FR 501 to the south, Stony Creek boundary returns to FR 501 (Section One), Unnumbered travelway, **100' IMPROVED ROAD**

Gravel approach, temporary access to recent clear cut, approach on grade from edge of FR 501, erosion potential problem, gravel base also used as landing, 50' wide, 100' long, dead end

## Section One (on FR 501); mileage measured from Corridor #12

0.15 MM – Old landing for clear cut, no surfacing, 30' wide x 50' deep, should be removed

0.20 MM – Skidder trail (should be obliterated)

0.50 MM – Unnumbered travelway (UNIMPROVED)

Two Town of Emery fire signs @ entrance, broken culvert @ entrance, light gravel for 20', travelway is 6-12' wide for first 0.07 mile with deep ruts, no surfacing or template; for next 0.06 mile travelway is on high ground, passes through 50' wide clearing; then travelway narrows to 2-4' wide ATV track through wetland; route has no special use permit; fire signs refer to trailers on two private 40-acre parcels located about 0.25 mile north of FR 501, access to these trailers by ATV only, probably only when frozen or dry

0.75 MM – Corridor #12 and power line cross FR 501, E-W, End Section One (FR 501) of Stony Creek area south boundary again

1.0 MM – FR 501 intersection with FR 130

## Section Two (on State Corridor #12); mileage measured from FR 501

0.20 MM – Estimated length of Corridor #12 from FR 501 east to FR 130

NOTE: Corridor #12 intersects FR 130 0.60 mile north of FR 501/FR 130 intersection

EAST BOUNDARY

INVENTORY ROUTE: North on FR 130, mileage measured from State Snowmobile Corridor #12, Stony Creek area to west (left side of road).

NOTE: Like FR 132, there are few places to outlet ditches along FR 130 because the terrain in the Stony Creek area is so flat and poorly drained. FR 130 is a low standard Township road, with a width of only 14' in some places, and a sometime soft base. In many locations, the FR 130 ditches can be drained only with long outlet ditches or "percolation" ditches that permit water to collect away from the roadbed and drain over a long period of time

0.15 MM – Unnumbered travelway (UNIMPROVED)

Open, 4' wide, 100' long to dead end, no improvements

0.30 MM – Unnumbered travelway (UNIMPROVED)

Open, 20' wide, 30' long to dead end, no improvements

0.45 MM – Unnumbered travelway (UNIMPROVED)

Open, 12' wide clearing, dead end @ 50', no improvements

0.50 MM – FR 233 (no marker on road), (UNIMPROVED)

Open, 6' wide, soft but probably drivable with 4WD (with rutting) or ATV, no template or surfacing, travelway extends for 0.06 mile to intersection with N-S travelway; N-S travelway to left is overgrown @ 100', to right is 6-8' wide, rutted and soft; entire travelway, with no surfacing or template to drain is probably restricted to frozen or very dry conditions

0.70 MM – Unnumbered travelway (UNIMPROVED)

Open, 6-8' wide, overhanging brush, no approach (no break in FR 130 ditch line), lowland hardwoods stand, frozen access only, no improvements

0.85 MM – Unnumbered travelway (marker post, but no marker), (UNIMPROVED)

Open, 12' wide approach narrows to 6' wide, thick brush, deep ruts, not drivable

- 1.10 MM – Unnumbered travelway (UNIMPROVED)  
Open, 20' long approach to dead end, high and dry but no surfacing or template
- 1.20 MM – Unnumbered travelway (UNIMPROVED)  
Open, 30' long approach to dead end, no surfacing or template, wet, not drivable
- 1.30 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 1.40 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 1.55 MM – FR 233D (old gate posts, no gate, no marker on road), (UNIMPROVED)  
Open, entrance high and dry, drivable for 0.05 mile where travelway splits; left is under water, not drivable; right parallels FR 130, 6' wide, uphill for 0.04 mile where travelway splits again; left is 4-6' wide and rutted, right is 6' wide and dry; first 0.05 mile of travelway is solid and drivable, but no surfacing or template, no visible improvements
- 1.95 MM - Unnumbered travelway (UNIMPROVED)  
Entrance blocked by downed tree and stumps, 6-8' wide beyond closure, 2-track to 100' where travelway opens into a small field (1-2 acre opening), no improvements
- 2.00 MM – Unnumbered travelway (UNIMPROVED)  
Open, short 2-track to same opening
- 2.10 MM – Unnumbered travelway (UNIMPROVED)  
Open approach, 6' wide, dead end @ 100'
- 2.45 MM – FR 130A (no marker on road), (UNIMPROVED)  
Open, no approach (no break in FR 130 ditch line), 8' wide, very wet, grass cover, appears to dead end @ 200', not drivable, no improvements
- 3.40 MM – Unnumbered travelway (UNIMPROVED)  
Open, wide opening quickly narrows to 6-8' wide, very soft 2-track, under water from 50-150', no surfacing or template, drier after 150', but no improvements
- 3.65 MM – Unnumbered travelway (UNIMPROVED)  
Open, gravel approach for 20', follows high ground within reserve trees in middle of recent clear cut, no surfacing or template, but this 8' wide 2-track is drivable for 0.1 mile to dead end in young balsam stand
- 3.75 MM – Old landing for clear cut, no surfacing, 30' wide x 50' deep, should be removed
- 3.80 MM – Stony Creek Crossing
- 3.85 MM – Unnumbered travelway (UNIMPROVED)  
Open, 6' wide, curls into woods, dead end @ 0.03 mile in small opening, possible dispersed campsite, drivable, no improvements, note FS landline survey marker
- 4.15 MM – FR 130H (marker on road), **0.21 MILE IMPROVED ROAD**  
No approach (no break in FR 130 ditch line), pothole @ entrance, otherwise travelway is open, 6-8' wide, 2-track, template evident (bench section beyond entrance), no surfacing, drivable; deep, narrow cut section (like old RR grade) @ 0.15 mile mark; travelway dead ends @ 0.21 in large wetland (open water, possible beaver impoundment), alder is thick where old fill section would be located in wetland, this fill is now no more than 4' wide where it can be seen above water; as a whole, FR 130H is a marginally improved travelway, the fill/cut sections keep it dry where other travelways in the Stony Creek area are soft and not drivable because of the flat, poorly drained terrain

- 4.40 MM – Unnumbered travelway (UNIMPROVED)  
Open, no surfacing, rutted and wet, 8' wide, extends into young hardwoods stand,  
No improvements
- 4.55 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 4.60 MM – Unnumbered travelway (UNIMPROVED)  
Open, wet and rutted, not drivable, dead end @ 30', no improvements
- 4.75 MM – Intersection with FR 131, End Stony Creek area east boundary

**NORTH BOUNDARY**

INVENTORY ROUTE: West on FR 131, mileage measured from FR 130,  
Stony Creek area to south (left side of road).

- 0.15 MM – Unnumbered travelway (UNIMPROVED)  
Open, wet and rutted, not drivable, dead end @ 100', no improvements
- 0.35 MM – Unnumbered travelway (UNIMPROVED)  
Opening on south side of FR 130, open travelway on west side of opening, no approach  
(no break in FR 131 ditch line), 6-8' wide, extends into intermediate hardwoods for 200'  
down a grade to a wetland, wetland itself is a quagmire and impassable, travelway  
continues on other side of wetland, no surfacing or template, no improvements, probably  
frozen travel only
- 0.50 MM – Unnumbered travelway (UNIMPROVED)  
No approach (no break in FR 131 ditch line), in this location, backslope on FR 131 ditch  
is such that it is an effective closure device; travelway beyond ditch line is 8-10' wide, no  
surfacing or template, accessible to 4WD or ATV's, no improvements
- 0.70 MM – Unnumbered travelway, **0.14 MILE IMPROVED ROAD**  
Open, pit run approach, 8' wide, drivable, spot gravel along travelway, no template; old  
stone foundation @ 0.03 mile mark, travelway narrows to 6' wide beyond foundation;  
large pothole @ 0.1 mile mark requires 4WD; small pullout @ 0.14 mile mark, travelway  
not drivable beyond this point; wetland crossing with very deep and soft ruts; 4-way  
intersection @ 0.19 mile mark (appears to be same travelway from 0.35 MM) under  
water, travelways 6' wide, but no improvements in any direction
- 0.95 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 1.0 MM – Unnumbered travelway (UNIMPROVED)  
No approach (no break in FR 131 ditch line), otherwise open, no surfacing, 6-8' wide,  
grass cover, rutted and wet, probably frozen travel only, no improvements
- 1.08 MM – Obliterated travelway (overgrown, UNIMPROVED)
- 1.25 MM – Unnumbered travelway (UNIMPROVED)  
No approach (no break in FR 131 ditch line), otherwise open, no surfacing or template,  
10' wide, wet, thick grass cover, not drivable, no improvements
- 1.50 MM – Unnumbered travelway (UNIMPROVED)  
No approach (no break in FR 131 ditch line), otherwise open, no surfacing, 4-6' wide,  
brush encroaching, not drivable, probably frozen travel only, no improvements

1.55 MM – FR 1059 and spur 1059A (no marker on road), **1.50 MILE IMPROVED ROAD**  
 Gate closure, pit run base, template with 10-12' top, ditches and culverts, road in good condition, grass on shoulder, few potholes, T-turnaround @ 1.35 mile mark; State Snowmobile Corridor #19 adjoins FR 1059 from 0.40 mile mark to T-turnaround, continues to southeast from end of road (corridor is 14-16' wide without surfacing or template, essentially an unimproved, frozen travel only route); another unimproved travelway continues due south from turnaround, this travelway has 12-14' clearing, no surfacing or template, rutted, wet, not drivable, and unimproved; spur @ 0.50 mile mark has a large pothole at entrance, but is otherwise open, 10-12' wide, pit run base, drivable and improved for 0.15 mile, where travelway splits and is unimproved beyond; another spur @ 1.15 mile mark is unimproved (open, 10' wide, no surfacing or template, wet and slightly rutted, brush encroaching, possibly drivable, no improvements)

1.85 MM – Unnumbered travelway (UNIMPROVED)  
 Boulder closure, sunken approach, wet and rutted, no surfacing or template, brush encroaching, not drivable, no improvements

2.30 MM – Unnumbered travelway (UNIMPROVED)  
 No approach (no break in FR 131 ditch line), possibly old landing near entrance, grass cover, 6-8' wide, no surfacing or template; deep, muddy ruts, not drivable, no improvements

2.90 MM – State Snowmobile Corridor #19, (UNIMPROVED)  
 gate closure, entrance under water for @ 100', 8-10' wide, no surfacing or template, no improvements, "no full-sized vehicles" sign on gate

2.93 MM – Intersection with FR 132, End Stony Creek area north boundary

**STONY CREEK - SUMMARY**

<b>TOTAL NF ACRES:</b>	<i>7,498 Acres</i>
<b>TOTAL IMPROVED RD/TR MILES:</b>	<i>2.20 Miles</i>
<b>IMPROVED ROAD/TRAIL DENSITY:</b>	<i>0.29 Miles/1,000 NF Acres</i>

## WASHBURN RANGER DISTRICT

### 1) FLYNN LAKE RARE II (EXCEPTION)

INVENTORY DATE: Initial survey – 5/21/01

#### NORTH BOUNDARY

INVENTORY ROUTE: West on FR 392, mileage measured from FR 223

(Delta-Drummond Road), Flynn Lake area to the south (left side of road), Rainbow Lake Wilderness to the north (right side of road; FR 392 is Township road (Reynard Lake Road) and part of CAMBA mountain bike trail system, FR 392 is a sub-standard TSL C road, as narrow as 10' wide in places, lots of ruts and potholes (minimum maintenance travelway).

0.70 MM – North Country Trail Crossing

0.80 MM – Reynard Lake Access, Parking area on south side of road (UNIMPROVED)

1.60 MM – Trail Crossing (no name or marker on road), (UNIMPROVED)

Boulder closure (both sides of FR 392); Probably an old RR grade, now a foot-trail, 4-6' wide clearing, no surfacing, cut section evident on old RR grade, no improvements

2.60 MM – Unnumbered travelway (UNIMPROVED), walk-in access to Wabigon Lake Gate closure, possibly an old RR grade, 12-14' wide base, now 3-6' wide clearing due to encroaching brush, brush and downed trees prevent vehicle travel, presence of template for old grade makes this borderline, but no other improvements, not drivable

3.15 MM – Hiking trail (no number or name marker on trail), (UNIMPROVED)

Boulder closure, "foot travel only" sign, 3-5' wide footpath, no improvements

3.30 MM – Unnumbered travelway (UNIMPROVED)

Boulder closure, "foot travel only" sign, 6-8' clearing, old tire tracks evident, but no base or template, no improvements

3.60 MM – Intersection with FR 228, End Flynn Lake area north boundary

#### WEST BOUNDARY

INVENTORY ROUTE: Three sections –

Section One: Begin at Intersection of FR 392/228, South on FR 228, mileage measured from FR 392, Flynn Lake area to left (east), FR 228 is an average, lane-and-a-half Township road.

Section Two: Begin at Intersection of FR 228/396, Southeast on FR 396, mileage measured from FR 228, Flynn Lake area to left (east,) FR 396 has limited surfacing, a very low standard TSL C road, impassable without 4WD in some places when wet.

Section Three: Begin at Intersection of FR 396 and Jorgenson Lake Road, Northeast on Jorgenson Lake Road, mileage measured from FR 396, Flynn Lake area to left (north), Jorgenson Lake Road is a single-purpose Township road, single lane, uneven pit run base.

(Note: Flynn Lake boundary does return to FR 396 near the intersection with County Hwy N.)

Section One (on FR 228); mileage measured from FR 392/228 intersection

1.40 MM – Intersection with FR 396, End Section One of Flynn Lake area west boundary

Section Two (on FR 396); mileage measured from FR 228/396 intersection

0.08 MM – Unnumbered travelway (UNIMPROVED)

Boulder closure, “foot travel only” sign, entrance clearing about 10-12’ for 150’, then narrows to 3-5’ wide footpath, no base or template, no improvements

0.60 MM – Old cut or borrow area, now overgrown

0.75 MM – Blowdown area, active timber salvage sale on right (to west)

1.30 MM – Intersection with Jorgenson Lake Road, End Section Two, Flynn Lake west boundary

1.90 MM – Unnumbered travelway (UNIMPROVED)

Open, no signs or obstructions (this travelway is part of Flynn Lake SPNM Area), 10’ wide opening for 50’, then winding footpath disappears into woods, dead end

2.45 MM – FR 812, access to Flynn Lake (no markers on road),

**0.45 MILE IMPROVED ROAD**

Open, solid base, uneven surface but drivable with 2WD; first 0.25 mile of FR 812 are outside the Flynn Lake area boundary, the next 0.45 mile of improved travelway are within the boundary; beyond the 0.7 mile mark, the travelway becomes rough with deep ruts, little or no pit run base, requires high clearance vehicle, at 1.05 mile mark, travelway becomes a quagmire of mud, down trees block travel; travelway provides access to two dispersed camping sites on Flynn lake, no direct vehicle access to Flynn Lake; first 0.70 mile of FR 812 is improved and drivable, last 0.35 mile of FR 812 (as well as spur road at 0.80 mile mark) are drivable only with 4WD or high clearance vehicle and unimproved

3.45 MM – Intersection with County Hwy N, End Flynn Lake area west boundary

Section Three (on Jorgenson Lake Road); mileage measured from FR 396 intersection

0.80 MM – Unnumbered travelway (UNIMPROVED)

Gravel base for 30’, blowdown blocks any further access to this travelway, sign post in middle of travelway (“foot travel only”) visible within blowdown, this would have been only deterrent to access, no visible improvements beyond gravel approach

1.0 MM – Unnumbered travelway (UNIMPROVED)

Gravel base for 50’, possibly a pushout for snowplowing or parking area for trail beyond, 10’ wide; travelway dead end at 50’ with sign (“foot travel only”) and wall of brush/trees

1.10 MM – End Jorgenson Lake Road, End Section Three of Flynn Lake area west boundary

“No Trespass” sign, no gate or other closure, residence about 0.1 mile beyond sign

**SOUTH BOUNDARY**

INVENTORY ROUTE: East on County Hwy N, mileage measured from FR 396, Flynn Lake area to the north (left side of road)

0.70 MM – Unnumbered travelway (UNIMPROVED)

Gravel approach for 30’, open for 150’, then a boulder closure with sign (“foot travel only”); old roadbed evident beyond boulders, probably old RR grade, 12-14’ wide; no functional base or template, footpath evident, no ATV use evident; Drummond Township assigned a fire number to this route

1.30 MM – First of four private driveways, all residences, all improved

1.50 MM – Intersection with State Hwy 63, End Flynn Lake area south boundary



**EAST BOUNDARY**

INVENTORY ROUTE: North on FR 223 (Delta-Drummond Road), mileage measured from State Hwy 63, Flynn Lake area to the west (left side of road)

Note: The South boundary for Flynn Lake is connected to the East boundary by the north side of the property line separating National Forest from approximately 50 acres of private property in the extreme southeast corner of the Flynn Lake area.

0.25 MM – End private property, Begin Flynn Lake area east boundary

0.50 MM – Unnumbered travelway, access to Rust-Owen Reservoir/Borrow Pit

**0.25 MILE IMPROVED ROAD**

Open access to Rust-Owen historic site and hiking trail, old borrow pit, pit run base, pit is approximately 0.25 mile long, dead end

1.0 MM – Unnumbered travelway (UNIMPROVED)

“Foot travel only” signs block entrance, travelway looks like old 2-track, rutted, grass covered, no base or template, no improvements

1.30 MM – Paved approach, dead end at 30’

1.50 MM – Private driveway (open, 6-8’ wide, drivable, unimproved), access to small peninsula, 0.06 mile long, ends in loop, two very old and deteriorated trailers, one old outhouse, all non-functional

1.60 MM – Unnumbered travelway (UNIMPROVED)

Log closure, “Foot travel only” signs, sunken cut looks like old RR grade, no base

3.20 MM – Unnumbered travelway, access to Armstrong Lake

**SPECIAL USE PERMIT, 0.31 MILE IMPROVED ROAD**

Gate closure (private lock only), CAMBA mountain bike trail system sign 10’ wide aggregate base, template, Special Use access ends at “Private Property” sign at 0.31 mile mark, private residence is about 0.05 mile beyond this sign

3.40 MM – Paved Parking Lot, North Country Trail access

3.95 MM – Intersection with FR 392 (Reynard Lake Road), End Flynn Lake area east boundary

**FLYNN LAKE - SUMMARY**

**TOTAL NF ACRES:**

*6,349 Acres*

**TOTAL IMPROVED RD/TR MILES:**

*1.01 Miles*

**IMPROVED ROAD/TRAIL DENSITY:**

*0.16 Miles/1,000 NF Acres*