

## **Northport to Orient Region - commonly called the Wedge**

This is the last national forest region to be addressed in the initial series of proposed county road openings to access the Colville National Forest area, according to the travel management plan.

The following list of roads includes the primitive and county roads inside the national forest boundaries. Again, map pages are found on the county web site or in the Road Atlas of Stevens County, produced by Map Metrics for reference.

**Sheep Creek Road (Map pages 35, 49)** This gravel, primitive road starts at Hwy 25, ¼ mile northwest of Northport. The Northport Bridge and Hwy 25 separate Northport from the Sheep Creek Road. ATV access from the city to the Sheep Creek Road is not an authorized route. The Northport Race Track for stock car racing, and other events is located less than a mile from the Hwy 25 intersection, and provides parking areas to disembark from. The road accesses several forest roads and the Sheep Creek Campground approximately 5 miles up the road from the highway. This is a DNR campground. The national forest lies southwest of the campground, and also to the west, by several miles of travel. OHV's must stay to the gravel roads, as private property abuts the right of way in this area. At 8.75 miles, Sheep Creek Road terminates into a forest service maintained road and eventually accesses other forest service roads. It serves as a main connector to other forest roads, and can also serve as a routing road to Churchill Mine Road to the west. Sheep Creek Road has less than 2 vehicles per hour expected.

**Churchill Mine Road (Map page 21, 35)** This gravel, primitive road leads on to the west inside the forest boundaries to eventually hook up with Sand Creek Road and Pierre Lake Road, a T intersection. This road is 5.5 miles in length and several other forest service roads are accessible from Churchill Mine Road. This region of the forest is characterized with grazing permits much of the year. Be aware of cattle grazing, and do not harass the livestock. The permit holders are extremely conscious of the welfare of their cattle, and will not tolerate harassment. If any complaints are made, the road will be closed to access during the grazing season. This road has less than 2 vehicles per hour impact.

**Limestone Road (Map page 21)** This short 2 mile road leads further into the interior of the forest, connecting with other forest service roads. It has less than 2 vehicles per hour expected.

**Sand Creek Road (Map page 7, 21)** This 3 ¾ mile long road is a connector to the Rock Cut Road which leads to services in Orient, where fuel and food may be obtained. This is a gravel county road with less than 4 vehicles per hour expected.

**Rock Cut Road (Map page 6,7)** This is another gravel, county road that is a direct connection from services to the national forest OHV travel management areas. Less than

8 vehicles per hour are expected on this segment leading to Orient. The Kettle River bisects this region, and recreationists must be cautious for the bridge leading into Orient. Yield to traffic crossing, always obeying the rules of road, and staying in single file on any of the public roads being authorized for transitory travel from service areas to the outback.

**Orient Cutoff Road (Map page 6, 20)** This road is a short road, half the length is paved, the remaining half is gravel. Of interest, it leads to an intersection with the First Thought Mountain Rd. The Orient Cutoff Road can expect up to 10 vehicles per hour, decreasing to less than 5 per hour as it continues easterly towards the Pierre Lake Road, a paved highway.

**First Thought Mountain Road (Map page 20)** This road leads to a historical area rich in the mining history of Stevens County. This region should be explored for possible heritage implementation for viewing by the OHV explorers. The First Thought Mountain is a rich, hard rock mining site, noted for the copper found there. Its overview of the Kettle River area should be explored for possible routing for a view site. It is a primitive road, about 1.5 miles in length.

**Fifteen Mile Road (Map pages 20, 33, 34)** This 4.5 mile road is a gravel, county road, connecting the interior portion of the national forest to the southern entrances and also DNR lands which provide trails for loop routes through this region. It intersects at the southern end with Northport-Flat Creek Road. This is a little used road with less than 2 vehicles per hour expected.

**Lael Road (Map Page 34)** This is a short, 2.6 mile primitive gravel road which begins on Northport-Flat Creek Road, proceeding through private lands until it ends at forest service boundary, where it carries on into forest service roads in that area. Hamlett Road, another primitive road approximately 1 ¼ miles up Lael Road leads to a private residence and is not open for access. Lael Road is authorized for access, with less than 1 vehicle per hour expected.

**Bull Hill Road (Map page 34)** This primitive road has less than 2 vehicles per hour expected, and leads from Northport-Flat Creek Road into the forest interior. This connecting road forms a framework to allow loop trails and potential scenic routes to be constructed for the OHV experience.

**Northport Flat Creek Road (Map pages 33, 34)** Short segments of this paved road are recommended to complete loop trails envisioned for this region of the national forest and DNR lands. Specifically, the segment that connects Fifteen-Mile Road northward, intersecting through the Lael Road, USFS Road 9560200, and Bull Hill Road is opened for access. Less than 8 vehicles per hour transit this region. Past this point the road descends down to the more populated private lands, leading back to Northport. The main access for the forest trails remains the Sheep Creek Road, keeping OHV travel concentrated via that route, rather than down the paved road.