
WILLOW FLOWAGE SCENIC AREA MASTER PLAN AMENDMENT ASSESSMENT



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WISCONSIN DEPARTMENT OF NATURAL RESOURCES
DIVISION OF FORESTRY

ACKNOWLEDGEMENTS

Many individuals from the Department of Natural Resources have developed this analysis through an integrated planning process. Through their hard work and expertise, these people have developed an analysis that will guide the master plan amendment for the NHAL State Forest.

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PROPERTY DESCRIPTION

The Willow Flowage Scenic Waters Area is located in west central Oneida County and includes 73 miles of shoreline (95% of which is undeveloped), 106 islands, and 7 boat landings. The property, including the flowage, encompasses more than 30,000 acres and was designated as an Outstanding Resource Water in 1997. The primary uses of the Willow include; hunting, fishing, paddling, camping and hiking. The majority of the use on the Willow focuses on the water, however the property provides snowmobile and ATV connector trails and provides lands for hunting and gathering.

CURRENT MOTORIZED ACCESS

Access to the Willow property by motor vehicle is currently through a network of Town and County roads on the edge of the property boundary. One Department owned road, Iron Gate Road, located off of County HWY Y in the Town of Little Rice is currently open seasonally to highway licensed vehicles for approximately 4 miles. An ATV trail provides just over 5 miles of access through the Willow connecting Town ATV routes. Approximately 19 miles of snowmobile trails are on the Willow property. In addition, there are 100 plus miles of woods roads located on the Willow closed to public motorized access that are used for management purposes and used as hunter walking trails.

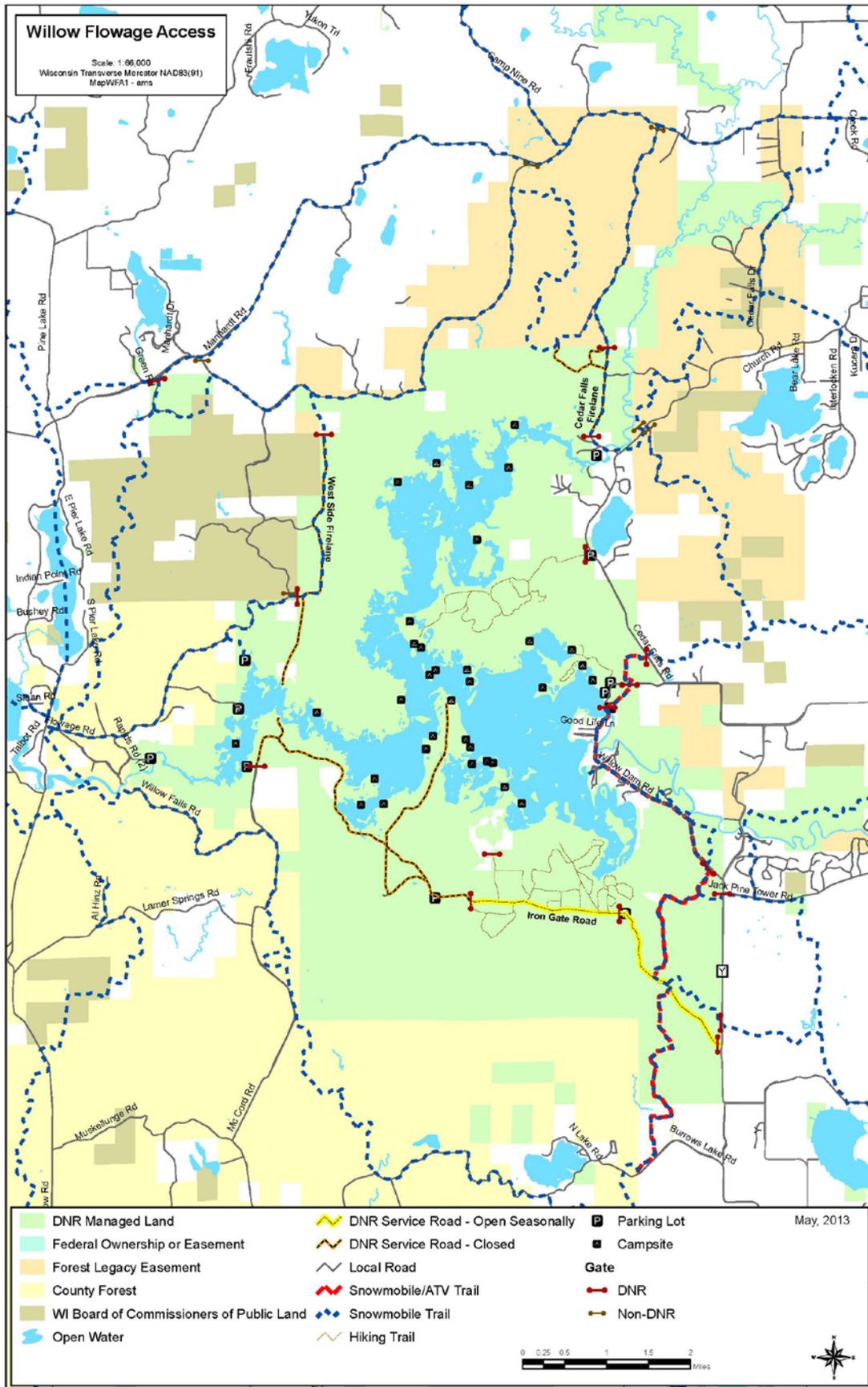
Table 1. Road Inventory within Willow Flowage.		
Type of Road/Trail	Road Standard¹	Miles
DNR Service Road – Open Seasonally	Moderately Developed Road	4.0
DNR Service Road – Closed	Moderately Developed, Lightly Developed, and Primitive Roads	111.0
Snowmobile/ATV Trail	Lightly Developed Road	19.32 (5.25 miles of which is ATV trail)
Hiking Trail	Moderately Developed	5.5

¹See Appendix A for definitions of road standards.

In September of 2004, a master plan amendment was approved by the NRB that called for the Iron Gate Road to be opened on October 15th and closed on December 5th of every year to accommodate hunting, specifically the extended Tribal deer hunting season. The amendment specified Iron Gate Road would be open (not spur roads or trails) and the road would only be open to highway licensed vehicles (not open to ATVs or other off-road vehicles).

Table 1 shows the seasonally open Iron Gate Road is 4 miles long and is maintained as a moderately developed road. In addition to the 4 miles of seasonally open road, there are approximately 111 miles of DNR roads from fully developed service roads to primitive logging roads that are closed to the public and in many cases not maintained. This includes the western portion of Iron Gate Road, as well as West Side Firelane and Cedar Falls Firelane (See Willow Flowage Access

Map).



APPENDIX A: ROAD AND TRAIL STANDARDS FROM CHAPTER NR 44 – MASTER PLANNING FOR DEPARTMENT PROPERTIES

NR 44.07(3) Road and trail standards. For purposes of this section, roads and trails are classified as follows:

- (a) **Primitive road.** A primitive road shall be a temporary or permanent seasonal road with a maximum sustained cleared width normally not exceeding 12 feet, little or no roadbed grading, minimal cut and fill, a surface of primitive or native material.

Note: Due to their unimproved, rough condition, primitive roads commonly are only suitable for H/ohci's and other off-highway vehicles, and may not be negotiable by ordinary highway vehicles.

- (b) **Lightly developed road.** A lightly developed road shall be a temporary road, a permanent seasonal road or a permanent all-season road which is primarily a single lane with a maximum sustained cleared width normally not exceeding 16 feet, is lightly to well-graded with minimal cut and fill, is surfaced with primitive, native or aggregate materials except in limited special use situations where asphalt may be used, and has a maximum speed design of 15 mph.

Note: Due to the variability of roadbed conditions at different times and places, some lightly developed roads might not be negotiable by ordinary highway vehicles.

- (c) **Moderately developed road.** A moderately developed road shall be a permanent seasonal road or a permanent all-season road which typically is 2-lane, but may be one-lane, have a maximum sustained cleared width normally not exceeding 45 feet for 2-lane and 30 feet for one-lane, a well-graded roadbed and may have moderate cuts and fills and shallow ditching, has a surface of aggregate, asphalt or native material, and a maximum design speed of 25 mph.

- (d) **Fully developed road.** A fully developed road shall be a permanent all-season road with a cleared width normally of 50 feet or more, a roadbed with cuts and fills as needed, an aggregate, asphalt or other paved surface and be designed for speeds exceeding 25 mph.

- (e) **Primitive trail.** A primitive trail shall be a minimally developed single-file trail with a maximum sustained cleared width normally not exceeding 8 feet and a minimal tread width for the intended use, have a rough, ungraded bed where large rocks, stumps and downed logs may be present. It primarily follows the natural topography, has no or few shallow cuts and fills, and is surfaced with primitive or native materials, except for limited distances where environmental conditions require the use of other materials. Modifications to the natural trail surface are limited to that which is minimally necessary to provide essential environmental protection.

- (f) **Lightly developed trail.** A lightly developed trail shall be a trail with a maximum sustained cleared width normally not exceeding 16 feet, a moderately wide tread width for the designated uses, a rough-graded base to remove stumps and large rocks, and a surface of primitive or native materials, except where other materials are required due to environmental conditions or where the trail also serves as a lightly developed road where other types of surfacing materials are used.

- (g) **Moderately developed trail.** A moderately developed trail shall be a trail with a maximum sustained cleared width normally not exceeding 8 feet, a minimal tread width for the intended use, a relatively smooth graded base with a compacted surface composed of stable materials such as aggregate. Where practicable and feasible, a moderately developed trail shall, at a minimum, meet the standards for recreational trails accessible to persons with a disability.

- (h) **Fully developed trail.** A fully developed trail shall be a trail with a smoothly graded base and a stable, hard surface composed of materials such as asphalt, aggregate or frozen earth. The trail's cleared width, tread width and cuts and fills are not limited, but shall be appropriate for the trail's intended use. To the degree practicable and feasible, fully developed pedestrian trails shall be fully accessible by persons with physical disabilities.