

Clackamas Stewardship Partners September 28th, 2007 Field Trip Notes

Goal

To look at and discuss a variety of temporary roads proposed for Upper Clack Thin

Agenda

- 1) Visit M unit of the Cloak thin to see obliterated new temporary road. Additionally, visit forage opening created in M unit.
- 2) Visit Unit 16 of the Upper Clack Thin to see decommissioned road that is proposed to be reopened and used for the logging operation and then obliterated upon completion of the project.
- 3) Visit Unit 34 of Upper Clack Thin to see existing temporary road that would be reopened and then obliterated upon completion of the project.
- 4) Visit unit 25 to see new temporary road and skid temporary road
- 5) Visit 7a to see new temporary road that is relatively long compared to the others proposed.

M Unit

- FS explained that this is the type of obliteration that is currently standard for temporary roads. Ground/soil is decompacted and root wads are placed along the length of road to discourage use of ORV's.
- We discussed forage openings and the proposal of including them in Upper Clack Thin. Erik said he was more comfortable with heavy thinning in matrix rather than a 3-5 acre clear-cut. Group seemed to think that it was important to start small and pick strategic areas and then monitor. If forage openings are deemed valuable then we can increase from there. Decided that it would be valuable to continue this conversation when ODFW representatives are present.



Unit 16

- We walked along 4671140, which is under the category of decommissioned road that will be reopened and then obliterated upon completion of the project. The road was decommissioned ~10 years ago, but basically just walked away from after previous thinning project. The road still has pit run rock on it and nothing is growing, berms

have seemingly kept ORV from using it. People thought this was a best case scenario because we can use it to access a plantation stand and then obliterate it and put it in a much better condition than it is currently in. We also discussed that people's ideas of decommissioning means a lot of different things. Nathan suggested making classes of decommissioning so people have a better understanding. Also, mentioned using the term passive decommissioning to mean just walking away or active decommissioning for those that are actively removed.

- We also discussed road 4671150. The entire section will be decommissioned, but the section with culverts was included in the 2nd restoration EA and then the section that will be used for the Upper Clack Thin will be included in this project. This is because if you include road decommissioning that has culvert replacements you receive an opinion from NOAA that it is likely to adversely affect particular species and having this type of opinion in a Timber Sale may end up getting held up in court just because of the road decommissioning.



Unit 34

- Unit 34 has a proposed new temporary road that is 0.30 miles or 1584 feet long, but split into two road sections that access 35.7 acres.
- Notes are incomplete here because I didn't get a clear understanding of how people felt about this new temporary construction. There didn't seem to be outright objection, but there wasn't anyone saying we should do this...

Unit 25

- We first visited the old logging system, which had two landings on either side of an intermittent creek. The proposal of constructing a new temporary road and constructing a road on an old skid trail is in lieu of using the old system.
- The new temporary road goes through a previous clearcut and there doesn't seem to be the need to remove any trees to construct the road. The skid trail is now a dog hair thicket and the temporary



- road would basically travel along this thicket to access the stand.
- Amy mentioned that there is a concern of placing a temporary road adjacent to an old growth stand, because many of the impacts of the road (e.g., invasive weeds) will affect this adjacent stand. We discussed the option of moving the road in so there is a barrier between the road and old growth stand, but then there is the issue of not using an already impacted ground (skid trail) and therefore impacting additional ground.
 - Erik mentioned that he typically doesn't like temporary roads, but he appreciates the Forest Service taking the time to rethink the logging system in a way to reduce ecological impacts on the intermittent stream.

Unit 7a

- Unit 7a is a new temporary road that is 0.11 miles or 580 feet and is on a relatively steep slope. The proposed new temp road seems to travel along an old skid trail in sections, but there is a bench above the proposed placement of the new temp that might be a better place. The FS hasn't run its modeling program yet.
- The group seemed to have the greatest concern with this road because of its slope. The FS agreed to rethink the new temporary road and will run their analysis and present the group with a different alternative.

