

## Road-related issues found in Bass and Drum Timber Sales, 2015-2016

### **Bass Units 6, 8, 12, 14 (All up 6311-130)**

FSR 6311-130 was rebuilt as a temporary road to access Bass Units 6, 8, 12, & 14. The original metal barricade was not replaced with an effective substitute. In early fall 2015, Bark observed that it had been removed, and the units had been accessed by motorized vehicles. [Photo of removed barricade at entrance of 6311-130 from FSR 6311](#). Because of this unauthorized access, [newly constructed waterbars on the road were driven over and damaged](#) making them less effective over the winter.

#### From Bass contract:

*“Over wintering: Spur roads and/or landings will normally be constructed, used, and obliterated in the same operating season. If it is not possible to do this, due to fire season or similar reason, road will be out-sloped, water-barred, **have the entrance effectively blocked; and the entire road will be seeded, mulched, and fertilized** in accordance with K-G. 6.0#, prior to end of Normal Operating Season, or as designed by the Forest Service.”*

#### From the Jazz EA

*4E9: Close and waterbar native surfaced roads prior to the wet season and between operating seasons to prevent use and reduce erosion. Jazz EA at 35.*

The [temporary road built into Unit 10](#) from the reopened FSR 6311-130 did not include any decompaction, erosion control or barricade when visited during the spring of 2016.

[In Unit 12, at the intersection of three temporary roads](#), there is an adjacent seep which contributes to the flow of water west across the 6311-130 road and outside the unit. During the rainy season this intersection is also intercepting water flowing downhill from the two temporary roads heading [north](#) and [northeast](#).

#### From the Jazz EA

*4E4: Implement erosion control measures to prevent offsite movement of disturbed or exposed soil associated with road renovation and reconstruction (including cutbanks, fills, ditches, etc.) on road segments that have the potential to directly or indirectly deliver sediment to any stream channel. Erosion control measures include silt fences, straw bales, matting, mulch, slash, water bars, grass seed [or other products], etc. This work would occur prior to the wet season. National Core BMP Technical Guide –AqEco 2, Road 3, Road 4, Veg 2, and Veg 3.*

[There was new road, not included in the EA or Bass contract, constructed between units 12 & 14](#). This road [did not appear on any maps](#) or in the list of all temporary roads in the EA. With a slope of 35% at its southern intersection, there was no barricade, decompaction or slash placed on this road, although some waterbars (which were diminished due to water moving down the slope of the road) were present.

## **Bass Unit 18**

Bark has previously shared with the FS the post-logging condition of the [temporary road accessing Unit 18](#); it was not bermed, water-barred or decompacted after it was rebuilt and used. When visited during the spring of 2016, the stream still contained all the pit run rock used for the temporary crossing.

*The Jazz EA re: Unit 18:*

*“The existing temporary road was never decommissioned. The road crosses a seep with an existing log ford that has decayed. The proposed action is to construct a temporary crossing utilizing a log ford (new logs) and pit run rock” EA at 25.*

*Project Design Criteria:*

*“5F. Temporary roads - temporary roads and landings on temporary roads would be **subsoiled to a depth of at least 18 inches or scarified with a loader or excavator**. Cross-drains or waterbars would be installed every 150 feet, or more frequently if slopes exceed 5%. Actual placement distances may vary with topography to ensure proper drainage. Available slash, logs or root wads would be placed across the road or landing surface. Post-harvest motorized access to temporary roads would be prevented by construction of a berm.” EA at 38.*

*4D2. Where stream crossings are needed on existing alignments, they would be designed to minimize impacts to listed fish using techniques such as French drains, log fords and temporary culverts **that would be used and removed the same season**. EA at 34.*

## **Bass Units 26, 30, 38**

Bark volunteers found that the most [southwestern temporary road](#) that accesses Unit 26, 30, and 38 unit contained no berm or other barricade, or was decompacted, before the winter of 2015/2016.

The temporary road accessing this unit at its northern boundary is blocked by root wads and had slash placed on it as a rehabilitation/erosion control measure. However no decompaction had occurred.

*The Jazz EA re: Units 26, 30, 38*

*“After use, temporary roads are bermed at the entrance, water barred, decompacted and roughened as needed with the jaws of a loader or excavator, exposed mineral soil covered with slash or other ground cover, and debris such as rootwads, slash, logs or boulders are placed near the entrance and along the first portion of the road.” EA at 23*

*Project Design Criteria: See 5F:“temporary roads and landings on temporary roads would be **subsoiled to a depth of at least 18 inches or scarified with a loader or excavator**”*

From Bass contract:

*“Over wintering: Spur roads and/or landings will normally be constructed, used, and obliterated in the same operating season. If it is not possible to do this, due to fire season or similar reason, road will be out-sloped, water-barred, have the entrance effectively blocked; and the entire road will be seeded, mulched, and fertilized in accordance with K-G. 6.0#, prior to end of Normal Operating Season, or as designed by the Forest Service.”*

## **Bass Unit 32**

[The temporary road into this unit is blocked by rootwads and similarly covered in slash](#) as was done in unit 26. One culvert was removed towards the entrance of this road, but no decompaction took place.

The Jazz EA re: Unit 32:

*“The existing temporary road was never decommissioned. A culvert failed at a crossing of a perennial stream. The proposed action is to construct a temporary crossing using a log ford and pit run rock.” EA at 25*

*Project Design Criteria: See 5F: “temporary roads and landings on temporary roads would be **subsoiled to a depth of at least 18 inches or scarified with a loader or excavator**”*

**Drum Unit 62** – Reopened [FSR 6300-180, remains open with no barricade](#) or [erosion control measures implemented](#) before the winter of 2015/2016. The Drum contract lists this road as including “Mandatory Project 002, Road Decompaction, A.4.3, K-G.9#; & Mandatory Project 003, Entrance Management, A.4.3, K-G.9#

Jazz EA re: Unit 62

*See Project Design Criteria 5F, above.*

From Bass contract:

*See “Over wintering requirements” above.*

**Drum Unit 66** – The west temporary road (rebuilt 6300-016) [remains open with no barricade, decompaction or erosion control measures](#) implemented before the winter of 2015/2016.

Jazz EA re: Unit 66:

*See Project Design Criteria 5F, above.*

From Bass contract:

*See “Over wintering requirements” above.*

**Drum Unit 70** – As of the spring of 2016, there has been no rehabilitation/entrance management work done on the [rebuilt 6300-185 road](#). [A French drain culvert was left in place over the winter of 2015/2016](#) at a previous stream crossing.

*Project Design Criteria 4D2. Emphasize the reuse of existing road alignments rather than the construction of new roads where appropriate. Where stream crossings are needed on existing alignments, they would be designed to minimize impacts to listed fish **using techniques such as French drains, log fords and temporary culverts that would be used and removed the same season.** EA at 34.*

Because there were no waterbars or other erosion control measures implemented, channelized gullies formed along the road [adjacent to the road's east entrance to the unit](#), as well as [along the road's northern descent towards its terminus](#). The [landing at the end of the 6300-185 road](#) contained significant rutting & pooling, with no slash or other stabilizing material placed on its surface.

*Project Design Criteria 4E4: Implement erosion control measures to prevent offsite movement of disturbed or exposed soil associated with road renovation and reconstruction (including cutbanks, fills, ditches, etc.) on road segments that have the potential to directly or indirectly deliver sediment to any stream channel. Erosion control measures include silt fences, straw bales, matting, mulch, slash, water bars, grass seed [or other products], etc. **This work would occur prior to the wet season.** National Core BMP Technical Guide –AqEco 2, Road 3, Road 4, Veg 2, and Veg 3.*

From Bass contract:

See “Over wintering requirements” above.

Bark volunteers found two additional alignments which were used for this project which spurred off the main 6300-185. [One heading northwest near the unit's eastern boundary \(and its entrance from the 6300-185\)](#), and [one heading southeast](#) midway off the 6300-185. These alignments were not water-barred, blocked or decompacted.

At 44°57'18.26"N; 122° 1'34.07"W along the road, Bark volunteers found that a [portion of the road had sloughed off its north edge](#) – presumably due to the accumulation of water on the road and the adjacent steep slope. Road fill had travelled over 30 feet down the slope, meeting [a second small landslide](#) directly down the hill. When we field checked this road after it had been decommissioned (before it was rebuilt for Jazz), this section of road contained a slump which volunteers thought may have once contained a culvert; no new drainage culvert was installed when the road was rebuilt.

## **Drum Unit 88**

FSR 6350-120 (accessing Unit 88) contains [channel erosion](#) (shown [further downslope here](#)) leading into three culverts on the north side of the road. The [most eastern culvert](#) is delivering sediment directly into a mapped adjacent stream channel ([in photo: road fill \(L\) stream channel \(R\)](#)). The other two culverts are partially buried in

road fill ([middle culvert](#); and [west culvert](#)) . There was [no erosion control measures](#) implemented on this road leading up to the winter of 2015/2016.

*See Project Design Criteria 4E4, above.*