

On July 1, 2014 Sue Crowder and myself complete a field review of the 1168427 road. The main purpose of the site visit was to inspect the road and a decommissioned stream crossing to determine if this section of road could be utilized for the removal of special forest products (fir boughs). This section of road has been decommissioned by decompacting, installing water bars and placing slash and root wads on the first 100 feet of the road surface to prevent vehicular access. A portion of this road segment will be re-constructed and used for the Buck Tule timber sale.

It is proposed to allow ATV access on this segment of road for removing special forest products; this would include crossing one perennial stream. The road surface contains a high percentage of rock fragments (see photos 1 and 2) and is hummocky from the decommissioning work. Due to the high percentage of rock fragments and the light weight and low ground pressure of ATV vehicles there will be no measurable increase of soil compaction on the decommissioned road surface.

The decommissioned stream crossing had the culvert and fill material removed leaving 1:1 side slopes and creating about a 20 to 25 foot span across the stream. The perennial stream is about 18 to 24 inches across and less than six inches deep (see photo 3). In order to protect water quality it is recommended that a small temporary log stringer bridge be installed by the purchaser to facilitate ATV access to this portion of the unit. The log stringer bridge should be a minimum 30 feet in length and wide enough to safely allow for ATV access. The log stringer bridge can be placed and anchored on the existing road approaches with minimal hand earth work required. The log stringer material can be cut from the small diameter noble fir plantation present on both side of the stream crossing (photo 4). There will be a 50 foot no cut buffer on both sides of the crossing measured from the top of the stream bank and extending out 50 feet on both sides of the stream. Material cut for the log stringers will be gathered outside the no cut buffer and felled to the road for processing, skidding and stringer placement. After all special forest products activities have been completed the temporary log stringer bridge should be removed, disassembled with the stinger logs being placed in the stream channel above, below and in the decommissioned stream crossing.

By implementing project design features and based on local soil conditions there will be no measurable increase in soil compaction or impacts to water quality.



Photo 1. Rock fragment road surface at stream crossing



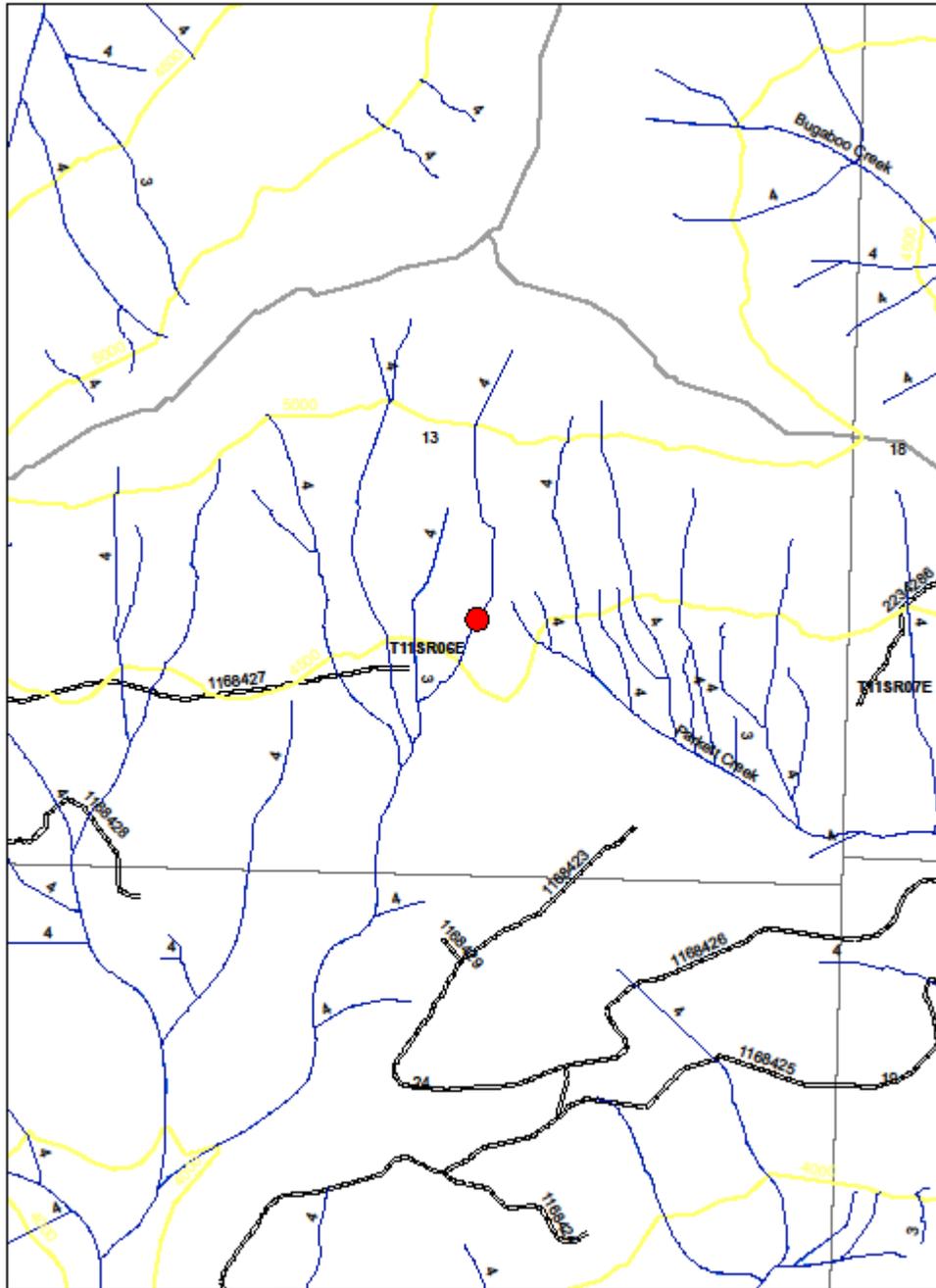
Photo 2. Large and small rock fragments and hummocky decommissioned road surface



Photo 3. Decommissioned perennial stream crossing and approaches.



Photo 4. Small diameter Noble fir for log stringer material



Location of temporary crossing road 1168427