

Bear Cub TS, notes 10-17-02, Bark Binder

Alt B selected.

Hunter, Berry, Cub drainages. 0.6 mile rd built to access landing for regeneration cuts. 0.1 mile rd built to access landings for thinning. For forest restoration, 1.0 mile rd to be built. Project will also loosen compacted soils (from past mgt) in certain skid trails roads and landings. Winged scarifier would loosen soil to 24 inches deep.

Also-road closures: Hunter creek watershed is the only area above FP rd density: its 2.96 m/sm - should be 2.5. So, close rd 4672-230 using guard rail gate.

In the binder is synopsis of studies on increased peak flows. One says roads interact with clearcutting by capturing subsurface flows and speeding its delivery to streams causing significant increases in peak flows. Rds advance the time and amt of peak flows. Over time, repeated increased peak flows scour river channels to bedrock, thereby exacerbating impacts of logging and rds (J. Jones and G. Grant-citations in binder). Megahan found road interception increased by 91%. R. Harr et al found logging and rd building increases magnitude of storm events.

One unit is near spotted owl activity area. Removal of 25 acres spotted owl habitat, degradation of 109 acres suitable habitat, removal of 50 acres dispersal habitat and degradation of 400 acres dispersal habitat within 4 LSRs. In matrix lands, 1675 acres suitable habitat will be removed and 1831 suitable habitat outside of reserves will be degraded.

Logging old growth in this sale. Wolverine habitat in area. CC planned for unit 15-steep area. Rd building to access this unit apparently-**check**.

ONRC comments included saying using guard rail gate to close rds is inefficient because ORVs can get around. These rds should be decommissioned to decrease disturbance to animals and decrease chance of increased peak flows. They say 1.7 mile new rd to be built. Bark says this too.

June, 1998 appeal meeting, Regna said over 50% of closed rds on Clackamas are still used by motor vehicles so closing rds with guard rail gates is ineffective and she wouldn't drop that appeal pt.

Sold October 1998. Termination date March, 2001. Bear Sale map doesn't show new rd locations.

Bid info: KV const: \$171,938. Purchaser rd credits: \$182,954. Reconstr deposits: \$10,062. Temp rd is 0.60 mile. Reconstr: 1.40 mile.

1996 transportation report has different numbers on constr and reconstr of rds.

TO DO: look at studies cited in this binder on peak flows and rds ! When do they close the rd? Because they increase rd density from rd construction, it goes above 2.96 so how long will it be at that higher level? Also-check rd construction locations-where are they? Steep, fragile soil areas? Status of sale? Termination date was March, 2001. Rd constr/reconstr/closure/oblit costs? What do KV costs mean? Miles rd actually to be built? Reconstructed rd? Purchaser rd credits?