

Attachment A

UPM Blandin ATV/OHM Trail Project

Detailed Summary

December 15, 2008



PHASE 2

Figure 2.1: County Road 449 to Smith Creek Trail parking lot

The northern terminus of the trail is located at the Shingle Mill parking lot, on UPM Blandin land, just off of County Road 449. The trail follows an existing snowmobile trail, crossing Pokegama Creek (a trout stream). A 36-inch culvert is in place, and crushed rock will need to be added to the treadway to keep sediment from moving into the stream. The trail continues southerly along the snowmobile trail and crosses the Shingle Mill Road and crosses an area of wet soils (hydric soils present). A 12-inch by 20-foot culvert and fill is likely needed here.

Further down the trail, a re-route of the snowmobile/ATV trail treadway is needed due to a wet drainage area. For the new route, a new bridge will be constructed (T54 R26, Sec 34). The new bridge needed is estimated to be 24-feet long by 12-feet wide.

The trail continues along the snowmobile trail, and then a short segment of new construction is needed where it will then connect with an existing skid road through a spruce plantation for approximately 0.8 mile. Another segment of new construction is needed to avoid a large wet area, but will require a new bridge (T54, R26, Sec 34), approximately 30-feet long by 8-feet wide, to cross a seasonal drainage area. Within this mile of alternating existing skid road and new construction segments, it is estimated that there is a need for approximately six new 12-inch by 12-foot culverts for seasonal drainage.

The trail then crosses Thistle Patch Road, where a 0.1-mile segment of new construction is needed before it joins in with an existing forest road for approximately 0.8 miles. The trail then follows an existing skid road for approximately 0.47 miles to a 0.64-mile segment of new construction and 0.35-miles of existing snowmobile trail where it is estimated that some fill material and two 12-inch by 12-foot culverts are needed. The trail continues along a forest road then connects with the snowmobile trail again, where additional culverts may be needed before it crosses the Smith Creek Bridge. Each side of this bridge will be hardened using crushed rock and seepage on east side of bridge will be routed off of the trail. Trail continues along the snowmobile trail for 0.35 miles, then leaves snowmobile trail and turns south 0.22 miles to Smith Creek Trail parking lot.

PHASE 1

Figure 2.2: Smith Creek Trail parking lot to Cook Creek Bridge

Trail follows the forest road, Smith Creek Trail, for 0.38 miles on Smith Creek Trail to Highway 169, then turns north and will be located in the ditch along an existing trail on the west side of Highway 169 to Smith Drive. This existing trail will be upgraded with gravel and filter fabric as needed, and it is likely that a 36-inch by 12-foot culvert will be needed along this segment.

The trail will cross Hwy 169 and need new construction within a 50-foot wide Itasca County easement to the Wildwood Road. The trail will cross Wildwood Road and continue along existing forest road and snowmobile trail to the intersection of the Nine-Mile Spur. This Nine Mile Spur will follow a former logging road, then new construction is needed to pass through two parcels of private property, then cross County Road 67, and heads west to Nine-Mile Corner.

Continuing east past the Nine-Mile Spur, the trail will follow the forest road and snowmobile trail then turns south through a spruce plantation. After a segment of new construction, the trail will use an existing skid road to cross a wet area where it is estimated that three to four culverts are needed along with some fill. An additional new segment is needed next, where the trail travels along the edge of a spruce plantation. Next the trail joins up with a forest road and thereafter requires a new segment and a new bridge across an unnamed stream (locally known as Cook

Creek). The bridge is proposed to be 20-feet long by 8-feet wide. A short road/spur, which is not part of the UPM Blandin Trail, exits to the knob of a hill to a picnic/rest area overlooking Cook Lake.

Figure 2.3: Cook Creek Bridge to Forest Road

Trail continues with new construction through another spruce plantation to a wet area that will be hardened with rock for water to flow across (adjacent to wetland). Trail continues through plantation to a snowmobile trail, then turns south with a split that has a 0.58-mile "Scenic Loop" to the west, and the main trail continues south to an existing snowmobile bridge. The trail continues along the snowmobile trail where a culvert and some fill may be needed before it reaches a segment of new construction and then joins the forest road again. This area includes Aspen regeneration in the forest, where some wet areas may need a culvert and/or some fill along the new construction or the snowmobile trail. The trail will follow forest road to avoid a large wetland, then enters a spruce plantation and then aspen regeneration. The trail may cross another wet or wetland area where a culvert and fill are likely needed before reconnecting with the forest road again.

Figure 2.4: Aitkin-Itasca County Border and Split Hand Forest Road

Trail follows forest road southeast to the Itasca-Aitkin County boundary. A segment of existing corridor runs through Aspen regeneration to a wet area where a culvert and fill are needed before it joins up with the Split Hand Forest Road in the Hill River State Forest.

Figure 2.5: Split Hand Forest Road/Hwy 200 to Rabey Line ATV Trail

The trail continues on the Split Hand Forest Road then splits off to another forest road before it reaches Highway 200. Trail turns east and runs in the ditch for .15 miles. Trail turns south then crosses Highway 200 and follows an old road to a snowmobile trail that runs adjacent to Washburn Forest Road. The trail continues on the snowmobile trail where it skirts then crosses a wetland where it is estimated that one to two culverts and fill are needed before it joins the Rabey Line ATV Trail. The UPM Blandin Trail route will follow the Rabey Line Trail for 6.24 miles where no construction or maintenance actions are needed.

Figure 2.6: Rabey Line ATV Trail segment

The trail continues to follow the Rabey Line trail. No actions will be required along this section.

Figure 2.7: Rabey Line ATV Trail to Quadna Resort and Hill City

The UPM Blandin Trail will include a spur to the Quadna Mountain Resort community that begins off of the Rabey Line ATV Trail. A segment of new constructions begins this spur then reaches an existing old forest road then travels into an aspen regeneration area to a power line corridor. The trail continues along the road in the power line corridor for a short distance. At this point, there are two possible routes to use. The preferred route leaves the power line corridor and follows an existing old forest road that winds down the hills and ends in a parking lot. The alternate route follows the powerline corridor to the parking lot, but includes a section of hills with slopes greater than 12% that would require additional maintenance.

Continuing past the Quadna Spur, the trail stays on the Rabey Line ATV Trail to Highway 200. The trail then turns west and will use the Highway 200 shoulder to cross existing Highway 200 bridge, over Hill Lake, and to the west end of guardrails. The UPM Blandin Trail will run in the ditch, then use an alley/street to access gas station at intersection of Highway 169 and 200, and ends at Sunny's Station in Hill City.