

Chewelah / Sand Canyon / Burnt Valley Area

Bayley Creek Rd (Map page 70). This road is a gravel road that provides access to USFS roads in the Colville National Forest. It intersects from its starting point on Major Road. Authorized OHV travel road in the forest are located in that area. The USFS Travel Management Plan maps should be consulted for further OHV off the county roads onto the forest system roads in that region.

Sand Canyon Road (Map pages 56 and 70). This road is a major connector road for several of the county roads being proposed for access to the national forest. Sand Canyon Road is open for OHV travel from the intersection of Immel Road north and east to the end of the county road. It is a paved road for 7.2 miles, then the remaining 1.35 miles is gravel and terminates inside the forest service boundary. It then transitions to forest service maintained road. The paved road at Immel encounters less than 10 vehicles per hour, and reduces down to less than 3 vehicles per hour in the gravel portion of Sand Canyon Road. This road could potentially serve as a direct connector for this forest region should the city of Chewelah enact their own OHV ordinance.

Immel Road (Map page 56). At Sand Canyon Road approximately 1 mile north of the Golf Course Road is the intersection at Immel Road. This gravel road leads eastward for about two miles to Iron Mountain Road. Less than 4 vehicles per hour are expected. Immel Road transits private property with no accesses to public lands until reaching Iron Mountain Road. Again, due to dust road conditions, speed should be curtailed.

Moser Road (Map page 56). This is a short connecting road which can shuttle OHV's to other regions. Less than a mile long, it has less than 2 vehicles per hour frequenting the road. Consider dust, and keep speed down.

Highline Road (Map pages 55 and 56). This road has some excellent views back to the Colville Valley and the city of Chewelah as it climbs to the upland valley area. Start at the Arrington Road intersection, which came from the Flowery Trail Road and proceed north. Less than 6 vehicles per hour are expected. Many homes and small farms line this dusty route. Please use caution, keep the dust down and speed low. The road ends at a T intersection on Sand Canyon Road six miles further north in the basin of North Fork Chewelah Creek. At the end of Highline Road, either a right turn on Sand Canyon Road will lead on into the national forest regions, or taking a left turn will lead to further roads for forest access.

Burnt Valley Road (Map pages 55, 56 and 70). This is another major direct connecting road to services in Chewelah. Note that Chewelah has not allowed OHV's into city limits for services yet. It also leads to one of the most popular recreation areas in the county in the Kalispell Basin area. This region will be a treasure of routes and experiences as it becomes more developed with off-road trails. It also serves as an excellent snowmobile recreation area. However, until such time as the entire route is opened into city limits, the intersection with Eagle-Lambert Road will be the nearest to the city intersection for Burnt Valley Road. 18 vehicles per hour is the higher end of impact that recreationists could expect. By proceeding north on this paved road, the United Copper Mine Road intersection is next, within one mile of Eagle-Lambert Road.

Burnt Valley Road continues to the north and then turns eastward for an additional three miles before terminating into a forest service road. The paved portion ends at Moser Road which leads into another area of the Colville National Forest. Vehicular traffic at this area is reduced to about 7 vehicles per hour. Many small farms occupy this region. You may encounter farmers on 4 wheelers as they course their way between farms and fields. The road narrows to approximately a total width of 16 feet by the time it enters the national forest area.

Arrington Road (Map pages 56 and 70). This is another connecting road much like Eagle-Lambert, which can shuttle OHV enthusiasts to another region of forest for access. It is less than one mile in length, and several residences are located on this road. Less than 2 vehicles per hour are expected to impact travel. Again dust and speed should be kept down. This road is a designated primitive road.

Leslie Creek Road (Map pages 56 and 57). This gravel road intersects off the pavement of Sand Canyon Road another ½ mile to the west of Major Road. It is a seldom traveled road with less than 2 vehicles per hour expected. This road leads into some majorly roaded forest service areas for hours of exploration and enjoyment. A natural ridge line called Cliff Ridge separates the USFS lands from the Little Pend Oreille Wildlife Refuge to the north.

The Leslie Creek, Major Road, Sand Canyon and Burnt Valley accesses are extremely important to tying together the forest service road structures to enhance the recreational experience for OHV riders. This is a remote region that will enable huge dispersion of recreationists to lessen the impact to the region. To the eastern portions of this entire area lies the Kalispell Basin area, where Stevens and Pend Oreille County adjoin. Having the open roads of Pend Oreille County available to recreationists makes a great connection between the two counties, hugely enhancing recreation between the two.

Eagle-Lambert Road (Map pages 69 and 55). This road serves as a direct connection road to USFS lands north and east of Chewelah. It is also a potential route for historical and heritage sites for future development, as regards mining sites of importance to the local history. The road is only 1.75 miles long, but is designated primitive. It transits private lands, and OHV users should temper their speeds as many private residences line the route. It can be dusty and irritating to those living in the area if courtesy is not shown. Recommend opening. Less than 3 vehicles per hour are expected, however, many residences line the route. Exercising courtesy and restraint to keep dust levels down would endear the recreationists to the residents, keeping complaints down, and the road open.

Six-Mile Road (Map page 69). This road is a primitive gravel road that intersects with Flowery Trail Road. It has several small family farms and other residences along its way and up to 4 vehicles per hour are expected to impact travel. It enters the national forest approximately three miles from the Flowery Trail. Once again, dust and speed abatement should be practiced. The intersection on Flowery Trail is less than one mile northeast from the Mud Lake Road intersection. The possibility of another heritage mine site lies on this road for future consideration.

Snook Road (Map page 70). Towards the end of a long straight stretch of Burnt Valley Road is a T intersection. Burnt Valley Road continues around to the left, and Snook Road continues straight ahead. This road continues on into the national forest lands and becomes a two track road that is barely maintained by forest service personnel. This is a primitive road, only .2 mile long. It is designated primitive and should be opened immediately. By following this road, it travels to the southwest and comes out from the forest onto its continuing leg, labeled as Six-Mile Road.

Iron Mountain Road (Map page 56). This is a short county road for 1.4 miles, with less than 2 vehicles per hour expected. Few residences are on this road, and at the 1.4 mile point, it becomes Forest Service Road 5180, leading into many miles of roads to explore and travel. This is a primitive road. Currently, the MVUM (Motor Vehicle Use Maps) restrict USFS roads to non-OHV use in much of this area. Please consult USFS MVUM for the latest accessible areas for OHV travel.

Added 2009 - United Copper Mine Road (Map page 70). This road has some unique features which should be considered for recreational opportunity. In the rich mining history of Stevens County, this particular road leads to one of the richest copper mining areas during its time. The city of Chewelah flourished because of the copper mines, and the area is ripe for historical and archeological tourism. This particular area needs a lot of collaborative work to develop, including assuring safety for tourist type activity. This is a primitive road already, and has less than 3 vehicles per hour for impact. Again, along its route, family farms dot the landscape, and speed and dust should be kept to minimal amounts.

Added 2010 - Major Road (Map pages 56 and 70). This gravel road intersects off Sand Canyon, just west of the Highline Road route. Less than 5 vehicles per hour are expected, however, it is a distinctly rural farming area that abuts the forest lands. Use caution in this area for cattle, as grazing is a common practice. It is an excellent area to explore. Parking areas need to be developed. Use caution during the late spring to early fall season for grazing cattle in the national forest as well.