YUROK TRIBE

Watershed Restoration Department

2004/2005 McGarvey Creek Implementation Final Report

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By:

Yurok Tribe Watershed Restoration Program

2004/2005 MCGARVEY CREEK WATERSHED RESTORATION IMPLEMENTATION AND TRAINING PROGRAM

EXECUTIVE SUMMARY

The purpose of this report is to summarize the watershed restoration work completed by the Yurok Tribe, as part of the Lower Klamath River Restoration plan. Implementation season begins in the early days of June and runs through the end of October each year. This report will cover a small portion of the work preformed in 2004 and all work performed during the 2005 season. The Yurok Tribe conducted a Watershed Restoration Implementation and Training Program within the McGarvey Creek drainage located in the lower portion of the Klamath River basin. McGarvey Creek is a moderately sized tributary that feeds directly into the mainstem of the Klamath River system. Funding was obtained from the California State Coastal Conservancy (SCC), U.S. Environmental Protection Agency Service (EPA), U.S. Fish and Wildlife Service (U.S.F.W.S.), and Green Diamond Resource Company (GDRC). This project has been part of a multi-year restoration effort in McGarvey Creek. This effort is intended to remedy road related sediment sources from 30 tributary sub-basins, within the Lower Klamath River Basin.

This program is part of a long-term watershed restoration goal intended to fulfill two principal Tribal objectives:

1. Return the Klamath River fishery to the healthiest possible condition.
2. Create job training and employment opportunities for Tribal members.

The McGarvey Creek Watershed Implementation and Training Program employed twelve Tribal members within the Yurok Tribe's Watershed Restoration Department. First Aid and CPR training was provided by the Northern California Safety Consortium (N.C.S.C) before field work began. The department provided advanced training in road layout, site supervision, and heavy equipment operation. On going field coordination was also provided throughout the heavy equipment field season. The training included actual road decommissioning along prioritized roads and stream crossings within the McGarvey Creek watershed.

The roads decommissioned in the McGarvey Creek watershed during this project include the M10, M500, M700, and M1200. In this watershed, approximately 9 miles of road were decommissioned, preventing an estimated 98,000 yd^3 of road fill material from entering surrounding streams.

Table of Contents

EXECUTIVE SUMMARY 1
Table of Contents 2
List of Figures 3
List of Tables 3
INTRODUCTION 4
Location 4
Land Status 7
Fisheries Background 7
LAND USE HISTORY 8
Tribal Use 8
Fishing 8
Timber Harvesting 8
Tourism 10
Long-Range Planning 10
PRIORITIZATION OF THE LOWER KLAMATH WATERSHEDS 10
PHYSIOGRAPHY OF THE WATERSHED 11
PRIORITIZATION OF WORK SITES 12
TRAINING PROJECT 14
Introduction 14
Training and Evaluations 14
GENERAL TRAINING METHODOLOGY 15
Step #1: Standard First Aid and CPR 15
Step #2: Site Prescription and Layout 15
Step #3: Implementation 16
Step #4: Post-Work Site Survey 17
Step #5: Effectiveness Monitoring 17
PROJECT IMPLEMENTATION 19
Treatment 19
McGarvey Creek Road Priorities 23
2004/2005 Road Work 23
Lower McGarvey Road Complex 23
HURDLES AND HIGHLIGHTS 24
FUTURE WORK 25
BUDGET 26
REFERENCES 28
APPENDIX A: Photos 29
APPENDIX B: Glossary 36

List of Figures

Figure 1 Location Map McGarvey Creek Watershed 5
Figure 2 Location Map McGarvey Creek Watershed 6
Figure 3 McGarvey Creek Creek Cut-Harvest Map 9
Figure 4 Road Prescription Illustrations.....18
Figure 5 McGarvey Creek Road Classification Map 20
Figure 6 McGarvey Creek Erosional Site Map.....21
Figure 7 McGarvey Creek Watershed Road Site Work Map.....22
Figure 8 Detailed Breakdown of Project Budget…….27

List of Tables

Table 1: Lower Klamath Watershed Restoration Plan Prioritization Table.....13

INTRODUCTION

After several months of planning and coordination the Yurok Tribe conducted a Watershed Restoration Program that was held during the months of June through October of 2004 and 2005. This effort was divided into two coordinated projects:

1. Implementation of the hydrologic decommissioning of McGarvey Creek roads located within the Yurok Reservation and/or ancestral Yurok territory.

2. Training of watershed restoration techniques to Tribal members (including heavy equipment operation, site layout, and survey work).

This course was intended to fulfill two principal objectives:

1. To return the Klamath River fishery to its healthiest possible condition by:
   a) Improving stream/riparian habitat in watersheds identified as immediate priority work areas.
   b) Treating the most critical erosion and/or chronic sediment sources in each watershed in the most cost-effective manner possible by:
      - Conducting a watershed wide roads assessment to aid in planning and prioritizing of project implementation.
      - Hydrologic decommissioning/obliteration of road and skid trails.
      - Road upgrade/improvements for erosion control.
      - Slope stabilization.
      - Improvement of stream channel morphology.

2. To create job training and employment opportunities by:
   - Development of the technical skills and the long-term availability of watershed restoration jobs for Tribal members.

Location

The implementation and training program took place within the McGarvey Creek watershed, located in the lower portion of the Klamath River Basin (Figure 1). The McGarvey Creek mainstem lies in Humboldt and Del Norte Counties, California, (in Townships T12N-13N and Ranges R1E-2E on the USGS Klamath Glen & Ah Pah Ridge 7.5 Quadrangle) (Figure 2).

Figure 1- Location Map McGarvey Creek Watershed

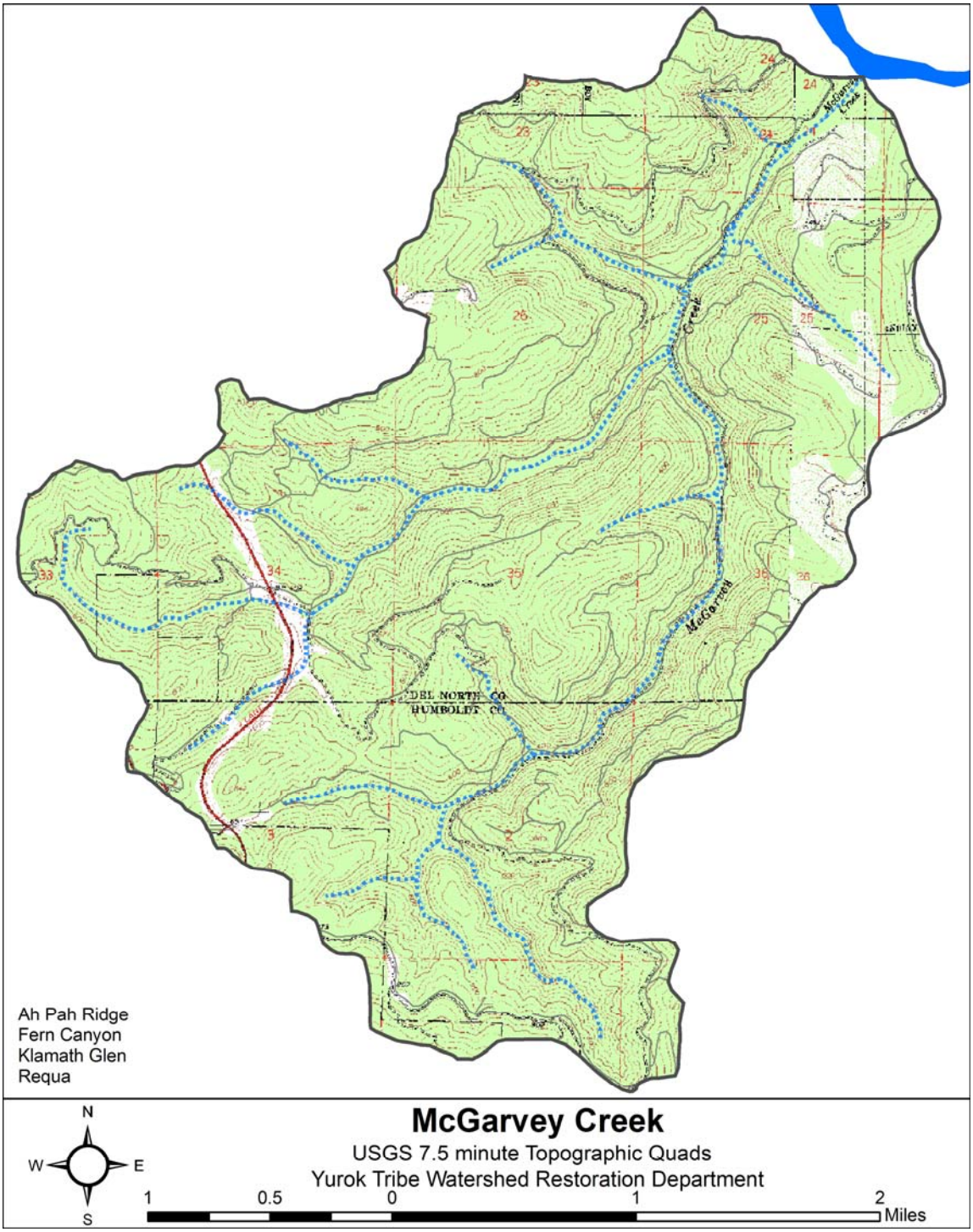


Figure 2- Location Map McGarvey Creek Watershed

Land Status

The Yurok Klamath River Reservation is approximately 56,000 acres, and was created by Federal actions between 1853 and 1891. The Reservation encompasses a strip of land one mile wide on each side of the Klamath River, from its confluence with the Trinity River at Weitchpec, California, to its mouth at the Pacific Ocean.

G.D.R.C. and a few other private landowners own more than 85% of the land within the Yurok Tribe's Lower Klamath River ancestral territory. A smaller portion of the Reservation consists of public lands managed by Redwood National/State Parks (RNPS), the United States Forest Services (USFS), Bureau of Land Management (BLM) and tribal trust land. The McGarvey Creek watershed is no exception to this fact.

The assessment area of this project totals approximately 9 sq. miles (5,664 acres) and includes the entire hydrological system draining into the McGarvey Creek watershed. G.D.R.C. manages 7.3 mi^2 or 81.6% of the watershed for the commercial production of timber, leaving 1.6 mi^2 or 18.4% of land to be managed by RNPS, these are the only two landholders within this watershed.

Fisheries Background

McGarvey Creek is one of the most productive Lower Klamath River anadromous fish tributary. Historically Klamath River Steelhead and spawning adult salmon, including fall run Chinook and Coho species, may have once numbered more than a million each year. The total annual salmon harvest and escapement to the Klamath Basin averaged 300,000 to 400,000 fish between 1915 and 1928 (Rankel 1978). Now these fish are in serious decline, as their abundances have fallen significantly enough to warrant Federal listings of the Coho salmon under the Endangered Species Act.

LAND USE HISTORY

Tribal Use

For centuries Yurok people have lived along the Pacific Coast and inland along the Klamath River. The river and the ocean were the central focus of Yurok Tribal life. In the early 1900's, anthropologist Alfred Kroeber noted that the Yurok language and oral history reflected the relationship between the people and the Klamath River. Yurok myths and legends are rich with references to the river. Indeed, nearly every aspect of Yurok life was, and continues to be, bound to the river's fisheries (Yurok Strategic Plan, 1999).

Fishing

Although the first impacts of immigrant settlers upon the valleys of the Klamath River Basin were related to gold mining and refining, those settlers quickly recognized the wealth and importance of the river's fisheries. Competition with the Yurok people over these resources soon began. By the 1930's, a booming commercial fishing industry was well established upon the river and its outlying ocean. Innumerable photographs and postcards from the '30's through the early 1960's hail Klamath, California as the "Salmon Fishing Capital of North America." Even as the commercial fishery began to decline in the 1970's and '80's, the Klamath River remained a recreational salmon fishing mecca.

Timber Harvesting

The harvesting of timber has remained one of the main economic staples for the Lower Klamath River Basin's portion of the "Redwood Empire" for more than a century. Although logging only locally impacted the forests in the early days, the advent of powerful hydraulic technologies allowed timber cutting to quickly spread across the Klamath Basin. By the mid-1950's, clear-cutting had begun within the McGarvey Creek basin, and by the mid -1970's approximately 50% of the drainage had been logged (Yurok Tribe, 1997). By 1994, essentially all old growth trees had been removed (see Harvest Unit Maps, Figure 3). Roads were constructed as needed to access timber harvest operations within the basin. Most logging roads in the watershed were constructed with in-sloped or crowned prisms both styles utilizing inboard ditches. These roads were built within steep inner gorge localities, as well as in gentler upland hill slope areas.

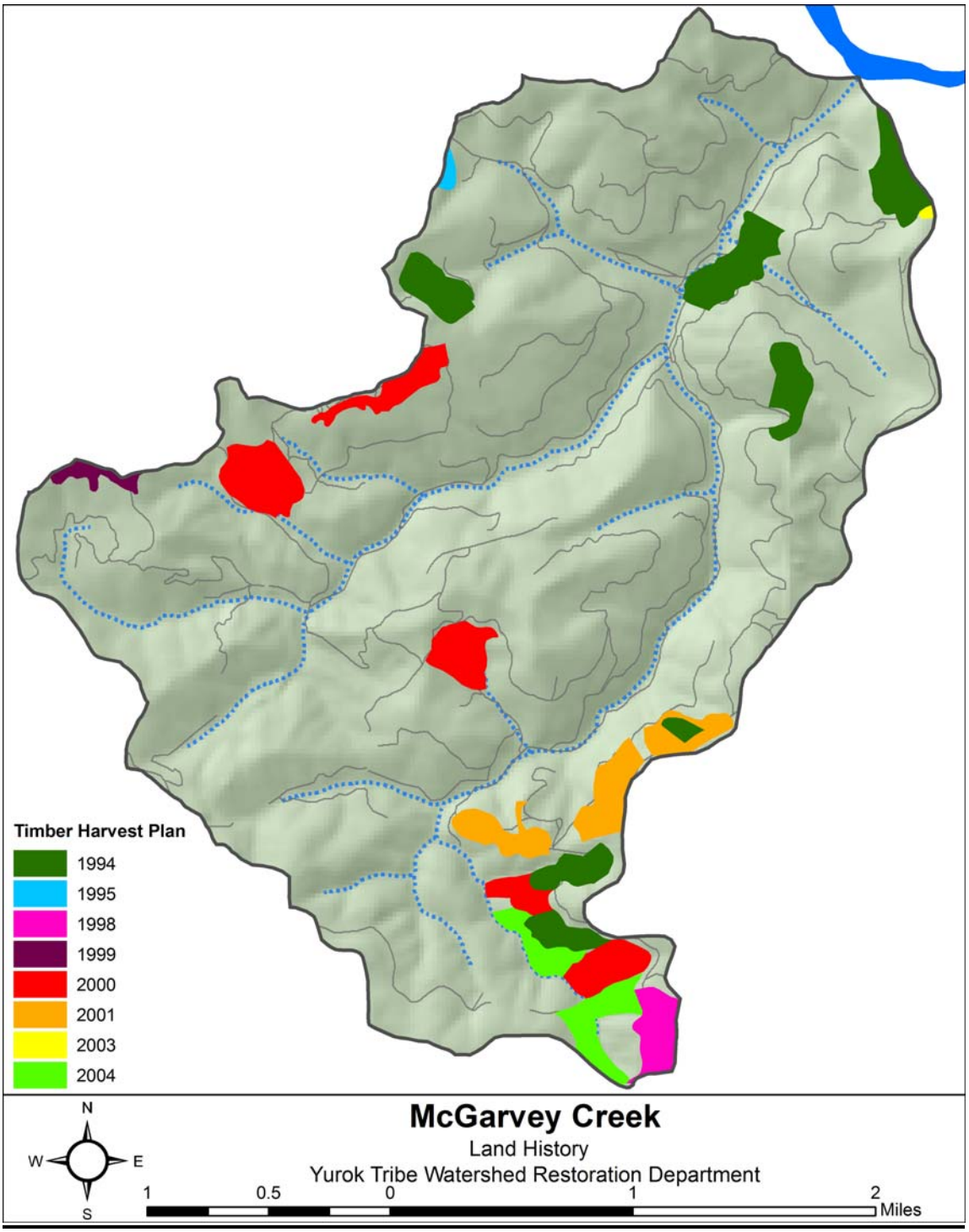


Figure 3-Cut-Harvest Map

Tourism

With the dramatic decline in both the fishing and timber industries, tourism now remains the number one source of income for the Lower Klamath River region. Tourism is so intimately connected to recreational fishing and the redwood forests that the protection and restoration of both is paramount to local economic well-being. Restoration of logged watersheds offers the greatest potential for recovery of the local fisheries and revival of fishery related tourism.

LONG-RANGE PLANNING

A Long-Range Plan for restoration of the Klamath River fishery was developed for the Congressionally created Klamath Restoration Program in 1991 (Public Law 99-552) that documents the need for watershed restoration. Pages 3-21 to 3-25 of the plan state that, "The low number of anadromous Salmonid in the Lower Klamath tributaries is directly related to sediment problems. …Only changes in land use management and large-scale watershed stabilization efforts can effectively address these problems and begin the process of recovery of the Lower Klamath tributaries. …Only by reducing the sediment supply of the entire Klamath River Basin, and allowing time for natural recovery, can the current problems be fully resolved."

In response to the recognized need to coordinate watershed restoration efforts in the Lower Klamath River Basin, the Lower Klamath Restoration Partnership (LKRP) was formed, composed of representatives of the Yurok Tribe, G.D.R.C., and the S.C.C. The Lower Klamath Restoration Partnership developed a comprehensive "Lower Klamath River Sub-Basin Watershed Restoration Plan" (Yurok Tribe 2000). This plan reviews the general condition of Lower Klamath River tributaries and assigns a priority ranking to each tributary based on priority for fisheries and watershed restoration (Table 1).

McGarvey Creek ranked as one of the highest priority watershed for restoration within the Lower Klamath River Sub-basin Watershed Restoration Plan. The McGarvey Creek drainage basin was prioritized for immediate restoration, this ranking reflected both a high restoration potential, and relatively intact habitat diversity, with good connectivity and biologic diversity.

PRIORTIZATION OF THE LOWER KLAMATH WATERSHEDS

Significant long-term improvements of the anadromous Klamath River fishery is dependent upon many factors, with two major components being:

1) In stream water flows
2) Habitat restoration and slope stabilization

As efforts to address water flow in the mainstem Klamath River are focused on a basin-wide solution the Yurok Tribe has worked with funding agencies and private land owners to develop a watershed restoration program in the lower

Klamath River basin. The recommended course of action in implementing habitat restoration and slope stabilization is to assess the habitat condition, prioritize needs, and then develop a restoration strategy for implementation.

PHYSIOGRAPHY OF THE MCGARVEY CREEK DRAINAGE

The lowest portion of the Lower Klamath River Basin, from the river's mouth up to around Pecwan, is located within a belt of rocks known as the "Franciscan Formation". Rocks of the "Franciscan (geological) Formation" underlie the McGarvey Creek drainage basin. This formation is a collection of rocks comprised predominantly of sandstones, shales, and minor conglomerates, which are composed of the fluvial/oceanic sediments that are commonly found along a continental shelf margin. These sediments were essentially thrust up onto the edge of North America by faulting, as part of the construction of the North Coast Ranges. This mountain building began around the end of the Jurassic Period (approximately 140 million years ago), and continues to this day. "Splinters" of metamorphic rocks have become incorporated into the Franciscan Formation. These rocks were derived from the deep-sea volcanic and sedimentary rocks upon which the continental shelf sediments were originally deposited. High pressures and temperatures associated with deep burial beneath the continental sediments have essentially "baked" these deep-sea rocks into denser forms. These denser metamorphic rocks are more resistant to weathering than surrounding sedimentary rocks, and are therefore being exposed (by erosion) as prominent monolithic knobs known as "knockers." Since the rocks of the Franciscan Formation were generally uplifted along the continental rim by faults, they have been broken up and pulverized along fault zones. Shearing along these zones is typically so intense that the rocks are ground into clays, which form extremely unstable hill slopes. This, coupled with heavy seasonal precipitation, greatly increases the potential for landslides within the McGarvey Creek region.

PRIORITIZATION OF WORK SITES

During the winter of 1997, the Yurok Tribe conducted a watershed assessment survey of the McGarvey Creek watershed while under the supervision and training of Pacific Watershed and Associates (P.W.A.). Recommendations from the assessment report (P.W.A. 1997) were considered in choosing the roads for decommissioning during the 2004 /2005 Implementation/Training Program. Some other factors that were considered were:

- Green Diamond Resource Company's long-range management plans
- Erosion potential and associated volumes
- Potential delivery to a stream channel
- Location within the watershed
- Cost effectiveness of the work proposed

Implementation proposals were written based on the information assembled from the watershed assessment report. When funding was secured a training session was conducted and the 2004/2005-implementation season got under way.

Table 1: Lower Klamath Watershed Restoration Plan Prioritization Table

Sub-Basin	Anadromous Salmonid Diversity (1-5)	Relative Biological Importance (1-5)	Channel & Riparian Condition (1-5)	Habitat Connectivity Y (1-5)	Road Density (1-5)	Stream Crossing Density (1-5)	Total (1-30)	Rank (1-30)
Salt Creek	2	2	2	2	2	1	11	26
High Prairie Creek	2	1	3	1	2	2	11	25
Hunter Creek	5	4	2	2	2	2	17	11
Hop paw Creek	4	3	2	1	3	3	16	12
Waukell Creek	2	1	1	1	4	3	12	24
Saugep Creek	2	1	1	2	3	2	11	30
Terwer Creek	5	5	4	3	2	2	21	3
McGarvey Creek	4	4	3	4	3	2	20	5
Tar up Creek	4	2	2	1	3	2	14	22
Omagaar Creek	3	1	2	1	2	2	11	29
Blue Creek								
-Mainstem	5	5	5	5	2	2	24	1
-Westfork	3	3	3	4	2	3	18	8
-Slide Creek	1	3	4	4	1	1	14	20
-Nickowitz Creek	2	3	4	4	1	1	15	13
-Crescent City Fork	5	5	5	5	1	1	22	2
Ah Pah Creek								
-Mainstem	3	3	3	2	5	3	18	9
-North Fork	3	2	2	3	2	2	15	14
-South Fork	3	3	3	2	4	5	19	7
Bear Creek	3	2	2	2	3	3	15	15
Surpur Creek	3	1	1	2	4	3	14	21
Little Surpur Creek	1	1	1	2	3	3	11	28
Blue creek	4	5	3	3	2	3	20	4
Johnson's Creek	4	3	2	2	2	2	15	16
Pecwan Creek	3	2	3	2	2	2	14	18
Mettah Creek	4	4	3	4	2	2	19	6
Roaches Creek	3	3	3	3	2	3	17	10
Mo rek Creek	1	1	3	2	2	2	11	27
Cappel Creek	1	2	3	2	2	2	12	23
Tully Creek	1	3	3	3	2	2	14	19
Pine Creek	3	3	3	3	1	1	14	17

TRAINING PROJECT

Introduction

On June 10, 2004, the Watershed Implementation and Training Program began. Applicants were ranked based on the results of previously conducted skills tests and the most qualified applicants were selected. Of the operators hired four were experienced heavy equipment operators who had performed work for the Watershed Restoration Department in Redwood National Park during previous years. They were chosen to provide on site heavy equipment instruction to the remaining crew. In doing this, the Watershed Department choose not to hire a consultant to train the heavy equipment operators, but to rely on the experience of existing staff.

Advanced training in road restoration layout, site supervision, and heavy equipment operation/coordination was provided throughout the heavy equipment field season. The training included actual road decommissioning along prioritized roads and stream crossings within the McGarvey Creek watershed.

In preparation for program implementation, two dozers and two excavators were transported into the M10 road system in the McGarvey Creek Watershed. One bridge was reconstructed and several hundred feet of road was opened/brushed to gain access. A fuel tanker used as a stationary refueling tank was transported to the project work area and all related equipment and supplies were purchased in preparation for project implementation.

Training and Evaluations

The Watershed Restoration Department believed that the veteran equipment operators had enough experience to instruct other operators in the use of heavy equipment to remove unstable fill. Less experienced heavy equipment operators were trained to perform restoration treatments, as prescribed by Project Coordinators. Standardized techniques were used to excavate unstable Humboldt stream crossings, remove fill at potential and active landslides locations, to decompact road and skid trail surfaces for accelerated revegetation; and eliminate any possible diversion potentials or concentrated road run off flows.

Project Coordinators evaluated operators, utilizing a standardized performance evaluation form. The performance evaluation measured the operator’s heavy equipment skill and personnel performance throughout the summer field season.

GENERAL TRAINING METHODOLOGY

The 2004/2005 McGarvey Creek Watershed Training and Implementation Program utilized the "McGarvey Creek Watershed Assessment" (P.W.A., 1997) report to prioritize roads for hydrologic decommissioning. This report offers detailed descriptions of the assessment process that was used.

Step #1: Standard First Aid and CPR

Before the summer season of 2004, Standard First Aid, CPR and Safety Operations of heavy equipment were part of the hands on training. Standard First Aid and CPR training was provided by the N.C.S.C.

Step #2: Site Prescription and Layout

After the Standard First Aid, CPR and Safety Training was completed, the training participants were oriented to the site prescription and layout work that had been conducted by Watershed Restoration Department staff, prior to the heavy equipment field season. Department staff went out into the field to identify corrective treatments for each problem site and then prescribed treatments in field notes (figure 4), and on survey flagging (at the site) for the heavy equipment operators to see. Rolling dip, cross road drain and outslope road treatments were some of the prescribed techniques noted for the operators. The limits of the excavation work were also flagged and given three-letter code designations to let the operator know his/her whereabouts within the site. For example, the top and bottom of an excavation were flagged as "TOP" and "BOT," respectively. Other three-letter designations included IBR (in-board edge of road), OBR (out-board edge of road), OBF (out-board fill), LEC (left edge of cut), REC (right edge of cut), CTH (cut to here), and FTH (fill to here). This procedure is generally referred to as road "layout."

The process of identifying treatment prescriptions for erosional problems begins at the end of the road where decommissioning would begin. Since heavy equipment cannot move across a road after it has been decommissioned (without damaging the work), decommissioning is essentially done while "backing out" of a road. Illustrations of the road prescriptions that were used during the training/implementation program are shown in (Figure 4).

This year, during the heavy equipment field season, the Watershed Department utilized the site prescription and layout methodology of Redwood National Park. The field crew measured a profile across each excavation site, using either a survey tape/clinometer or a laser range finder, and a compass. The compass was used to determine the bearing of the prescribed cut area. A set of cross sections was then installed at each representative point throughout the center line (top to bottom) profile. This information was then entered into the Redwood National Park computer program, Roads for Windows, specially

designed to develop a pre-estimate of the amount of dirt that needed to be excavated during decommissioning.

Step #3: Implementation

Project Coordinators are in charge of site management. This includes overseeing the work done by Heavy Equipment Operators and Survey Technicians. The Survey Technicians do all the groundwork ranging from insuring erosion control by spreading hay and seed on finished slopes to pre and post excavation surveys. They also help Project Coordinators monitor the Equipment Operators as well. The Coordinators make certain that the Operators excavate down to the original natural-ground surface. This surface is approximated by:

1. Locating excavated stumps and using them as indicators of original base level.
2. Identifying discolored (organic rich) soil horizons, presumably at the level of buried topsoil.
3. Imitating the contours of surrounding natural slopes.

Project Coordinators monitored the work done by Heavy Equipment Operators and their machinery. Since heavy equipment time was the most expensive part of the project, each pair of dozer/excavator Operators were taught to work as a coordinated unit, thus making them as cost-effective as possible. Both operators had to develop teamwork to ensure that they were as efficient as possible and to reduce the time lost waiting for each other to perform his or her respective tasks.

Initially, the bulldozers were used to brush open those roads that were chosen for hydrologic decommissioning. The Dozer Operators were generally sent to prepare the fluvial and mass movement work sites (by removing as much fill material as possible) ahead of the excavators. Next, each dozer/excavator team began working in tandem to remove all targeted fill from the site. The excavators would typically “switch-back” down to the bottom of the fill margin and then feed material up to the bulldozers. The Dozer Operators then pushed this material up a ramp-like road, to a disposal area off of the site. Disposal areas included the backsides of stable landings, proximal skid trails, through-cuts, and Full Out Slope sites (FOS).

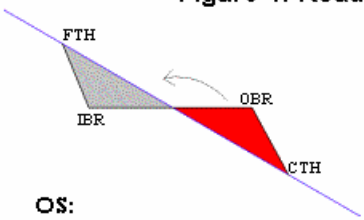
Step #4: Post-Work Site Survey

At the end of the 2004/2005-field season, a post-excavation volume inventory was conducted, utilizing the same Redwood National Park survey points that were installed before the heavy equipment entered the site. This "post-work site survey" was used to appraise the effectiveness and accuracy of the pre-volume estimate. The post-work survey results were entered into the Redwood National Park computer program and a final volume of actual dirt moved was calculated.

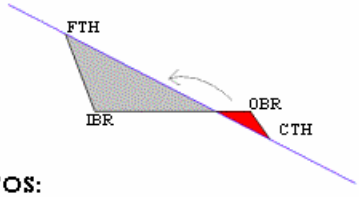
Step #5: Effectiveness Monitoring

The McGarvey Creek implementation project was photo-documented to evaluate the results of the work. Pre and post restoration photos were taken, to monitor the recovery of the watershed through time. The staff of the department will be returning to these sites on a per event (large storm) basis for the next four years to continue photo-documentation and a department level evaluation of the performance of our work.

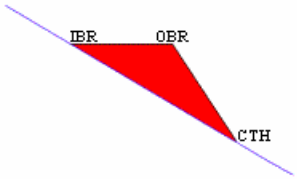
Figure 4: Road Prescription Illustrations



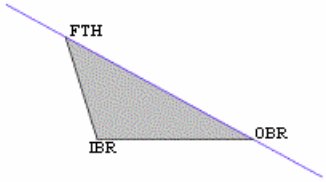
OS:
Outslope- Unstable fill material and local storage provide for complete natural recontouring.



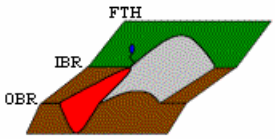
FOS:
Fill Outslope- Unstable fill material does not provide complete outsloping and additional fill may be imported.



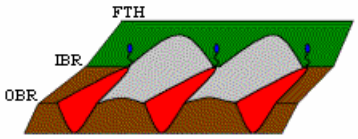
EOS:
Export Outslope- Unstable fill material requires exportation to a stable location, due to inadequate local storage.



DS:
Disposal Site- A stable location where fill can be stockpiled.



XRD:
Cross Road Drain- Full Excavation is not required, usually occurs around a spring or wet area.



ROS:
Rolling Outslope- The road is dipped to accomodate multiple wet areas.

Legend:

= fill to be excavated
= Cutbank
= Spring
= area where fill can be stored
= Stable ground
= Natural slope

PROJECT IMPLEMENTATION

Roads were chosen for implementation based upon:

1. The cost-effectiveness of the work required for their hydrologic decommissioning.
2. Their erosion/delivery potential.
3. The prioritization table set in place by the LKRP

Prior to initiating any work tribal staff and Green Diamond representatives determined what roads should be decommissioned based upon their location within the watershed, soil type, and future timber harvest plans (Figures 5). Roads designated for decommissioning would have their fill removed from all crossings, and from all fill failures noted to have delivery potential to a stream (Figure 6). Green Diamond Resource Company would maintain roads identified for retention for future timber management.

Treatments

The Yurok Watershed Restoration Training Program decommissioned approximately 9 miles of road in the McGarvey Creek Watershed. The roads treated were the M10, M1200, M700, and the M500 road. (Figure 7) Approximately 98,000 yd^3 of soil were removed. These roads were decommissioned using one or all of the following treatments:

- Road decompaction,
- Installation of cross-road drains,
- Stream crossing excavation,
- Outsloping.

Stream crossings were excavated to original width, depth and slope to expose natural channel morphology. Side slopes were excavated and filled to match original contours above and below the road. When fill material was placed on road benches for permanent storage, the road bench was ripped or decompacted first. The fill was placed against the cutbank and shaped to blend with the surrounding topography that existed prior to road construction. Outsloping of the roadbed occurred as needed to reduce potential sediment delivery to the stream. Additional material was endhauled and stored in stable locations where it would not erode. Woody debris was scattered over the surface as mulch upon completion of each site.

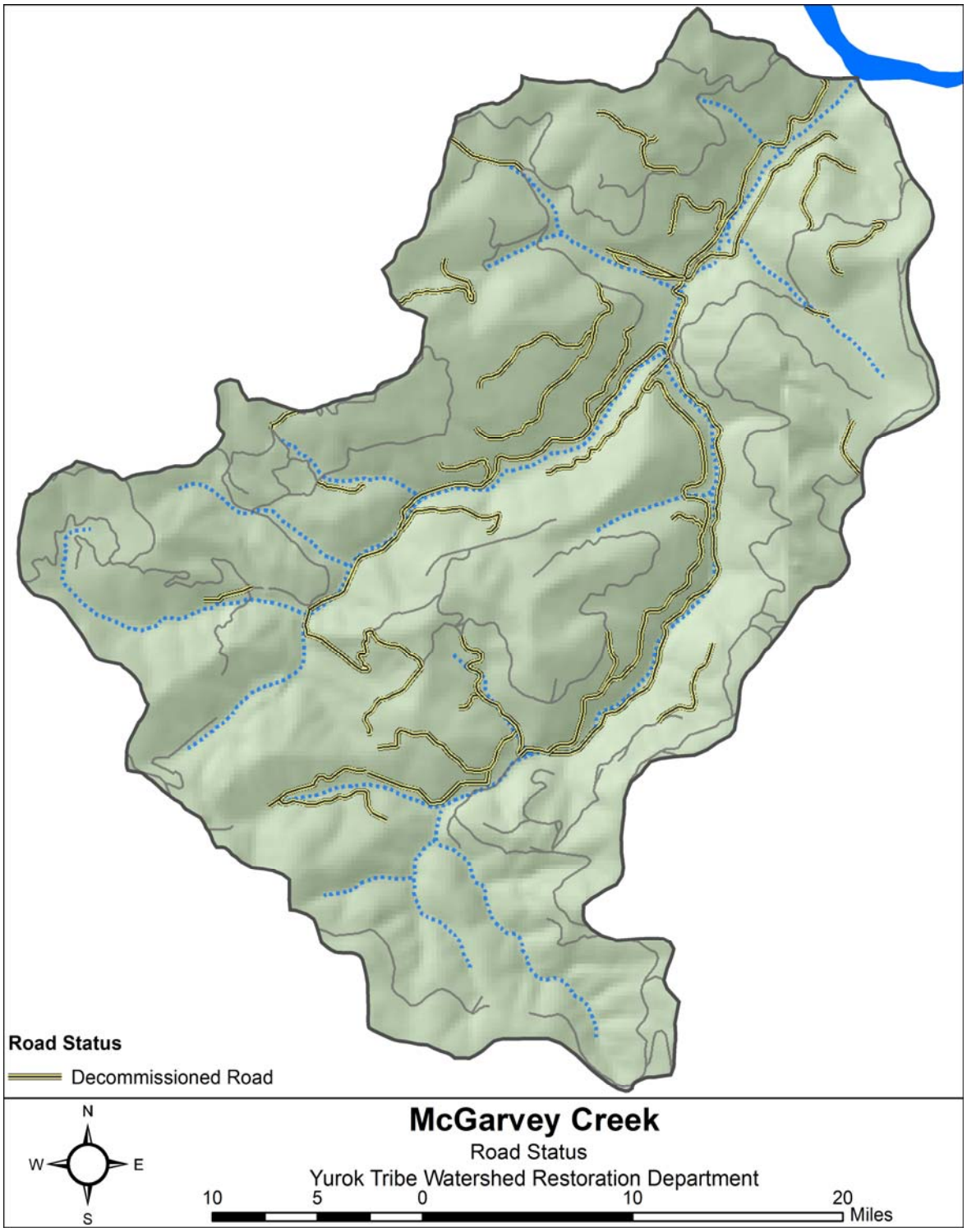


Figure 5: Road Classification Map

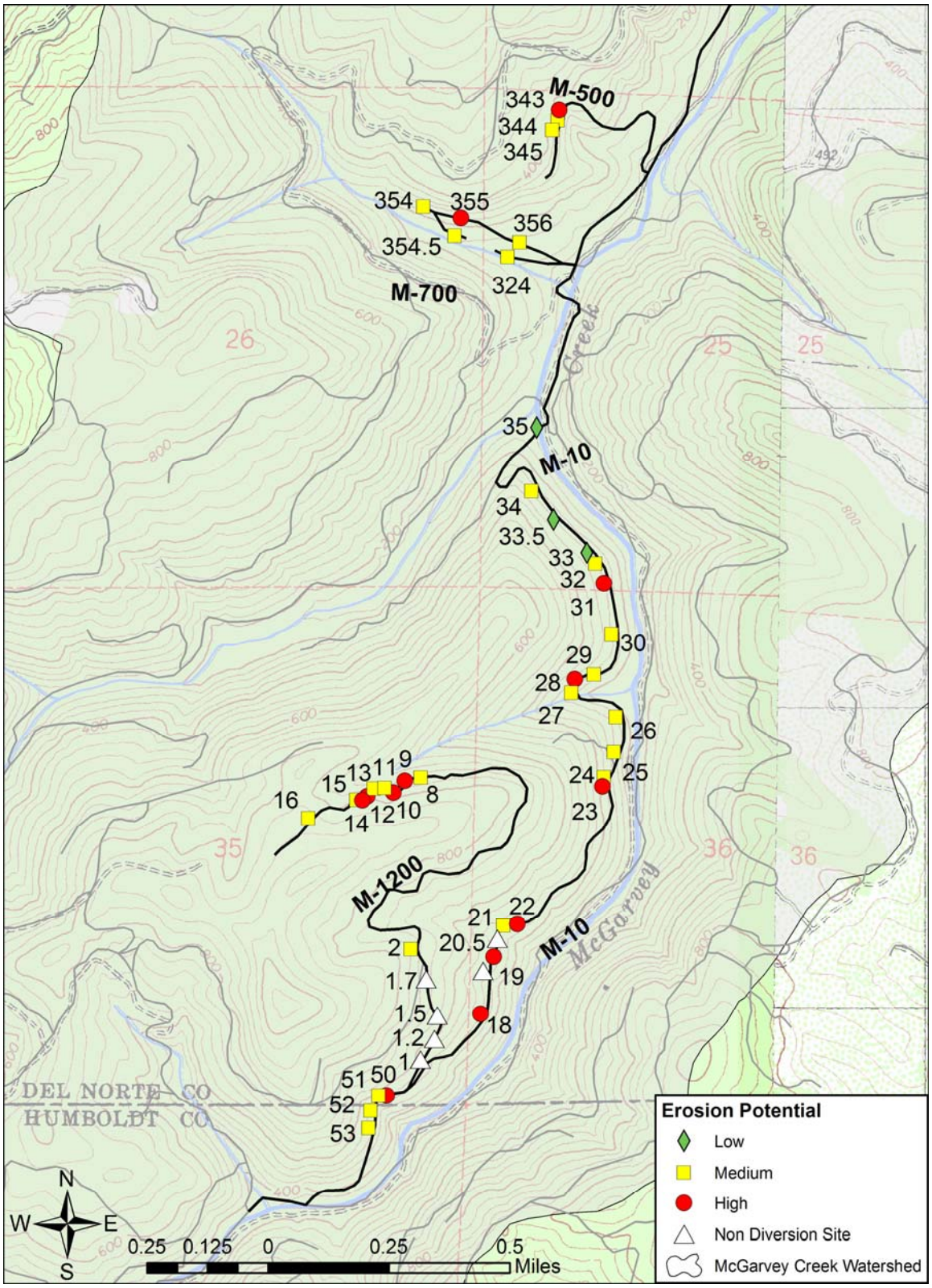


Figure 6: Erosional Site Map

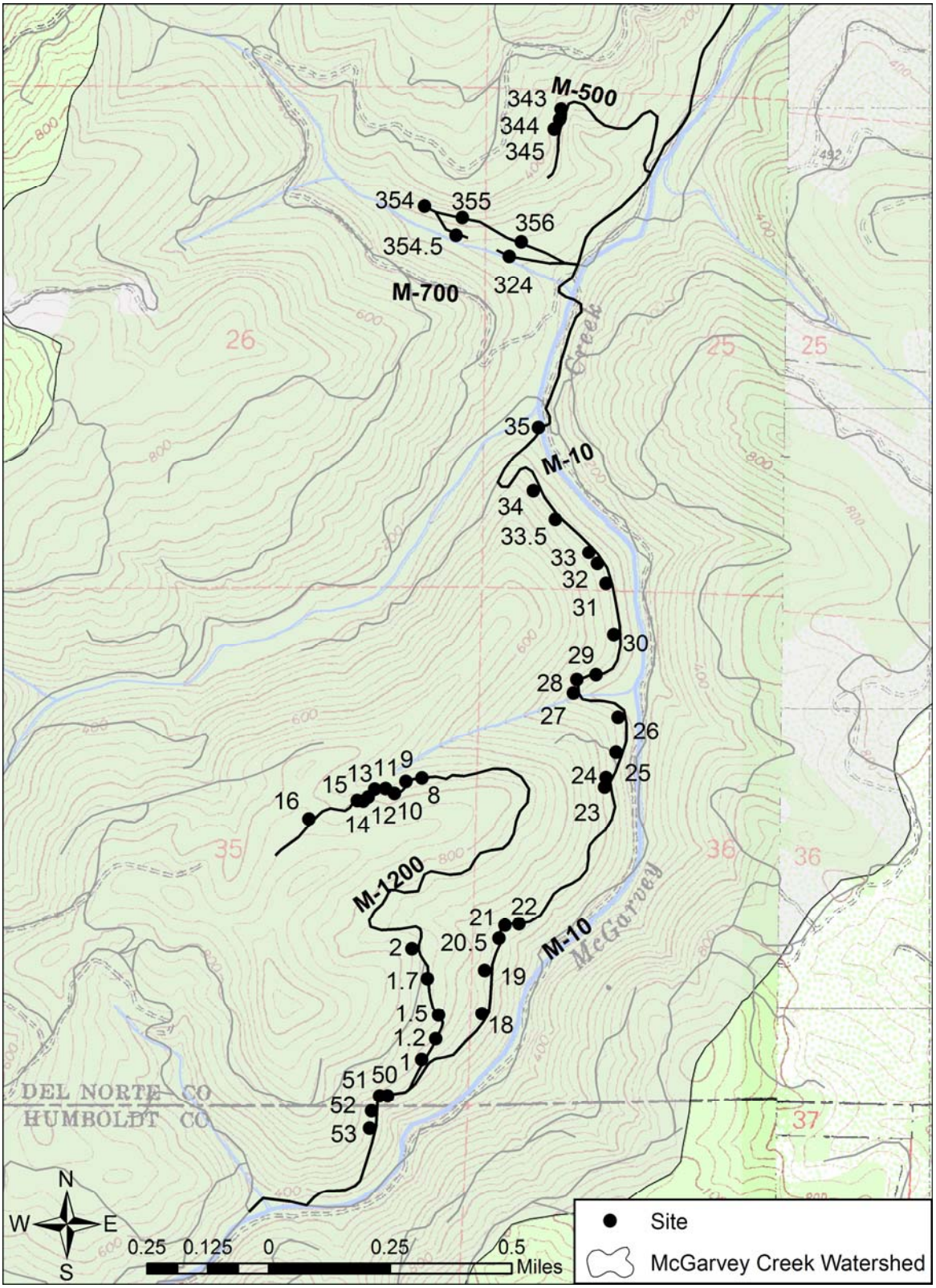


Figure 7: Road Site Map

MCGARVEY CREEK ROAD PRIORITIES

There are many roads in the McGarvey Creek watershed that were designated as "high priority" work sites during the watershed assessment process of 1997. Funding was secured from numerous agencies and implemented in the order received over multiple years. In 2004/2005 the Yurok Tribe used the S.C.C., E.P.A., U.S.F.W.S. and G.D.R.C. funds to address the next priority road segments they are as follows. All road listed below include treatment to spurs and/or skid trails that would be permanently disconnected upon decommissioning of the main road.

- **M10**
- **M500**
- **M700**
- **M1200**

2004/2005 ROAD WORK

Decommission work in the McGarvey Creek watershed during the 2004/2005 seasons began on the M1200 in 2004 and preceded through approximately 8 sites on the M10 before inclimate weather brought the season to a close. In 2005 work picked up where crews left off in 2004 on the M10, by the end of the 2005 season the M10, M500, and M700 were completed. There were approximately 3 miles of road removed in 2004 and approximately 6 miles in 2005. So to summarize there was a project total of 9 miles of the lower McGarvey road complex removed containing approximately 98,000 yards of fill.

Lower McGarvey Road Complex (M10, M500, M700, M1200)

This portion of the McGarvey Creek road complex was constructed between 1966 and 1974, constituting approximately 9 of the 56 miles total within the watershed. The roadways addressed with these funds were located above both the West fork and the Mainstem of McGarvey Creek. It was estimated there would be a total of 60,000 cubic yards of fill removed. A total of just over 98,000 cubic yards were actually removed during the implementation seasons of 2004 and 2005.

The original objective of this agreement was to remove 60,000 cubic yards of fill from the M10 and M1200. It was modified during preseason work of 2004 to include the M500 and M700 this bringing the total estimated number of cubic yards up from 60,000 to 78,000. This was achieved by matching the S.C.C. award with a cost share from U.S.E.P.A., U.S.F.W.S. and G.D.R.C. contributions. Combining the four funding sources allowed the cost per yard to vary slightly between $8.50/yard and $9.00/yard even though a small number of these yards moved were endhauled. Completion of these road segments would not have been possible without the funding assistance of the S.C.C., U.S.E.P.A. and G.D.R.C.

HURDLES AND HIGHLIGHTS

There were some administrative and field logistic issues in the 2004/2005-summer season. The following is a written narrative compiled of mental and physical notes of situations that took place during this project.

Before you can begin a summer implementation project, the assessment must first be completed. Keeping the winter assessment and the summer implementation as close together as possible is crucial because the project area can change in one winter causing the data previously collected to be incomplete or invalid. With this in mind assessment for the McGarvey Creek watershed was completed in 1997 and this project took place during 2004/2005. Within this 5 to 7year period the landscape and hydrology of an area impacted such as this one can change dramatically. Other things subject to change in this time frame are the landowner's plans and D.F.G. regulations.

Shortly before the beginning of equipment season in 2004 there was as turn over in the Department Director position. The new Acting Director was briefed on the status of current departmental funds and permitting issues. Meanwhile, our Orick office lease had expired and we were relocated to Klamath, we also began planning a summer season that needed to meet the obligations of multiple awarded project that were on the verge of expiring.

Another administrative loop was the passing of a federal law requiring the payment of Davis bacon/prevailing wage to our employees (California Labor Code). This issue could be looked at as a hurdle as well as a highlight. It was great for our staff to be making prevailing wage but it increased the cost of operation and the budget was not written to include this higher wage. Another matter that spills into both categories of this section is the acquisition of the department's dump truck. The complications of this issue included justifying the purchase to our funding agencies and hiring an additional staff member to operate it. These complications were easily overcome considering that for the cost of renting a truck all season we could purchase one and this would help lean cost in future years of work. Also our Fueler/ Mechanic who's job was to fuel and grease the equipment after hours also had a class B license this allowed us the use of our dump truck on the highway.

Another issue that occurred this season was that G.D.R.C. changed their long-range plan for the use of the M480 and M481 roads. Previously this plan had the M480 and M481 listed as decommission roads. However, given the new D.F.G. regulations within the waterway and lake protection zone (WLPZ), G.D.R.C. changed the priority of the M10 road. Currently the M10 is the only through access of the McGarvey road complex and it was changed from up grade to decommission because of its given location within the WLPZ. These decisions impacted the M480 and M481 because G.D.R.C. wanted to upgrade these roads and use them as the companies new through access, once the M10 was removed.

There was a wide array of mechanical hurdles during this project such as; breaking an entire corner tooth from an excavator bucket and fuel problems ranging from bad injector pumps to our typical fuel filter clogs. Overall we had a good season and the department entered into a lease agreement for a larger (D8) sized Dozer, which is a better production match for our recently acquired 330 Excavator, thus helping to boost our over all production rate. Last but not least the numbers speak for themselves (yard excavated) and the amount of dirt removed this year will not only be hard to beat next year but more importantly it brings us that much closer to the completion of the entire McGarvey Creek Watershed.

FUTURE WORK

Future work for the upcoming 2006 field season will include projects in the McGarvey and Blue Creek watersheds. The Watershed Department has made a pledge to its funding agencies as well as G.D.R.C.. This pledge is to finish the watersheds that restoration work has already begun in so that positive long-term effects of a completed tributary can be monitored over time.

The department will be working towards completing McGarvey Creek with hopes that the remaining D.F.G. funds will wrap up all high and medium priority sites within the watershed. The only segment of road currently not funded is the large section of the M10 recently added to the decommission list by G.D.R.C. We are currently planning on returning there to finish this road as soon as funding is secured.

BUDGET

As read before in the section of this report titled highlights and hurdles, there were some planned and unforeseen events that took place throughout the duration of this project that caused some variance in the way funds were expended from the original budget submitted.(Figure 8)

The total award of S.C.C. funds provided this project with $600,000. However, between the times this funding was secured and the project was implemented, the payment of prevailing wage became an issue for the department and none of these funds addressed the extra expense associated with these wages.

S.C.C. funds were utilized in conjunction with E.P.A, U.S.F.W.S and G.D.R.C. matching funds to begin work on the M1200 road and spurs in late September 2004, carrying through mid October 2004 where winter conditions brought work to a stop on the M10 and related spurs. Work resumed in 2005 from where it had been left off and by the end of the season the remaining portion of the M10, the M500 and M700 had been hydraulically disconnected and a total excavational volume of approximately 98,000 cubic yards was achieved

. Even with the additional costs of prevailing wages, we were able to complete not only the originally proposed sections of roads but the M500 and M700 were completed as well.

Figure 8 – Budget

DEPARTMENT: Watershed		
GRANT NAME: McGarvey Creek Road Decommission Work		
COGNIZANT AGENCY: US Fish & Wildlife Service		
GRANT/AWARD #: 113331J003		
ACCOUNT #	**LINE ITEM DESCRIPTION**	**AMOUNT**
	TOTAL BUDGET	
6005	PERSONNEL: (DETAIL BY NAME & POSITION)	$ 24,408.01
6010	FRINGE BENEFITS	$ 4,129.95
	TOTAL PERSONNEL	**$ 28,537.96**
6099	INDIRECT	$ 4,883.04
	TOTAL OPERATIONS	**$ 33,421.00**
	TOTAL BUDGET	**$ 33,421.00**

The following agencies have contributed to the completion of this project:

California State Coastal Conservancy	$600,000
Environmental Protection Agency	$300,000
Green Diamond Resource Company	$100,000

REFERENCES

Kier, W. M., and Associates; 1991. Long Range Plan for the Klamath River Basin Conservation Area Fishery Restoration Program.

Rankel, G. 1978. (U.S. Fish and Wildlife Service): Anadromous Fishery Resources and Resource Problems of the Klamath River Basin and Hoopa Valley Indian Reservation, With a Recommended Remedial Action Program.

Yurok Tribe; 1996-1997. Lower Klamath River Aquatic Habitat Inventory.

Yurok Tribe: 2000. Lower Klamath River Sub-basin Watershed Restoration Plan.

P.W.A.; 1997. McGarvey Creek Watershed Assessment.

Yurok Tribe; 2000. The Yurok Tribe Strategic Plan.

California Labor Code; CA. labor code part7, chapter 1 article 2,sections 1770, 1773, and 1773.1

APPENDIX A:
Photos

M10 site #27 Bot looking upstream before excavation.

M10 site #27 top looking down stream during excavation.

M10 site #27 Bot looking upstream after excavation.

M1200 site #15 BOT looking upslope before excavation

M1200 site #15 BOT looking upslope after excavation

M10 site #22.2 BOT looking upstream before excavation

M10 site #22.2 BOT looking upstream after excavation.

M500 Site #343 Top looking down stream, for scale please note the person in the upper right corner of this picture is approximately 6 feet tall.

M700 site #355 Top looking down stream, please note for scale the person standing in the center of this photo to the right of the channel is almost 6 feet tall.

APPENDIX B:

Glossary

Abandoned Road: A road is considered "abandoned" when there is no evidence of maintenance or current use.
Anadromous: Fish that leave freshwater and migrate to the ocean to mature then return to freshwater to spawn.
Bottom Flag: A survey flag, which marks the bottom (BOT) of an excavation, at the lower extent of the fill slope at a stream crossing.
Cable Yarded: A modern type of power logging, where logs are attached to cables and dragged to a landing by means of a block-and-tackle, hung on a spar tree or steel tower or pole.
Channel Width: The estimated stream channel width during a 100-year flow event.
CLP: Refers to the "Centerline (of a) Profile". At stream crossings, this line is concurrent with the stream profile.
Complexity: Based upon the amount of large organic material within a road fill, &/or how much vegetation surrounds a work site; this refers to the difficulty of the work needed from heavy equipment.
Conglomerate: A sedimentary rock type, which is composed predominantly of cemented gravels.
Continental Shelf: A gently sloping, shallowly submerged platform of sediments that extends from the shoreline to the edge of the continental slope.
Continental Slope: The steeply sloping continental margin, which extends from the edge of the continental shelf down into the oceanic abyss.
Cracks: A crack is a break or split, usually without a complete separation of parts. These may be continuous or discontinuous, within a road reach.
Crossroad Drain: A ditch-like channel, excavated across a road fill prism, to drain a spring or seep. The fill material is not entirely excavated for an XRD.
Culvert: A transverse drain, usually a metal pipe set beneath the road surface, which drains water from the inside of the road to the outside of the road. Culverts are used to drain ditches, springs, and streams across the road alignment.
Cutbank: A steep embankment located immediately above a road bench that was created during road construction.
CTH: Acronym for "Cut-to-Here." This is a reference point, usually located at the bottom of the fill.
Debris Slide: A slow to rapid slide, involving down-slope translation of relatively dry and predominantly unconsolidated materials, with more than half of the particles being larger than sand size.
Debris Torrent: Rapid movement of a large quantity of materials (wood and sediment) down a stream channel during storms or floods. This generally occurs in smaller, steep stream channels and results in scouring of the streambed.
Decommissioned Road: A road along which those elements that unnaturally reroute hill slope drainage, or present slope stability hazards, have been removed.
Deep Seated: A fill failure that cuts into most of the road prism, and takes natural ground along with it.
Disposal Site: A stable location for the stockpiling of fill removed from a work site.
Ditch Relief: A drainage structure or facility that will move water from an inside road ditch to an area outside of the edge of the road fill.

Diversion Potential (DP): If a drainage structure is plugged, or could possibly become plugged, diverting water down a road and away from its natural channel, the stream is considered to have "diversion potential."
Drivable: A road that is passable to a standard four-wheel drive vehicle without having to clear any brush or make improvements.
DS: Acronym for "Disposal Site."
Earth-flow: A mass movement landform, and slow to rapid mass movement process, characterized by down-slope translation of soil and weathered rock, over a discreet shear zone at the base. Most of the included particles are actually smaller than sand.
EOS: Acronym for "Export Outslope."
Erosion Potential: This is the likelihood of a stream crossing or landslide to erode away road/slope material.
Excavation Production Rate: The rate of production at which dirt can be moved at a particular site, by a particular type of equipment.
Export Outslope: In areas where a road prism is composed entirely of unstable fill material (i.e., no dozer cut road bench) complete exportation to a stable storage location becomes necessary.
Fault: A fracture or zone of fractures within the Earth's crust, along which there has been relative movement and resultant shearing.
Faulting: the oppositional movement of 2 blocks of the Earth's crust, along a fracture.
Fill: The material that is placed in low areas, compacted, and built up to form a roadbed or landing surface.
Fill Failure: Unstable fill, along the outside edge of a road, which is considered active or waiting to move down-slope.
Fluvial: Anything pertaining to streams or rivers; also organisms that migrate between main rivers and tributaries.
Fluvial Erosion Site: Fluvial erosion sites are places where erosion by the action of water is likely, as at a stream crossing.
Future Fill Failure: The estimated volume of a mass movement along a road bench or landing, caused by gravitational erosion &/or diversion of water, and measured in cubic yards.
Future Hill Slope Failure: The estimated volume of a mass movement upon a hill slope, which is related to gravitational erosion &/or diversion of water. Generally based on observed dimensions of existing hill slope failures, in nearby terrain, that have similar characteristics (e.g., slope position, geology, etc.).
Future Stream Erosion: The predicted volume of bank and/or bed erosion and streamside landslides, attributable to diversion at a crossing, and measured in cubic yards.
Future Percent Delivery to a Channel: The percentage of a volume of mass movement material reported in the field that will be transported to a stream channel.
Geomorphic Investigations: The overall study of a landscape and its drainage features.
Geomorphic Mapping: The mapping of drainage patterns along roads and their surrounding slopes.
Gully: An erosional channel that is formed by concentrated surface runoff, which is defined as larger than 1 $ft.^2$ in cross sectional area (i.e., 1 ft. depth by 1 ft. width).

Gullies often form where road surface or ditch runoff is directed onto unprotected slopes.
Headwall Height: Headwall height is measured in inches, from the bottom of a culvert inlet, to the lowest point of the road fill at a crossing. This is the vertical distance between the point where water can enter a culvert and where water will flow over a road bench. Headwall height is used to assess the culvert capacity for each site.
Humboldt: A road-crossing drainage structure made out of logs laid in (and parallel to) streams channel and then covered over with road fill.
Hydrologic Decommissioning: The removal of those elements that unnaturally reroute hill slope drainage, or present slope stability hazards.
IBD: Acronym for “Inboard Ditch,” which generally runs along the IBR.
IBR: Acronym for “Inboard (edge of) Road” commonly located below a cutbank.
Igneous: Rocks formed by solidification of hot fluid material termed magma.
Inner Gorge: A stream reach bounded by steep valley walls that terminate up slope into a more gentle topography. Common in areas of rapid stream down cutting &/or geologic uplift.
Landing: Any place on or adjacent to a logging site (usually on a road), where logs are collected and assembled for further transport.
LEC: Acronym for “Left Edge of Cut:” refers to a field estimate (in feet) to the point at which the top of an excavation would extend to the left side of a CLP.
LES: Acronym for "Lower End Stake:” refers to the lowest ending point of a profile. This point is always shot downhill from the bottom of the fill.
Maintained: If a road shows evidence of recent maintenance, including grading, cleaning of culvert inlets, brushing, or upgrading, it is considered to be “maintained.”
Mass Movement Site: Mass movement sites are places where failure of a hillside or road prism (by land sliding) is likely.
Metamorphic: All rocks that have changed form (from their sedimentary or igneous origin) due to the effects of high pressure/temperature &/or associated changes in chemistry.
Natural Ground: Undisturbed native soil.
Photo Number: The frame number (along a flight line) of an aerial photograph.
Plug Potential: The likelihood for sediment or woody to plug a culvert inlet. Example: If a pipe is already partially filled with sediment, its gradient is substantially less than the natural channel, &/or if the upstream channel contains large amounts of organic material likely to move at high flows, a culvert is considered to have plug potential.
OBF: Acronym for “Outer Board (edge of the) Fill” slope, which extends beyond the OBR.
OBR: Acronym for “Outboard Edge (of a) Road.”
Primary-Line: A surveyed line used to identify the locations/relationships of sites along a road and/or its strip map.
REC: Acronym for the "Right Edge of Cut": refers to the field estimate (in feet) to where the top of an excavation would extend to the right side of the CLP of a road.
Rill: An erosional channel, varying in size from a rivulet up to about 1 $ft.^2$ in cross section, that typically forms where rainfall and surface runoff is concentrated on fill

slopes, cut-banks, and ditches. If the channel is larger than 1sq.ft. In size, this becomes a "gully."
Road Name: The name assigned to a road along which a potential erosion site is located. If no road name is available, then the field person will improvise, using conventional methods.
Road Reach: A stretch of road (excluding landings and/or stream crossings), which has been prescribed for a single treatment**.**
Rolling Dip: Rolling dips are broad, low road structures constructed to facilitate effective water drainage, while allowing passage of motor vehicles at a reduced road speed.
Rolling Outslope: An outsloped road receives a series "rolling dips" to accommodate multiple wet areas (i.e., springs/seeps)
ROS: Acronym for "Rolling Outslope."
Scarps: Cracks that show vertical displacement. These may be discontinuous and/or continuous within a road reach.
Sedimentary: Descriptive term for rock formed from sediment.
Sediment saved: the amount of fill stopped from entering a stream channel by decommissioning a road. Usually equal to the erosional volume of the site.
Seep: Wet areas of ground seepage; distinguishable from springs by lack of visible flow.
Shale: A sedimentary rock type that is composed predominantly of mud (a mixture of clay and silt), and which characteristically breaks into plates.
Shotgun: A pipe outlet that is elevated above the natural channel, and with no form of down spout. This time of outlet creates an erosional plunge basin.
Site: A numbered road locality that is considered to host erosional problems. Sites are numbered sequentially from one end of a road to the other.
Skid Trail: Generally a short, wide road-like trail over which tractors have dragged logs that were attached to cables.
Slope Stabilization: The removal of any and all features that may lead to slope instability and mass wasting.
Soil removed: the amount of fill removed from a site. Usually equal to the excavational volume.
Spring: A flow of water from the ground; often the source of a stream or pond.
Stream Channel Morphology: The various forms and shapes of a stream channel.
Stream Crossing: The location where a road crosses a stream channel, whether water is flowing or not. Drainage structures used in stream crossings include bridges, Humboldts, fords, culverts, and a variety of temporary crossings.
Swale: A channel-like linear depression, or small valley-like feature, that may, or may not contain any well-developed stream flow.
Top Flag: A survey flag hung at the top of an excavation site. This marks the upper limit that the excavation will extend to, and usually coincides with the upper extent of a stream crossing (including any stored sediment above a culvert inlet).
Total Fill Volume: The total volume of road fill at a potential erosion site, measured in cubic yards. At a stream crossing, this volume includes all road fill placed within the natural channel. Total fill volume is computed from field measurements made with a tape and clinometer (or Abney level). The computation requires measurements of

slope angles and distance on upstream and downstream fill slopes, the width of the road surface, and the valley width at the upstream and downstream edges of the road surface. Volumes are generally computed from field measurements using scale drawings prepared in the office.

Total Volume Excavated: The amount, in cubic yards, to be excavated at a site.

Tractor Logged: A logging operation where cable-attached skidding is done with crawler tractor power.

Treatment Immediacy: The urgency of implementation of hydrologic decommissioning at a site.

Tribal Allotment: Trust lands granted by the Federal Government to individuals/families with a long-established history of occupation/ownership.

UES: Acronym for "Upper End Stake:" refers to the upper starting point of a profile line.

Underfit: Any drainage structure (e.g. a culvert, swale, floodplain, etc.) that is too small to accommodate runoff during a flood..

USGS: Abbreviation for the United States Geological Survey.

Watershed: The entire area that contributes both surface and underground water to a particular lake, river, or stream system.

XRD: Abbreviation for "Cross-Road Drain;" a ditch-like channel excavated across road fill to drain a spring or seep. The road fill prism is not entirely excavated for an XRD, as at a stream crossing.

Year of Construction: The year that a road was built. This information is usually extrapolated from historical air photo analysis.