



United States  
Department of  
Agriculture

Forest  
Service

Shasta-Trinity  
National  
Forest

2400 Washington Avenue  
Redding, CA 96001  
(530) 244-2978  
(530) 242-2237 – TDD  
<http://www.r5.fs.fed.us/shastatrinity>

**File Code:** 3420

**Date:** September 11, 2000

**Route To:** Peter Van Susteren

**Subject:** Evaluation of Port-Orford-cedar root disease risk on S. Fork Sacramento (FPM Report N00-8)

**To:** District Ranger, SMMU

On September 6, 2000, Pete Angwin and Dave Schultz from the Redding Forest Pest Management office evaluated several areas on the South Fork of the Sacramento for the risk of introduction of Port-Orford-cedar root disease. This was prompted by two actions: there have recently been two separate introductions of the disease on the Sacramento River in the Dunsmuir area, and the SMMU has initiated action to address some high risk sites. Specifically, we looked at a ford across the South Fork of the Sacramento approximately 0.6 miles southwest of the bridge at Soapstone Creek, and also the access road to the Cedar Lake Research Natural Area.

### **Ford At Road 39N58**

The ford across the South Fork of the Sacramento appears to be an authorized crossing on a designated Forest Service road (FS Road 39N58). Crossing the ford requires driving through the water, even during the lowest flows. The ford is surrounded by Port-Orford-cedar. Because of the intersection of water, vehicles and Port-Orford-cedar, a high risk situation exists for the introduction of root disease. Several feasible ways exist to reduce the risk:

1. Close the ford. It would be relatively simple to close the ford. In order to provide access to the existing road on the south side of the river, it would be necessary to do some maintenance work on roads that connect to the Soapstone Creek bridge. If this alternative merely traded a ford on the South Fork of the Sacramento for a ford on Soapstone Creek, the risk would not significantly change.
2. Sanitize the ford area. If the Port-Orford-cedar in the area of the ford were cut, the risk of the disease introduction would be significantly reduced. All Port-Orford-cedar about 50 feet downstream and 25 feet upstream from the ford would have to be cut. All of these trees are in the riparian area, and some are actually in the river. The trees would have to be cut below any live buds to prevent sprouting. Due to abundant seed sources in the area, an annual maintenance program of inspection and cutting or pulling of seedlings would have to be instituted.

### **Cedar Basin NRA Access Road**

The access road to the Cedar Basin RNA is not signed, and does not appear to receive significant maintenance. Access to a private parcel south of Cedar Lake has to be provided. There does not appear to be any Port-Orford-cedar within sight of the access road from the paved South Fork road south to the outlet of Cedar Lake. Because of this, any improvements to the access road from the paved South Fork road to within about 100 feet of Cedar Lake would have no effect on root disease prevention. From the standpoint of POC root disease prevention, improvements to the access road would have a cost, but no tangible benefit. However, the access road crosses the outlet from Cedar Lake at a ford, which is surrounded by Port-Orford-cedar. A constant flow of



water appears to have been present throughout the year 2000. Although the road receives minimal traffic, recent tire tracks were visible on the day of our visit. Again, because of the intersection of water, vehicles and Port-Orford-cedar, the ford creates a high risk situation for the possible introduction of POC root disease. Several feasible ways exist to reduce the risk:

1. Gate the access road at the paved road. Allow vehicle access only for access to the private inholding and bona fide emergencies. This would reduce the risk of the introduction of the disease. It would also reduce rutting on the access road. It will probably reduce or eliminate some casual local use of the area. It could increase the amount of time and effort needed to utilize the area for scientific study and has the potential to cause some local animosity.
2. Gate the access road north of the outlet from Cedar Lake. This would allow access for high-clearance vehicles to Cedar Lake. It would allow access to many of the existing hunter's camps and turnarounds. If the gate were at least 25 feet uphill from the existing Port-Orford-cedar, the risk of disease introduction would be reduced.
3. Improve the crossing at the outlet from Cedar Lake. This has the potential to significantly reduce the risk of disease introduction. It would also improve access to the private inholding. The road is quite rough beyond Cedar Lake. A visual estimate of tracks and ruts indicated that most vehicles do not travel beyond Cedar Lake. Even a minimal set of culverts and fill would probably cost several times as much to install in this remote location as a gate.

These situations offer the opportunity to prevent the introduction of a highly pathogenic root disease. Special Forest Insect and Disease Prevention/Suppression funds are available to assist with the planning and implementation of appropriate and effective projects. These funds are not intended to substitute for ordinary road maintenance funding to fix road damage, or prevent damage to other resources.

The deadline to apply for Insect and Disease Prevention and Suppression funding for FY2001 is October 15, 2000. For the early stages of projects which require funding for planning, NEPA, or surveys, the application consists of form FS-3400-2 (attached), a short project narrative and this biological evaluation. For projects which are being implemented on the ground, and which will produce tangible results, an economic analysis is required. Funding applications should be sent to Dave Schultz or me and cc'd to Jim Harvey at the Shasta-Trinity National Forest Supervisor's Office.

Please call Dave Schultz (530-242-2335) or me (530-242-2336) if you need more assistance or information.

/s/ Pete Angwin

Plant Pathologist

cc: Jim Harvey, Dave Schultz

Attachment: FS-3400-2