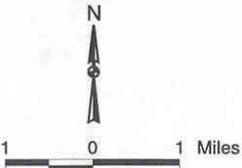
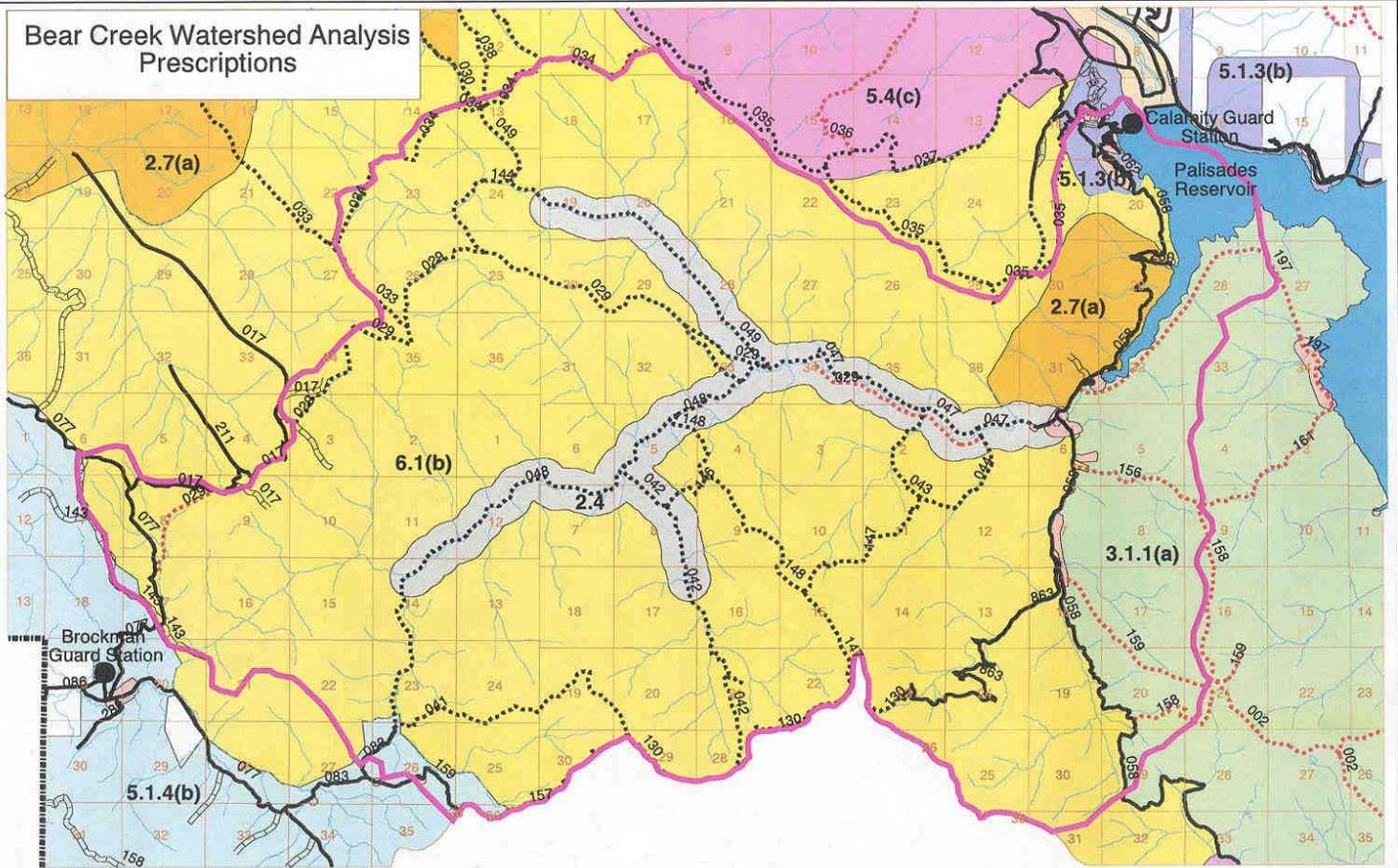


APPENDIX
BEAR CREEK WATERSHED
ANALYSIS

Bear Creek Watershed Analysis Prescriptions

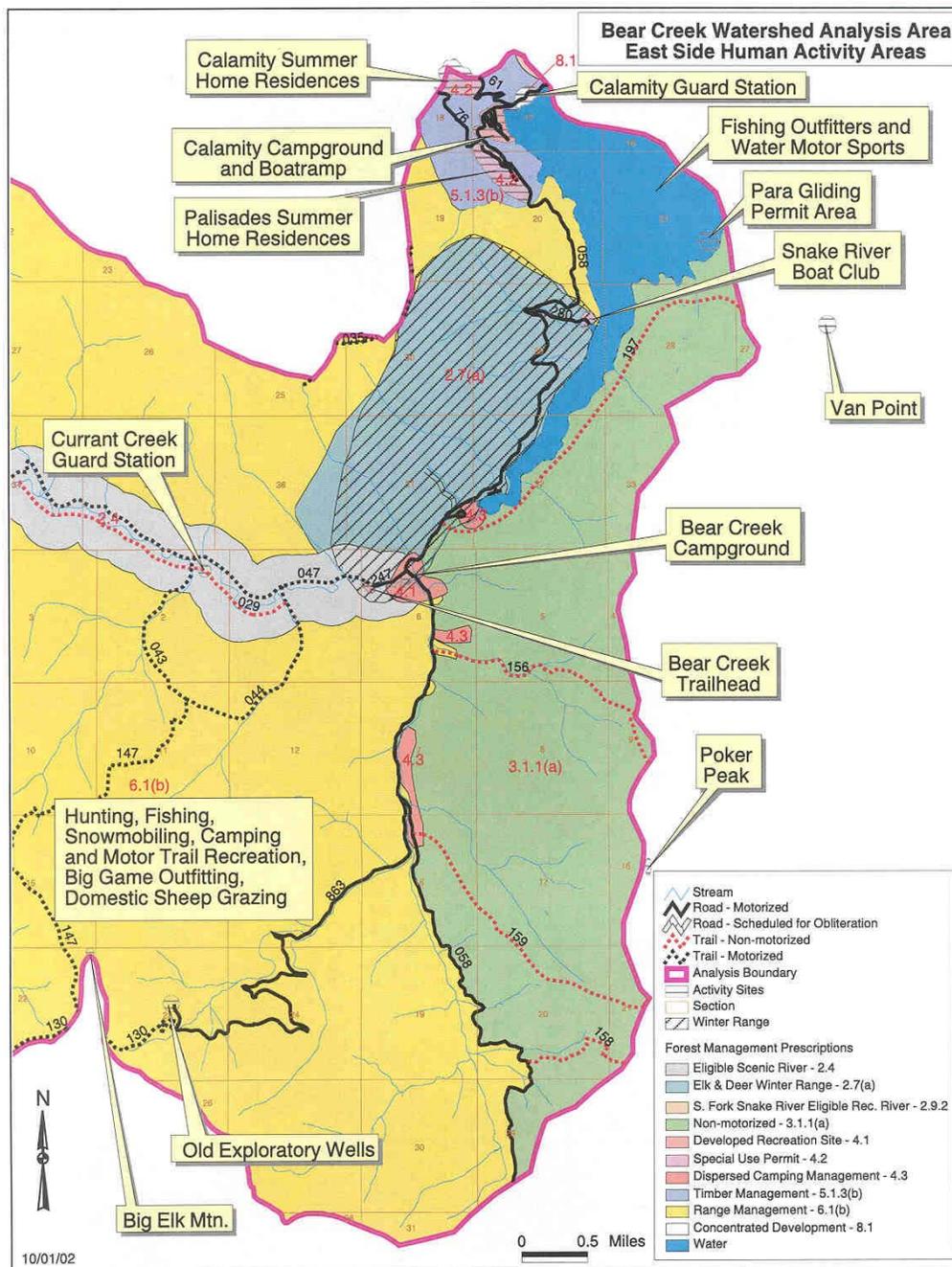


Legend		
	Stream	
	Road - Motorized	
	Road - Scheduled for Obliteration	
	Trail - Non-motorized	
	Trail - Motorized	
	Forest Boundary	
	Analysis Boundary	
Forest Management Prescriptions		
	Eligible Scenic River - 2.4	
	Elk & Deer Winter Range - 2.7(a)	
	S. Fork Snake River Eligible Rec. River - 2.9.2	
	Non-motorized - 3.1.1(a)	
	Developed Recreation Site - 4.1	
	Special Use Permit - 4.2	
	Dispersed Camping Management - 4.3	
	Timber Management - 5.1.3(b)	
	Timber Management - 5.1.4(b)	
	Elk Summer Range - 5.4(c)	
	Range Management - 6.1(b)	
	Concentrated Development - 8.1	
	Water	



Caribou - Targhee National Forest

4/15/03



Eastside Human Activity Areas of the Bear Creek Watershed. Palisades Ranger District, Caribou – Targhee National Forest, 2002. This map shows the major activities currently occurring along the east end of the watershed including Palisades Reservoir and hydro-electric dam, special use summer home urban interface, reservoir and backcountry recreation, old oil wells, roads and trails, Calamity Campground and boat ramp, special use boat club area, outfitting activities, motorized and non-motorized trail activities and domestic sheep grazing. This map also shows mule deer and elk winter range and the Revised Targhee Forest Plan (RTFP, 1997) Prescription areas. More details on prescriptions can be found in the Revised Plan.

**ROAD MANAGEMENT OBJECTIVES
DESIGN, OPERATION and MAINTENANCE DECISIONS
(Reference FSM 7712.31 & FSH 7709.55)**

FOREST: Caribou-Targhee N. F

DISTRICT: Palisades

Road Number	Road Name	Termini From	Termini To	Length (Miles)	Forest Funct Class (A,C,L)
20058	Bear Cr-Elk Jensen	Calamity Junction	20087	18.0	C
	Same	Calamity Junction	Bear Creek	8.3	C
	Same	Bear Creek	20087	9.7	L

I. MANAGEMENT AREA DIRECTION

Forest Plan Management Area: Access is managed or restricted to provide security for wintering elk and deer. Motorized access is managed to provide big game security. This road would be open for public access, for commodity production and for Forest Service administration.

II. ACCESS MANAGEMENT OBJECTIVES

The first 8.3 miles of this road is under the jurisdiction and maintained by Bonneville County, the remainder is Forest Service maintained. Very little timber harvesting has occurred near this road. Surface is native with the exception of the county section being graveled. A large portion of the area allows motorized access on trails by motorcycles but not many trails are recommended for ATV access. The Poker Peak area to the east of the road is a nonmotorized recreation area.

III. DESIGN CRITERIA

TRAFFIC REQUIREMENTS

COMMERCIAL: There has not been any timber activities along this road or any other commercial activities other than it provides livestock premittees access to allotments for maintenance and administration of livestock.

RECREATION AND OTHER USERS: The area receives a lot of recreation traffic to the Bear Creek area due to the trailhead and fishing on Bear Creek and the Bear Creek arm of Palisades Reservoir. Dispersed camping and boating activities are a major source of recreation in this area. Horseback riding, mountain bike riding and trail hiking are also popular activities and of course, in the fall, big game hunting.

ADMINISTRATION The road provides access to forest users for recreation. Also allows the Forest Service access to national forest lands and for fire suppression.

SAFETY: If any timber activities takes place around this area it will require signing during timber operation. Other times the road system will be managed for safety to the public, responsive to public needs, environmentally sound, and efficient to manage.

VEHICLE CHARACTERISTICS

DESIGN VEHICLE: Construction equipment or recreation vehicle, to Bear Creek. Pickup or 4x4 pickup from Bear Creek to Salt River-McCoy Creek Road 20087.

CRITICAL VEHICLE: Semi-trailer truck carrying construction equipment on a recreation access road to Bear Creek. Pickup or 4x4 pickup from Bear Creek to Salt River-McCoy Creek Road 20087

SERVICE LIFE: Constant Service

TRAFFIC SERVICE LEVEL (Ref FSH 7709.56): **A** **B** **C** **D**

ENVIRONMENTAL AND RESOURCE CONSIDERATIONS: Access is managed or restricted to provide security for wintering elk and deer. Access is managed to provide big game security with less risk to the environment and public safety.

ECONOMICS: Least cost emphasis—Design to serve the projected traffic requirement at the lowest cost for transportation consistent with environmental protection and safety consideration.

OTHER: The section of road from Bear Creek to McCoy Creek has a history of slumping, usually in the spring of the year after heavy moisture build up and then a required maintenance is needed. The section causing the most problem is from the summit down to McCoy Creek.

IV. DESIGN ELEMENTS and STANDARDS

NUMBER OF LANES: Single **NORMAL ROAD WIDTH:**
12-14 feet

MAXIMUM GRADIENT: 8 to 12% **DESIGN SPEED:** 15
MPH

SURFACING: The first 8.3 miles of road is gravel and is maintained by the county and the remainder of the road is native with some wet areas where sluffing of cut banks and fills occurs.

TURNOUTS: Located approximately every 1000 feet or in natural openings.

DRAINAGE: A min. of 18" corrugated metal pipe installed in all draws and live streams. Ditches cut ½ foot to 1 foot in depth. Ditch slope 3:1, Rolling dips and out-sloped travelways where appropriate.

OTHER: A gravel surface is recommended for the entire route or spot graveling at a minimum. Also, some road modifications or relocation in some places and drainage problems improved. Curves on the this road should be a minimum of 50 foot radius.

V. OPERATION CRITERIA

SUBJECT TO HIGHWAY SAFETY ACT: YES X NO X

JURISDICTION: (FSH 7709.59) The first 8.3 miles of road from the Calamity Junction to Bear Creek is administered by Bonneville County and the remainder 9.7 miles from Bear Creek to Salt River-McCoy Road 20087 is Forest Service.

TRAFFIC MANAGEMENT STRATEGY (REF. FSM 7731.11): Encourage use consistent with the condition of the road, accept, but do not encourage, use by vehicles that are suited for use on a specific road, such as high clearance vehicles.

TRAFFIC RULES and ORDERS: (REF FSM 7731.12 & 7731.14) The access designation for the area and roads are designated open or closed as shown on the Forest Plan Travel Maps as well as the Order. Regulations regarding traffic rules are found in 36 CFR 212.5a. Winter travel regulations in elk and deer winter range.

PERMITS: (FSM 7731.16) Special Use Permits are in place for the Summer Home areas and also the private boat club which are accessed off this road, along with power line and telephone lines.

TRAFFIC CONTROL DEVICES: (FSM 7731.15) Where signing is required, the standards and guidance contained in the Manual on Uniform Traffic Control Devices (MUTCD) will be used.

VI. MAINTENANCE CRITERIA

MAINTENANCE RESPONSIBILITY: Bonneville County / Forest Service.

OPERATIONAL MAINTENANCE LEVEL: 1 2 3 4 5

**ROAD MANAGEMENT OBJECTIVES
DESIGN, OPERATION and MAINTENANCE DECISIONS
(Reference FSM 7712.31 & FSH 7709.55)**

FOREST: Caribou-Targhee N. F
Springs

DISTRICT: Palisades/Soda

Road Number	Road Name	Termini From	Termini To	Length (Miles)	Forest Funct Class (A,C,L)
20077	Fall Ck.-Skyline	20076	20087	40.2	C
	Same	20076	Skyline	14.0	C
	Same	Skyline	Brockman	14.8	C
	Same	Brockman	20087	11.4	C

I. MANAGEMENT AREA DIRECTION

Forest Plan Management Area: Access is managed or restricted to provide security for wintering elk and deer. Motorized access is managed to provide big game security. This road is open for public access, for commodity production and for Forest Service administration.

II. ACCESS MANAGEMENT OBJECTIVES

The first 14 miles of this road is under the jurisdiction and maintained by Bonneville County. The other 26.2 miles is Forest Service maintained. Very little timber harvesting has occurred near this road but what has is in the Brockman area. Surface is native with the exception of the county section being graveled. A large portion of the area allows motorized access on trails by motorcycles but many trails are not recommended for ATV access. There will be trailheads developed off this road that will invite ATV access as well as existing local roads which do accommodate ATV traffic.

III. DESIGN CRITERIA

TRAFFIC REQUIREMENTS

COMMERCIAL: Some timber activities have occurred around the Brockman area and there will be some in the future as well. Trucking of livestock is done on the first portion of the road which is maintained by the County. The Travertine Mine hauls Travertine from the mine to Hwy. 26 and uses approx. 2 miles of the first section of this road also maintained by Bonneville County. Permmittes are able to access livestock allotments.

RECREATION AND OTHER USERS: The area is used by fisherman accessing Fall Creek and by hunters in the fall to gain access to back country. There are a number of

roads and trail that are accessed by this road. There are several trailheads in the area that are accessed by both motorized users, hikers and horseback riders. OHV uses are occurring on the roads and caution needs to be maintained at all times when driving the road system.

ADMINISTRATION: Road would be used for timber sale administration, fuels management and fire suppression. Post sale work includes planting, survival exams and stocking surveys. Provide livestock permittees access to allotments as well as forest users access to parts of the forest.

SAFETY: Any timber activities will require signing during timber operation. Other times the system will be safe to the public, responsive to public needs, environmentally sound, and efficient to manage.

VEHICLE CHARACTERISTICS

DESIGN VEHICLE: Standard logging truck design-L=50 feet. W=8.5 feet. Some areas would require some road modification to accommodate logging trucks.

CRITICAL VEHICLE: N/A

SERVICE LIFE: Constant Service

TRAFFIC SERVICE LEVEL (Ref FSH 7709.56): **A** **B** **C** **D**

ENVIRONMENTAL AND RESOURCE CONSIDERATIONS: Access is managed or restricted to provide security for wintering elk and deer. Access is managed to provide big game security with less risk to the environment and public safety. Lack of surfacing and inadequate drainage on the Skyline and Brockman sections of the road is contributing to siltation in drainages.

ECONOMICS: Least cost emphasis—Design to serve the projected traffic requirement at the lowest cost for transportation consistent with environmental protection and safety consideration.

OTHER: Road improvements are needed on the Brockman section which would increase the existing road's traffic service level, expand its capacity, and change its original design function of that portion of the road.

IV. DESIGN ELEMENTS and STANDARDS

NUMBER OF LANES: Single **NORMAL ROAD WIDTH:** 12-14 feet

MAXIMUM GRADIENT: 8 to 10% **DESIGN SPEED:** 15
MPH

SURFACING: The first 14 miles of road is gravel and is maintained by the county with the remainder 26.2 miles of the road being native surface with some rocky areas along the Skyline area. Other sections of the road are near impassable during wet weather due unstable surface conditions that exist.

TURNOUTS: Located approximately every 1000 feet or in natural openings.

DRAINAGE: A min. of 18" corrugated metal pipe installed in all draws and live streams. Ditches cut ½ foot to 1 foot in depth. Ditch slope 3:1, Rolling dips and out-sloped travelways where appropriate.

OTHER: A gravel surface is recommended for the entire route with some road modifications or relocation in some places and drainage problems corrected. Curves on the this road should be a minimum of 50 foot radius.

V. OPERATION CRITERIA

SUBJECT TO HIGHWAY SAFETY ACT: YES NO

JURISDICTION: (FSH 7709.59) The first 14 miles of road from road 20076 to Skyline is Bonneville County and the remaining 26.2 miles from Skyline to Salt River-McCoy Road 20087 is Forest Service.

TRAFFIC MANAGEMENT STRATEGY (REF. FSM 7731.11): Encourage use consistent with the condition of the road, accept, but do not encourage, use by vehicles that are suited for use on a specific road, such as high clearance vehicles.

TRAFFIC RULES and ORDERS: (REF FSM 7731.12 & 7731.14) The access designation for the area and roads are designated open or closed as shown in the Forest Plan Travel Maps as well as the Order. Regulations regarding traffic rules are found in 36 CFR 212.5a. Winter travel regulations in elk and deer winter range.

PERMITS: (FSM 7731.16) The Travertine Mine has a special use permit to haul travertine from the mining area to the first section of road. This portion of road is under the jurisdiction of the Bonneville County.

TRAFFIC CONTROL DEVICES: (FSM 7731.15) Where signing is required the standards and guidance contained in the Manual on Uniform Traffic Control Devices (MUTCD) will be used.

VI. MAINTENANCE CRITERIA

MAINTENANCE RESPONSIBILITY: Bonneville County and Forest Service.

OPERATIONAL MAINTENANCE LEVEL: 1 2 3 4 5

OBJECTIVE MAINTENANCE LEVEL: 1 2 3 4 5

WORK NEEDED TO REACH OBJECTIVE MAINTENANCE LEVEL The Skyline and Brockman portions of the road would need to be reshaped or relocated in places and a good sub-base would need to be added to the road prism. Drainages would need to improved in some areas as well as widening the road in some places and adding turnouts every 1000 feet or using natural openings when

possible. Placement of a gravel surface on the road of approx. 6 inches the full length of the road is recommended or borrow material if not graveled and spot graveling as a minimum.

PREPARED BY: Leon A. Bleggi DATE: 5/13/03
FOREST TRANSPORTATIONS PLANNER

RECOMMENDED BY: Randall Tate DATE: 5/13/03
FOREST ENGINEER

APPROVED BY: Ronald D. Dickemare DATE: MAY 15, 2003
DISTRICT RANGER



Figure 1. Bear Creek Big Game Winter Range.



Figure 2. Bear Creek Big Game Winter Range.



Figure 3. Bear Creek Big Game Winter Range. Palisades Reservoir.

Figure 4. Bear Creek at



Figure 5. Bear Creek Road.



Figure 6. Bear Creek Road.



**Figure 7. Bear Creek Big Game Winter Range.
Guard Station.**

Figure 8. Currant Creek



Figure 9. Currant Creek Guard Station.



Figure 10. Bear Creek.



Figure 11. Bear Creek Riparian.



Figure 12. Bear Creek Riparian.



Figure 13. Bear Creek .

Figure 14. Bear Creek.



Figure 15. Bear Creek.



Figure 16. Bear Creek erosion.



Figure 17. Bear Creek Riparian.



Figure 18. Bear Creek Riparian.



**Figure 19. Bear Creek Riparian.
Riparian. Currant Cr. G.S.**



**Figure 20. Bear Creek
Riparian.**



Figure 21. Currant Creek Guard Station.



Figure 22. Currant Creek Guard Station.



**Figure 23. Bear Creek old burn.
Guard Station.**



Figure 24. Currant Creek



**Figure 25. Currant Creek Guard Station.
Riparian.**



Figure 26. Bear Creek



**Figure 27. Bear Creek Riparian.
Riparian.**



**Figure 28. Bear Creek
Riparian.**



Figure 29. Bear Creek Riparian. Riparian, eroding bank.

Figure 30. Bear Creek



Figure 31. Bear Creek Riparian bank.



Figure 32. Bear Creek eroding bank.



banks.

Figure 34. Bear Creek.

Figure 33. Bear Creek eroding



Riparian.

**Figure 35. Bear Creek
Figure 36. Bear Creek Riparian.**



Figure 37. Bear Creek aspen/conifer.

Figure 38. Bear Creek old prescribed burn.



**Figure 39. Bear Creek Riparian.
Riparian.**

**Figure 40. Bear Creek
Riparian.**



**Figure 41. Bear Creek Riparian.
Bridge.**



**Figure 42. Bear Creek Sheep
Bridge.**



Figure 43. Bear Creek Sheep Bridge. Driveway.



Figure 44. Bear Creek Sheep



Figure 45. Bear Creek Sheep Driveway.

Figure 46. Bear Creek aspen.



Figure 47. Bear Creek Riparian.

Figure 48. Bear Creek.



Figure 49. Bear Creek Riparian.



Figure 50. Bear Creek Riparian.



Figure 51. Bear Creek. Red Ridge view NE. Ridge.



Figure 52. Bear Creek. Red Ridge.



Figure 53. Bear Creek. Red Ridge.



Figure 54. Bear Creek.



**Figure 55. Bear Creek. View north from trail
north from trail
going to Warm Springs.
Springs.**

**Figure 56. Bear Creek. View
going to Warm**



Figure 57. Bear Creek. View north from trail going to Warm Springs.

Figure 58. Bear Creek/Warm Springs.



**Figure 59. Bear Creek/Warm Springs.
Creek/Warm Springs.**

Figure 60. Bear



Figure 61. Bear Creek/Warm Springs.
Springs.

Figure 62. Bear Creek/Warm



Figure 63. Bear Creek/Warm Springs.



Figure 64. Bear Creek/Warm Springs.



Figure 65. Bear Creek/Warm Springs.

Figure 66. Bear Creek/Warm Springs.



Figure 67. Bear Creek/Warm Springs.

Figure 68. Bear Creek/Warm Springs.



Figure 69. Bear Creek/Warm Springs.



Figure 70. Bear Creek/Warm Springs.



Figure 71. Bear Creek/Warm Springs.

Figure 72. Bear Creek/Warm Springs.



Figure 73. Bear Creek/Warm Springs.
Springs.

Figure 74. Bear Creek/Warm



Figure 75. Bear Creek/Warm Springs.
Springs.

Figure 76. Bear Creek/Warm



Figure 77. Bear Creek/Warm Springs.



Figure 78. Bear Creek/Warm Springs.



Figure 79. Bear Creek. View north to north to Chaparral Hollow.



Figure 80. Bear Creek. View Chaparral Hollow.



Figure 81. Bear Creek.



Figure 82. Bear Creek.



Figure 83. Bear Creek.

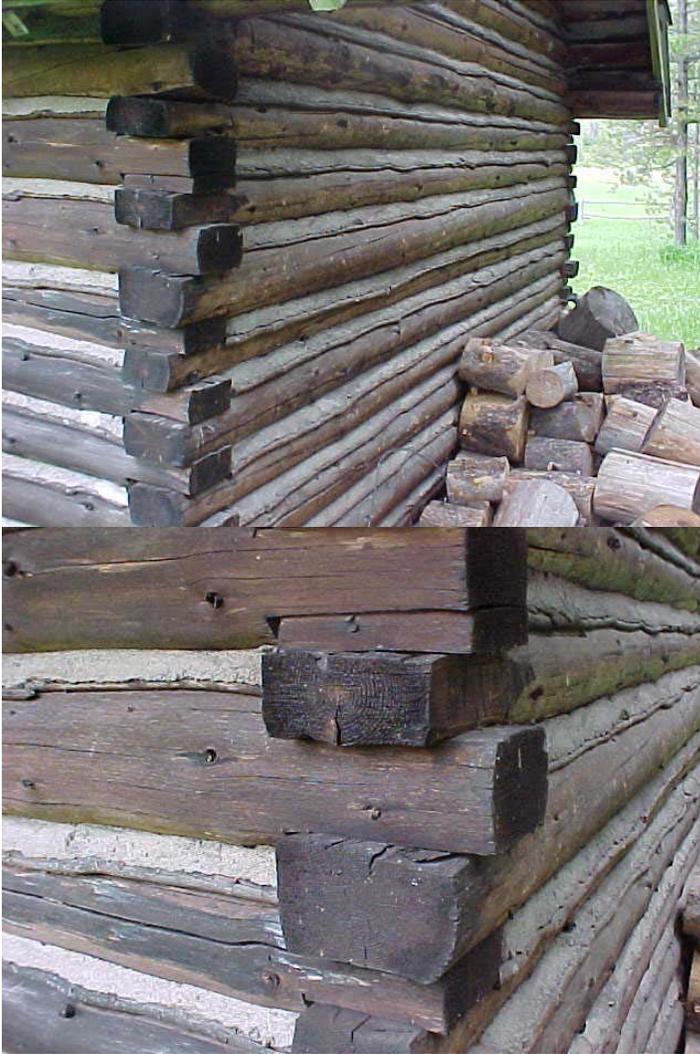


Figure 84. Bear Creek.



**Figure 85. Bear Creek. Beaver lodge.
Guard Station.**

Figure 86. Currant Creek



**Figure 87. Currant Creek Guard Station.
Guard Station.**

Figure 88. Currant Creek



Figure 89. Currant Creek Guard Station.

Figure 90. Currant Creek



Figure 91. South Fork Bear Creek.



Figure 92. South Fork Bear



**Figure 93. South Fork Bear Creek.
Creek.**



**Figure 94. South Fork Bear
Creek.**



**Figure 95. South Fork Bear Creek.
Creek.**



**Figure 96. South Fork Bear
Creek.**



**Figure 97. South Fork Bear Creek.
Creek.**

**Figure 98. South Fork Bear
Creek.**



**Figure 99. South Fork Bear Creek.
Creek.**



**Figure 100. South Fork Bear
Creek.**



Figure 101. South Fork Bear Creek.

Figure 102. South Fork Bear



**Figure 103. South Fork Bear Creek.
Creek.**

**Dispersed campsite.
campsite and ford.**

Figure 104. South Fork Bear

Dispersed



Figure 105. South Fork Bear Creek. Creek road.



Figure 106. South Fork Bear



**Figure 107. South Fork Bear Creek.
Creek.**

Figure 108. South Fork Bear



**Figure 109. South Fork Bear Creek.
Creek.**



Figure 110. South Fork Bear



Figure 111. South Fork Bear Creek. Creek road.

Figure 112. South Fork Bear



Figure 113. Van Point.



Figure 114. Van Point.



Figure 115. Calamity/Bear Creek.



Figure 116. Calamity/Bear



Figure 117. Van Point.



Figure 118. Van Point.



**Figure 119. Van Point Eagle habitat.
Palisades Reservoir.**



Figure 120. Bear Creek,



**Figure 121. Van Point.
dam.**



**Figure 122. Van Point from
dam.**



Figure 123. Van Point.



Figure 124. Van Point.



**Figure 125. Palisades Dam.
Creek.**



**Figure 126. Calamity/Bear
Creek.**



Figure 127. Calamity/Bear Creek.
Creek.



Figure 128. Calamity/Bear



Figure 129. Calamity Guard Station, 2002.

Figure 130. Calamity.

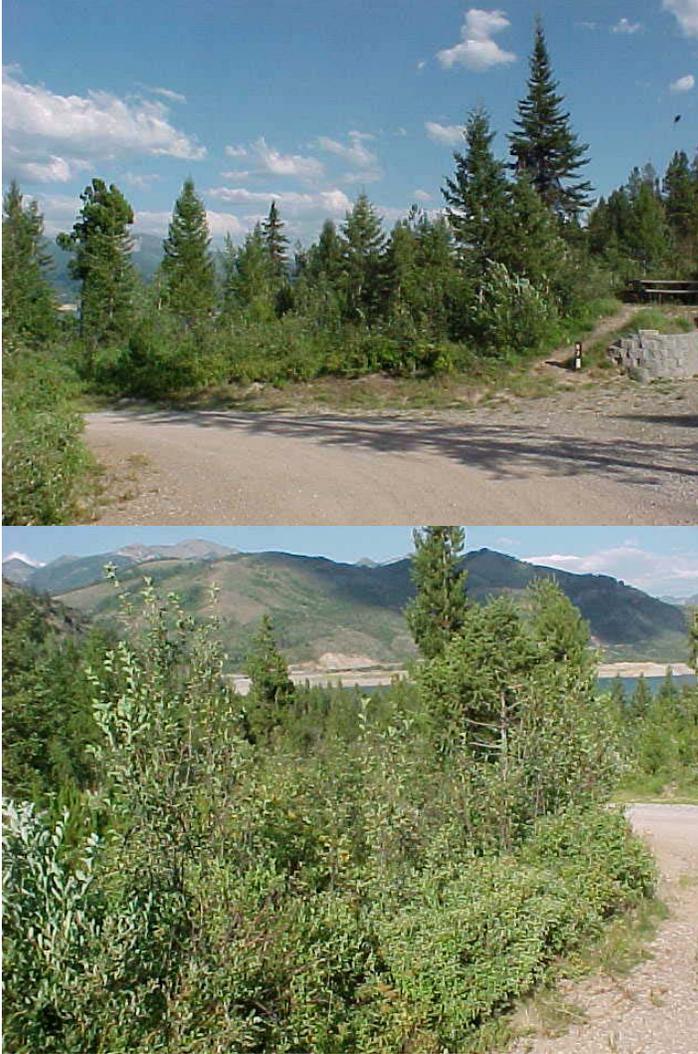


Figure 131. Calamity Campground after logging.

Figure 132. Calamity Campground after logging.



Figure 133. Calamity Campground after logging.

Figure 134. Palisades Dam.



Figure 135. Palisades Dam.



Figure 136. Palisades Dam.



**Figure 137. Calamity Campground.
Ramp.**

**Figure 138. Calamity Boat
Ramp.**



Figure 139. Calamity Boat Ramp & Campground. Figure 140. Calamity Campground in lower photo.



Figure 141. Calamity.

Figure 142. Calamity.



**Figure 143. Calamity.
Creek Road.**



**Figure 144. Calamity/Bear
Creek Road.**



**Figure 145. Calamity/Bear Creek.
Creek.**



**Figure 146. Calamity/Bear
Creek.**



**Figure 147. Calamity/Bear Creek.
Creek.**

**Figure 148. Calamity/Bear
Creek.**



**Figure 149. Calamity/Bear Creek.
interface & FS**



**Figure 150. Calamity urban
summer homes.**



Figure 151. Calamity urban interface.

Figure 152. Bear Creek.



**Figure 153. Calamity urban interface and
Creek.
summer homes.**



Figure 154. Calamity/Bear



Figure 155. Calamity dead snags.



Figure 156. Calamity dead



Figure 157. Palisades Dam.



Figure 158. Calamity aspen.



Figure 159. Calamity/Bear Creek.
Creek.



Figure 160. Calamity/Bear



Figure 161. Bear Creek.



Figure 162. Bear Creek.



**Figure 163. Bear Creek/Van Point.
2002.**



Figure 164. Bear Creek area



Figure 165. Van Point/Bear Creek, 2002.



Figure 166. Bear Creek arm.



Figure 167. Bear Creek.



Figure 168. Bear Creek.



Figure 169. Bear Creek arm.



Figure 170. Bear Creek arm.



Figure 171. Van Point/Bear Creek.



Figure 172. Bear Creek.



**Figure 173. Snake River Boat Club Special Use
Club Special Use
Area.**



**Figure 174. Snake River Boat
Area.**



Figure 175. Snake River Boat Club.



Figure 176. Snake River Boat Club.



Figure 177. Bear Creek arm.



Figure 178. Bear Creek arm.



Figure 179. Game winter range, sagebrush and Club Special Use bitterbrush.

Figure 180. Snake River Boat Area.



Figure 181. Bear Creek vegetation.
vegetation.

Figure 182. Bear Creek



Figure 183. Bear Creek vegetation.

Figure 184. Bear Creek vegetation.



Figure 185. Bear Creek vegetation.

Figure 186. Bear Creek arm.



Figure 187. Bear Creek arm.



Figure 188. Bear Creek arm.



Figure 189. Bear Creek arm.

Figure 190. Bear Creek arm.

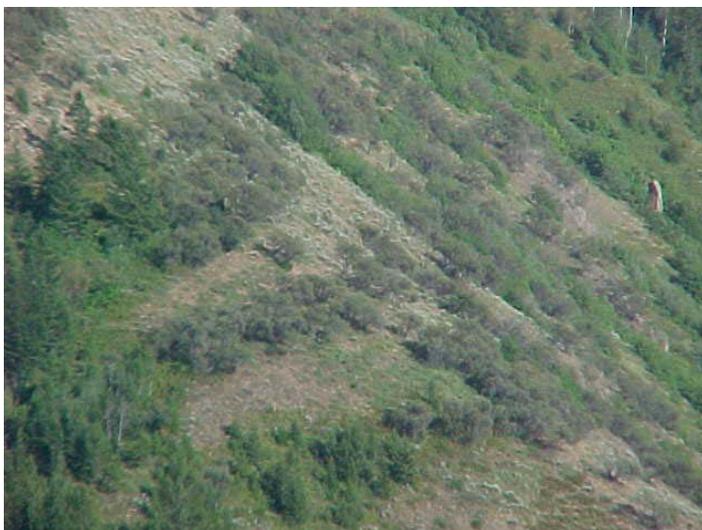


Figure 191. Bear Creek arm.



Figure 192. Bear Creek.



**Figure 193. Bear Creek.
Bear Creek game winter**



**Figure 194. South slope of
range.**



Figure 195. Game winter range in Bear Creek. Reservoir bed.

Figure 196. Bear Creek in



Figure 197. Bear Creek in Reservoir bed. Creek/Palisades Reservoir.



Figure 198. Bear



Figure 199. Bear Creek in Palisades Reservoir dry slope game winter bed.

Figure 200. Bear Creek south range.



Figure 201. View of Bear Creek from Reservoir Point Area.



Figure 202. Bear Creek/Tissue Point Area.



**Figure 203. Bear Creek game winter range
winter range
mahoganies.
mahoganies.**



Figure 204. Bear Creek game



Figure 205. Bear Creek sage brush winter range winter range.

Figure 206. Bear Creek game winter range.



Figure 207. Bear Creek game winter range.



Figure 208. Bear Creek.



**Figure 209. Bear Creek.
Palisades Reservoir.**

Figure 210. Bear Creek at



Figure 211. Bear Creek/Tissue Point. Creek/Tissue Point area;

Figure 212. Bear

Domestic Sheep



**Figure 213. Bear Creek/Tissue Point area sheep
Creek/Tissue Point dispersed
grazing.
area.**



**Figure 214. Bear
camping riparian**



Figure 215. Bear Creek dispersed camping Point dispersed riparian area.

Figure 216. Bear Creek/Tissue camping road.



**Figure 217. Bear Creek/Tissue Point dispersed
Creek/Tissue Point dispersed.
camping area.**



**Figure 218. Bear
camping area.**



Figure 219. Bear Creek/Tissue Point sheep corral.

Figure 220. Bear Creek/Tissue Point sheep corral.



**Figure 221. Tissue Point dispersed camping area on
Creek at reservoir
Bear Creek at reservoir high water line.**



**Figure 222. Tissue Point/Bear
Creek at reservoir
high water line.**



**Figure 223. Bear Creek.
Point area.**

**Figure 224. Bear Creek/Tissue
Point area.**



Figure 225. Bear Creek just above Palisades riparian area above Reservoir.



Figure 226. Bear Creek reservoir.



Figure 227. Bear Creek at Tissue Point dispersed cottonwood riparian area camping area.

Point.



Figure 228. Bear Creek above Tissue

above Tissue



**Figure 229. Bear Creek.
cottonwood riparian area.**



Figure 230. Bear Creek



Figure 231. Bear Creek campground. campground overgrown

Figure 232. Bear Creek table.



**Figure 233. Bear Creek.
beaver dam.**



Figure 234. Bear Creek



Figure 235. Bear Creek.



Figure 236. Bear Creek.



Figure 237. Bear Creek.

Figure 238. Bear Creek.



**Figure 239. Bear Creek.
winter range.**



Figure 240. Bear Creek



Figure 241. Bear Creek winter range.

Figure 242. Bear Creek



**Figure 243. Bear Creek bridge.
watershed improvement to
climbing.**



**Figure 244. Bear Creek
block OHV hill**



**Figure 245. Bear Creek.
dispersed camping area.**



Figure 246. Bear Creek



Figure 247. Bear Creek bridge.



Figure 248. Bear Creek at bridge.



Figure 249. Bear Creek riparian vegetation. bridge.



Figure 250. Bear Creek from



Figure 251. Bear Creek.

Figure 252. Bear Creek.



Figure 253. Bear Creek.



Figure 254. Bear Creek.



Figure 255. Bear Creek game winter range.



Figure 256. Bear Creek.



Figure 257. Bear Creek dispersed roads.



Figure 258. Bear Creek arm.



Figure 259. Bear Creek road.

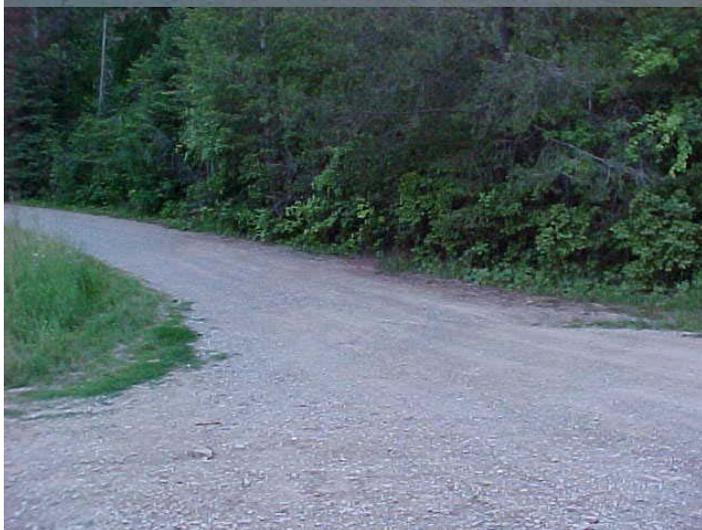


Figure 260. Bear Creek road.



Figure 261. Calamity urban interface area.

Figure 262. Bear Creek.



Figure 263. Bear Creek. urban interface.

Figure 264. Bear Creek



**Figure 265. Bear Creek.
paved road.**

Figure 266. Bear Creek



**Figure 267. Palisades Dam/Calamity.
Dam/Calamity.**

Figure 268. Palisades



**Figure 269. Palisades Dam/Calamity.
Dam/Calamity.**



Figure 270. Palisades



**Figure 271. Palisades Dam/Calamity.
Dam/Calamity.**

Figure 272. Palisades



**Figure 273. Palisades Dam/Calamity.
Dam/Calamity.**



Figure 274. Palisades



**Figure 275. Palisades Dam/Calamity.
Dam/Calamity/Van Point.**



Figure 276. Palisades



Figure 277. Van Point from Palisades Dam/Calamity. Figure 278. Palisades Dam/Calamity.



**Figure 279. Palisades Dam/Calamity.
Dam/Calamity.**

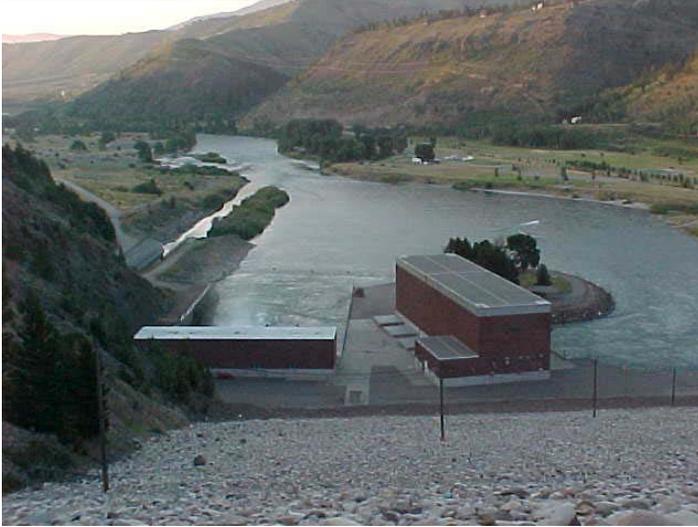


Figure 280. Palisades



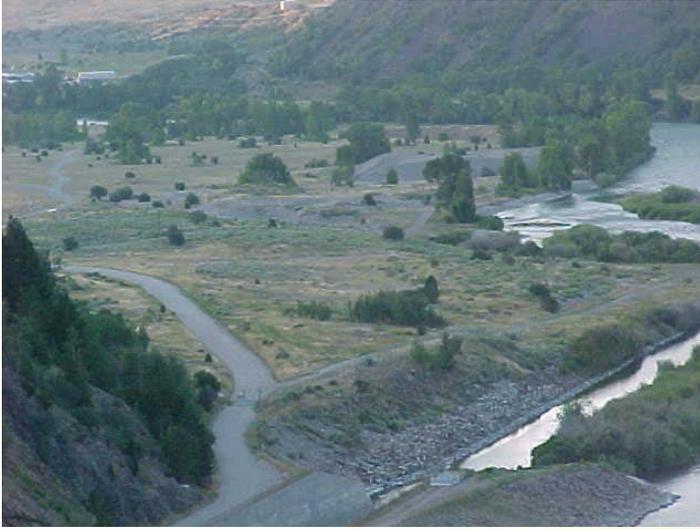
**Figure 281. Palisades Dam/Calamity.
Dam/Calamity.**

Figure 282. Palisades



**Figure 283. Palisades Dam/Calamity.
Palisades Dam.**

Figure 284. Area below



**Figure 285. Area below Palisades Dam.
Palisades Dam.**

Figure 286. Area below



Figure 287. Area below Palisades Dam.