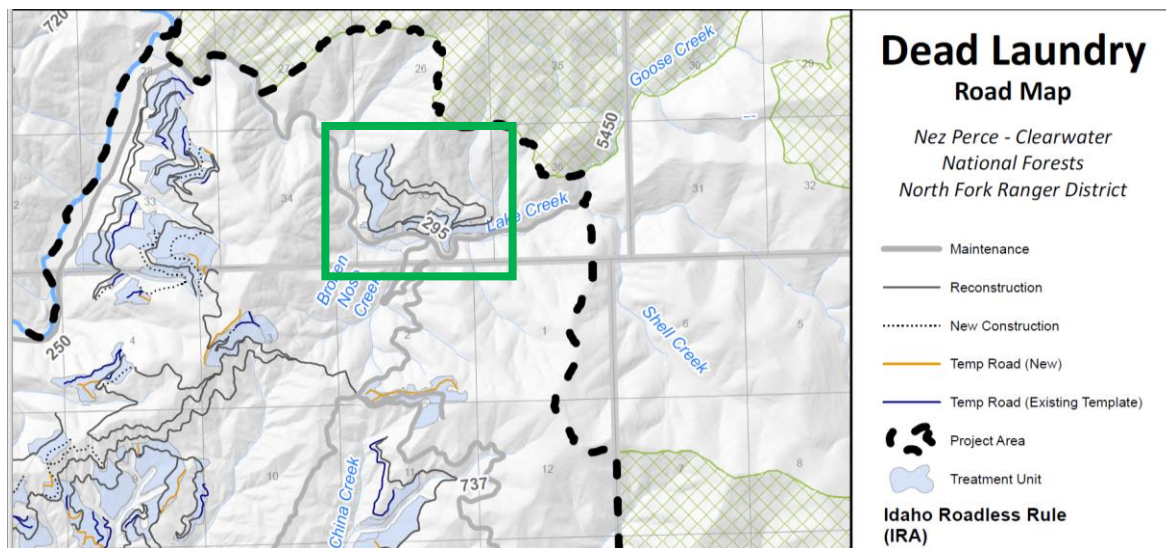


Dead Laundry Monitoring Report

- Katie Bilodeau

This monitoring report contains excerpts of the suite of existing conditions that FOC recorded on the ground September 8-9, 2021. Pictures that FOC staff took were automatically geotagged when the photograph was taken. The road shapefiles were acquired from what the Forest Service had on file, which were provided in response to a 2020 Freedom of Information Act request for forest plan revision documents. This report contains only highlights, with map excerpts and picture excerpts. In the folder provided, we've included other maps, pictures, and an Excel file that contains an equal or fuller description of what was observed and the GPS data where it was observed when available. The full file can be found in the file **FOC 2021 Dead Laundry monitoring_Bilodeau report**.



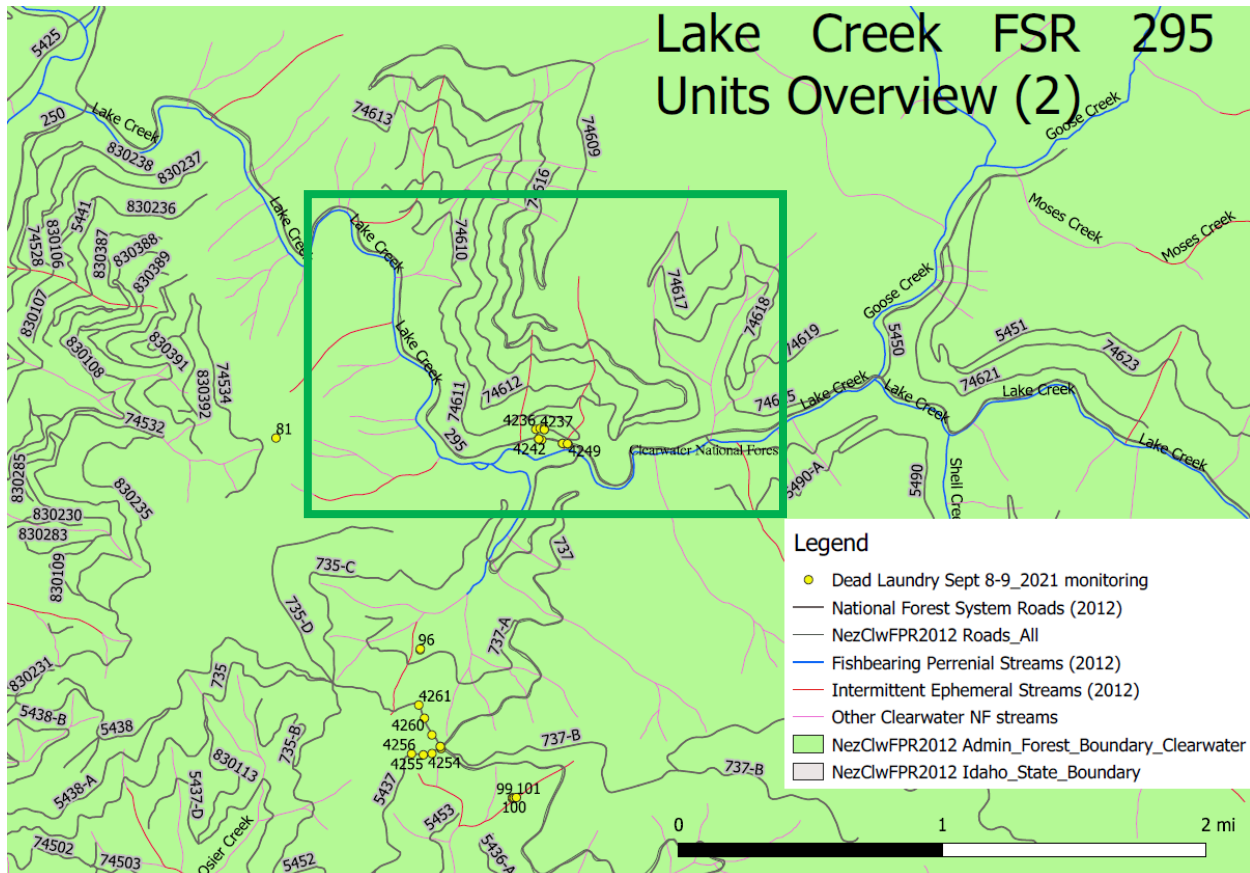
Logging units and proposed road construction off of Forest System Road (FSR) 295

The first place visited was the logging units off of Forest System Road (FSR) 295, approximately where Broken Nose Creek comes into Lake Creek. For these logging units, the Forest Service indicated it would reconstruct a road. Below is the map FOC staff created with the road shapefiles provided by the Forest Service in a previous Freedom of Information Act mapped with pictures taken on the ground. In the Dead Laundry EA, the Forest Service said this about road reconstruction:

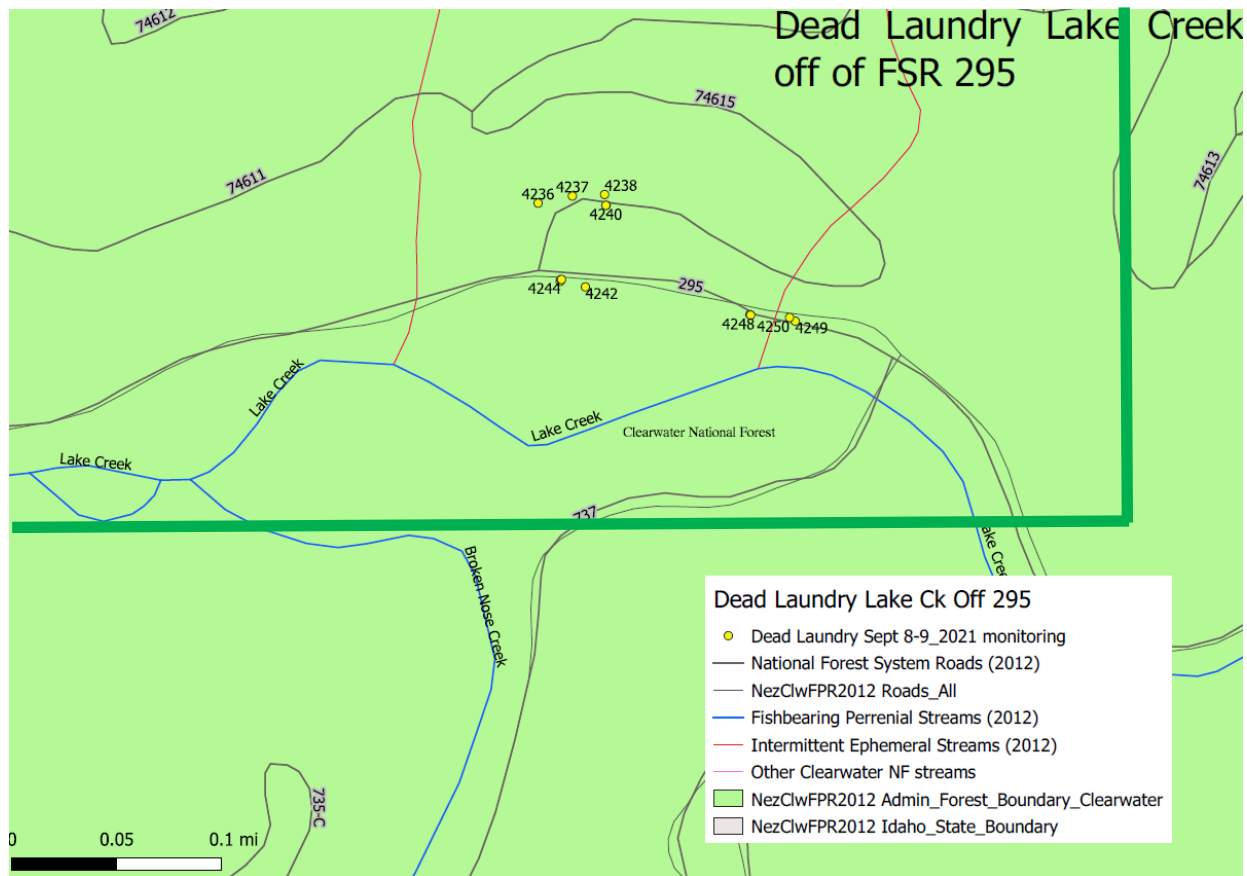
Road reconstruction would occur on existing road templates created by legacy transportation routes. Activities could include the addition of cross drain structures near stream crossings, application of surface aggregate gravel materials,

road realignment or reshaping, road blading, and brushing and removal of obstructions.

Dead Laundry Final Environmental Assessment (EA) p. 14. FOC staff set out to find this road template, and recorded the pictures mapped below with the Forest Services FSR shapefiles. These are from the road inventory from Forest Service records. The green boxes on the Forest Service map above and FOC's maps below provide a cross-reference point to orient the reader.



Lake Creek FSR 295 Units Overview (2).pdf



Dead Laundry Lake Creek units off FSR 295.pdf

The pictures 4228 to 4250 were taken in the above area, where, according to the project proposal, the Forest Service will reconstruct some of the roads mapped above. Much of what we surveyed in these areas with roadbeds were essentially wetlands. They had soggy soils, vegetation that thrived in soggy soils, and even running water. Walking through this old roadbed, we stepped soil so saturated that it would sink down with our weight.



Above left, pic 4231; Above right, 4232; Below left, 4236 (water was running down the tire tracks); Below right, 4237 looking east overtop the area where Forest Service has inventoried

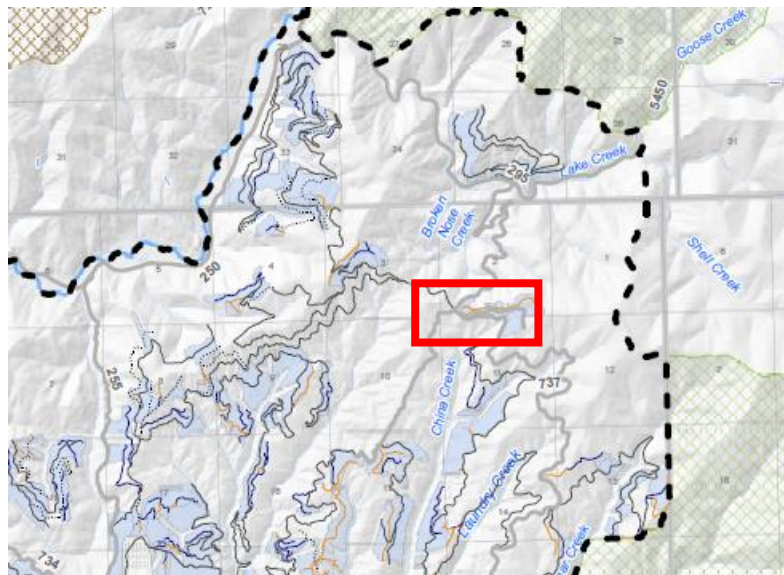
this in its road system (whether it be roadbed, road template, or stored road), as denoted by the GIS records FOC received from the agency in 2020.



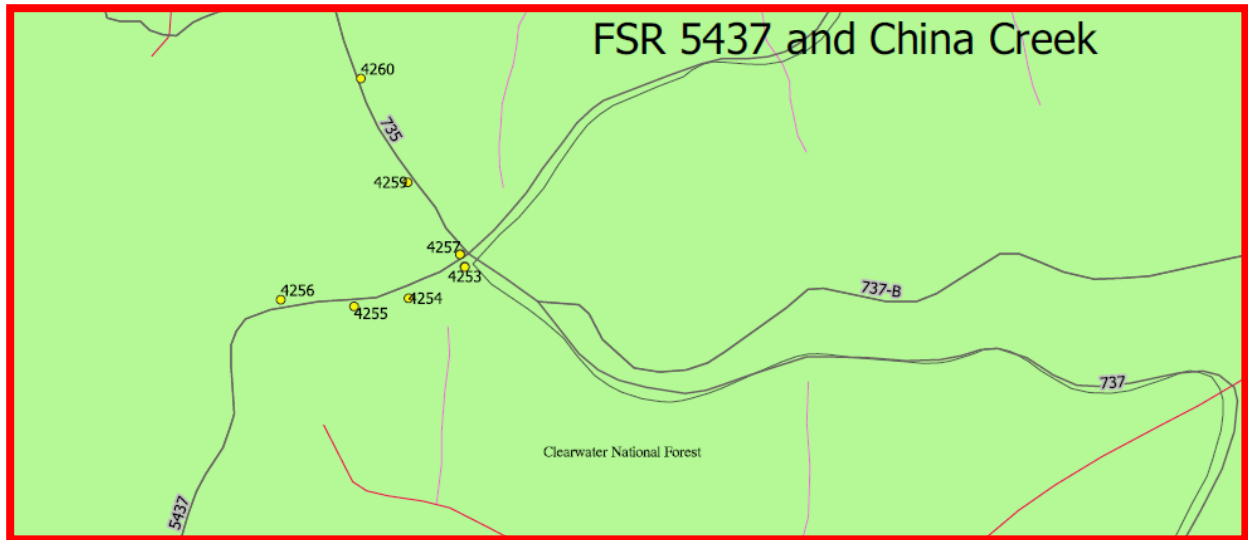
Especially relevant is the season. We were here September 8, 2021—fall is not the time when things are wet unless water is present all year long.

FSR 5437 and FSR 735

The next location we visited was FSR 5437 and FSR 735, which stem off of FSR 737. Below are excerpts from the Forest Services Dead Laundry Road Map and the map we created with FSR and our pictures.



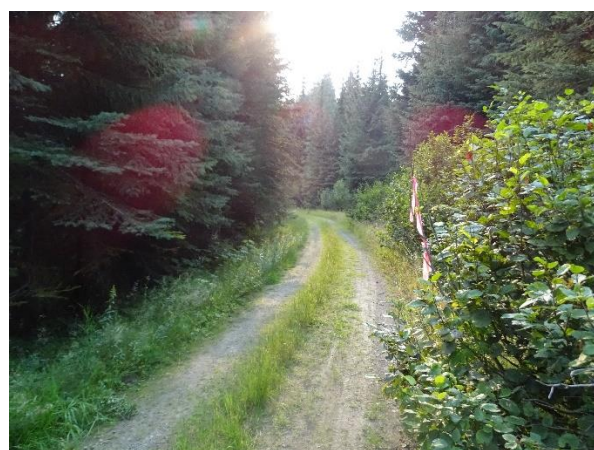
Above: Forest Service Dead Laundry Road Map; Below, detail of red square above, on excerpt of *Dead Laundry_FSR 5437 and China Creek.pdf*



In the above picture, FSR 737 is the road that comes from the northeast and takes a hard turn to the southeast. The legend on the Forest Service's map denotes that FSR 5437 will be maintained. Pictures of FSR 5437 are below, numbered as they are mapped above.



Above left, pic 4253; Above right, pic 4254; Below left, pic 4255; below right, pic 4256

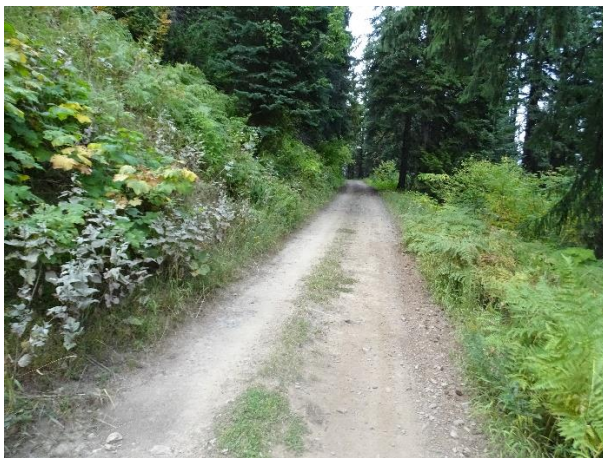


As this road will have logging trucks on it, it is unclear as to whether this road will need to be widened.

FOC staff also walked up FSR 735 at the intersection in of FSR 5437, FSR 737, and FSR 735.



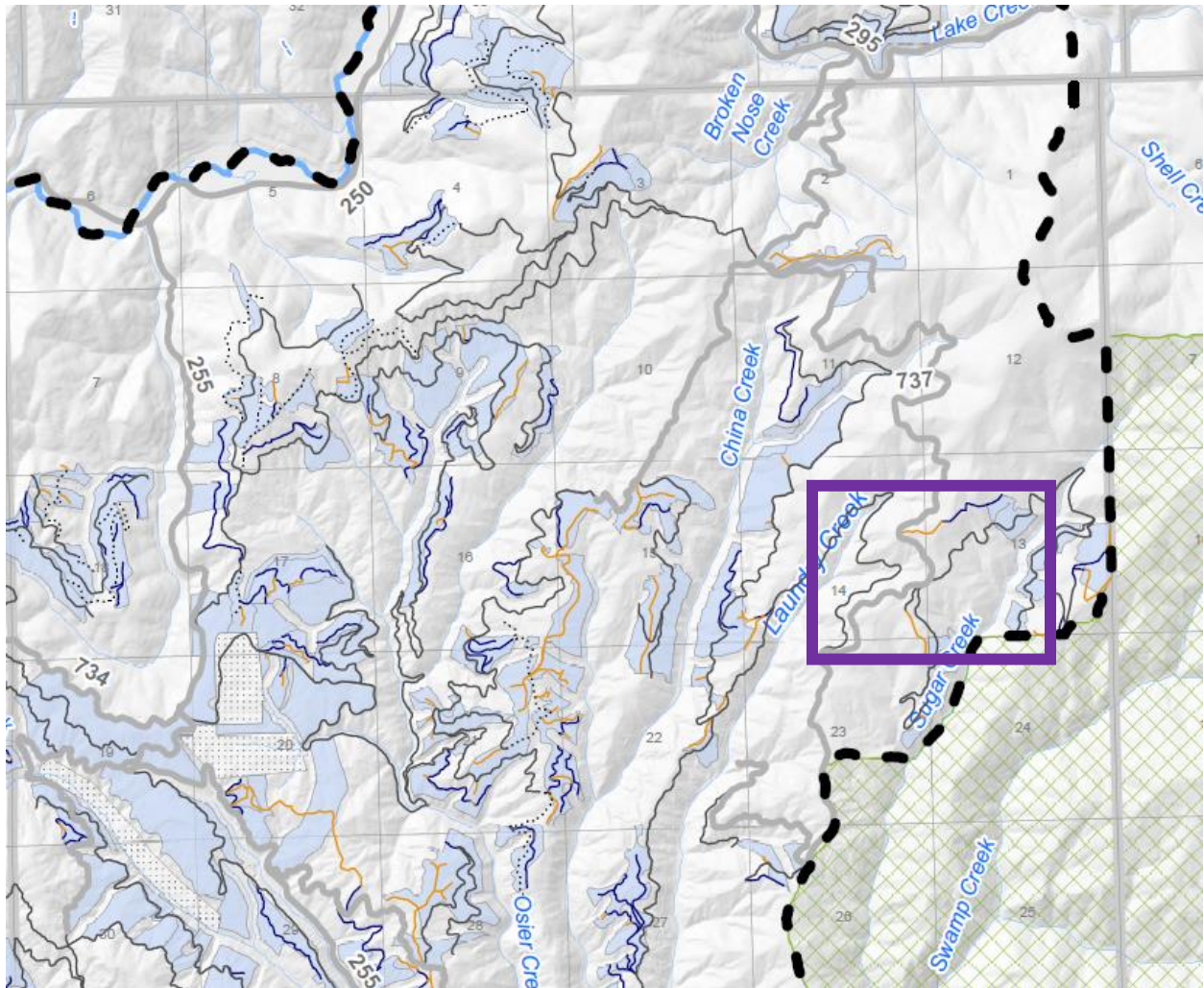
Above left, pic 4258; Above right, pic 4259; Below left, pic 4260; Below right, pic 4261.



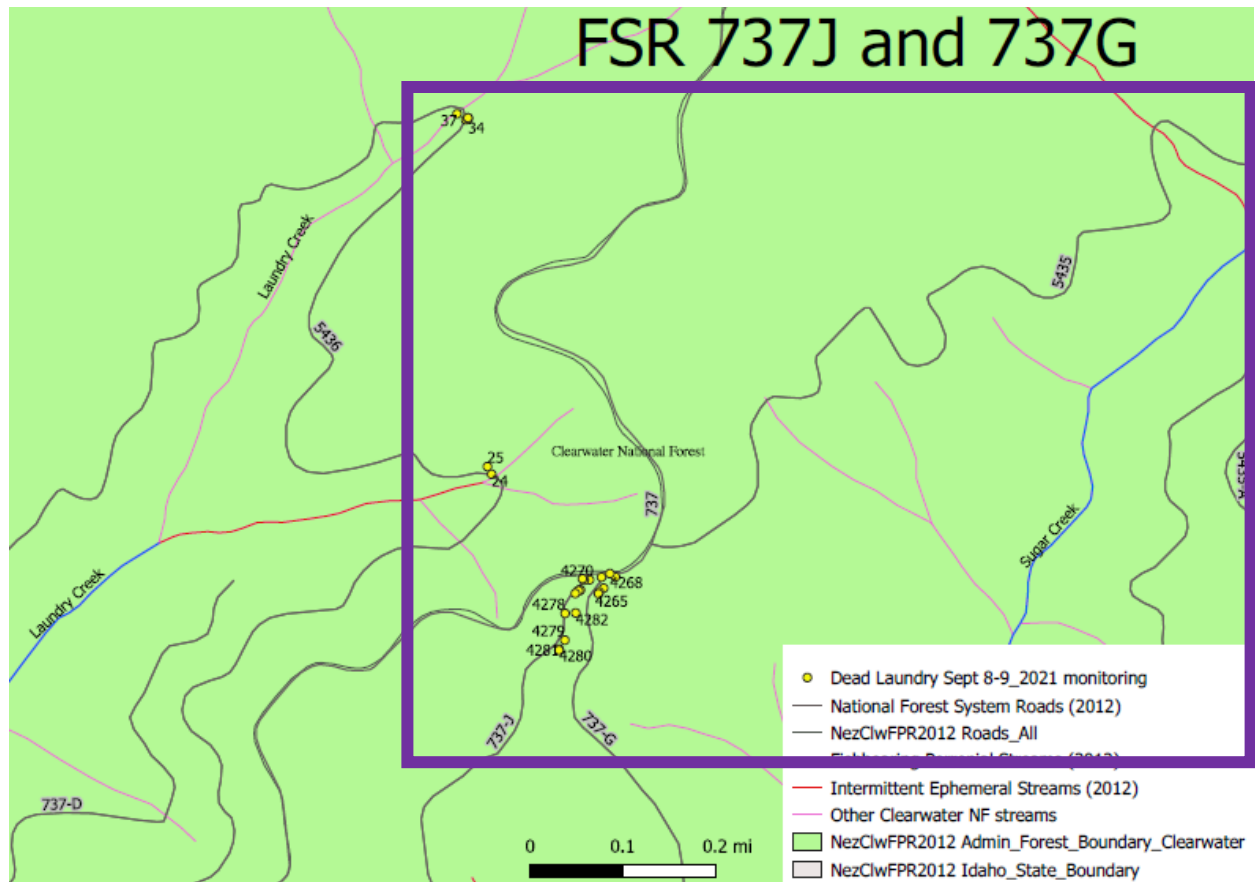
According to the Forest Service's Dead Laundry Road Map, the agency has reconstruction planned for FSR 735. From the width of this road, and the hillside it is cut into, it is difficult to imagine how this roadwork could not include cutting further into the hillside and cutting trees to widen the road.

FSR 737J and 737G, off of 737

On September 8, 2021, we visited 737J and 737G in the area excerpted with a purple square off of the Forest Service Dead Laundry Road Map below.



FOC map generated with Forest System Roads and GPS-tagged monitoring photos from Sept 8, 2021 below, corresponding area in purple:



We first walked up FSR 737G. The below overgrown area was a hard “road” to find on the Forest Road System. The below pictures note what the Forest Service has planned as road reconstruction.



Upper left, pic 4263; Upper right 4264 (same road, picture taken after walking 20 yards up); Lower left, pic 4265 (same road, 25 yards up); Lower right, pic 4266 (30 yards up)



Road reconstruction here would be so significant as to amount to new road construction. These pictures would require a very different level of road work than the reconstruction for pic 4253-4256 (FSR 5437).

Next FOC staff walked up 737J. This road was not apparent from the main road FSR 737 (see pic 4268 below).



Above, pic 4268, start of FSR 737J.

Below are more pictures of walking down this road.



Upper left, pic 4269 (walking 10 yards up from pic 4268); Upper right, pic 4270 (20 yards up); Lower left, pic 4271 (30 yards up); Lower right 4275 (47 yards up).



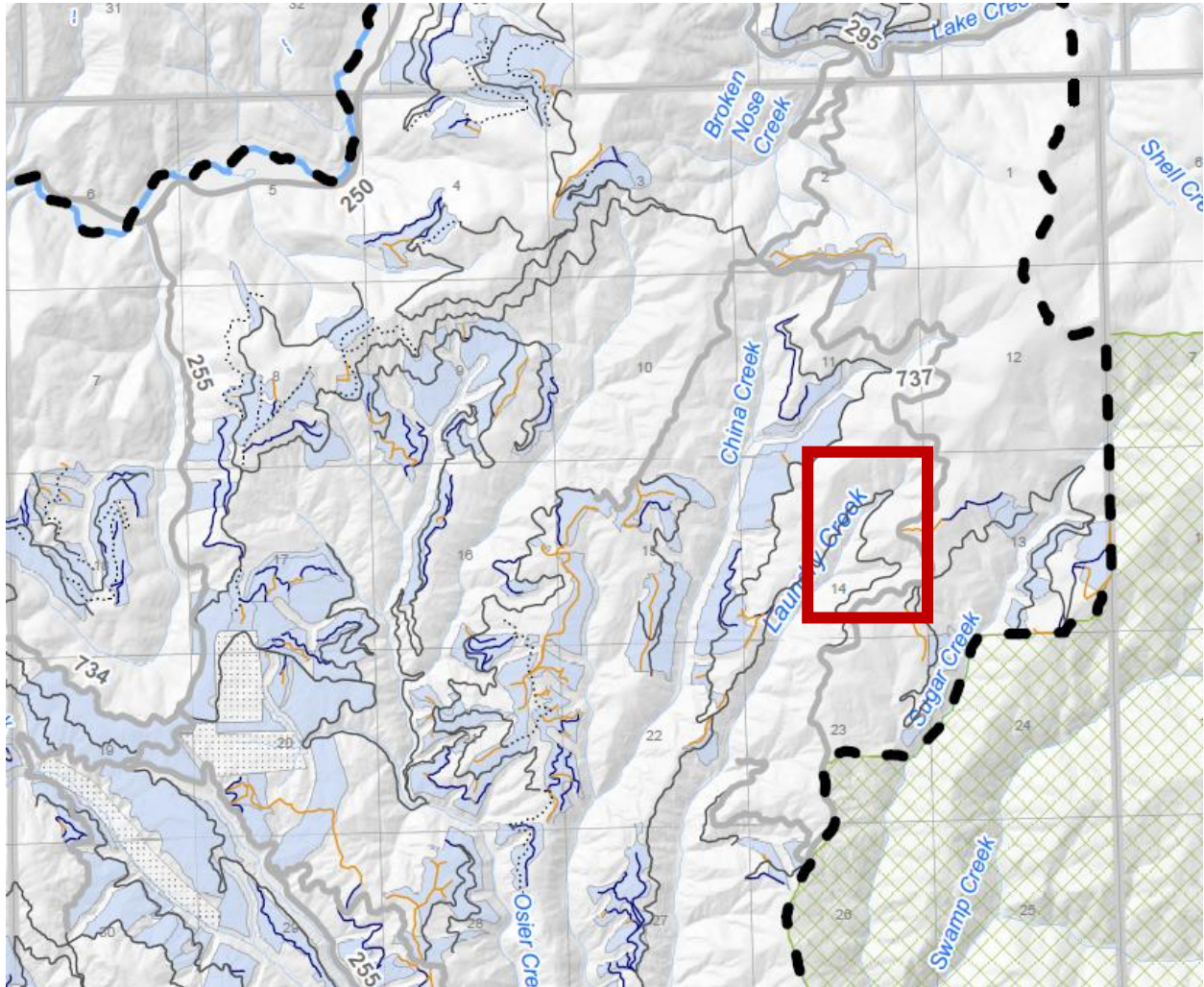
Below are two more pictures further up this “road.” Below left, pic 4277; Below right, pic 4281 (about where we turned around.)

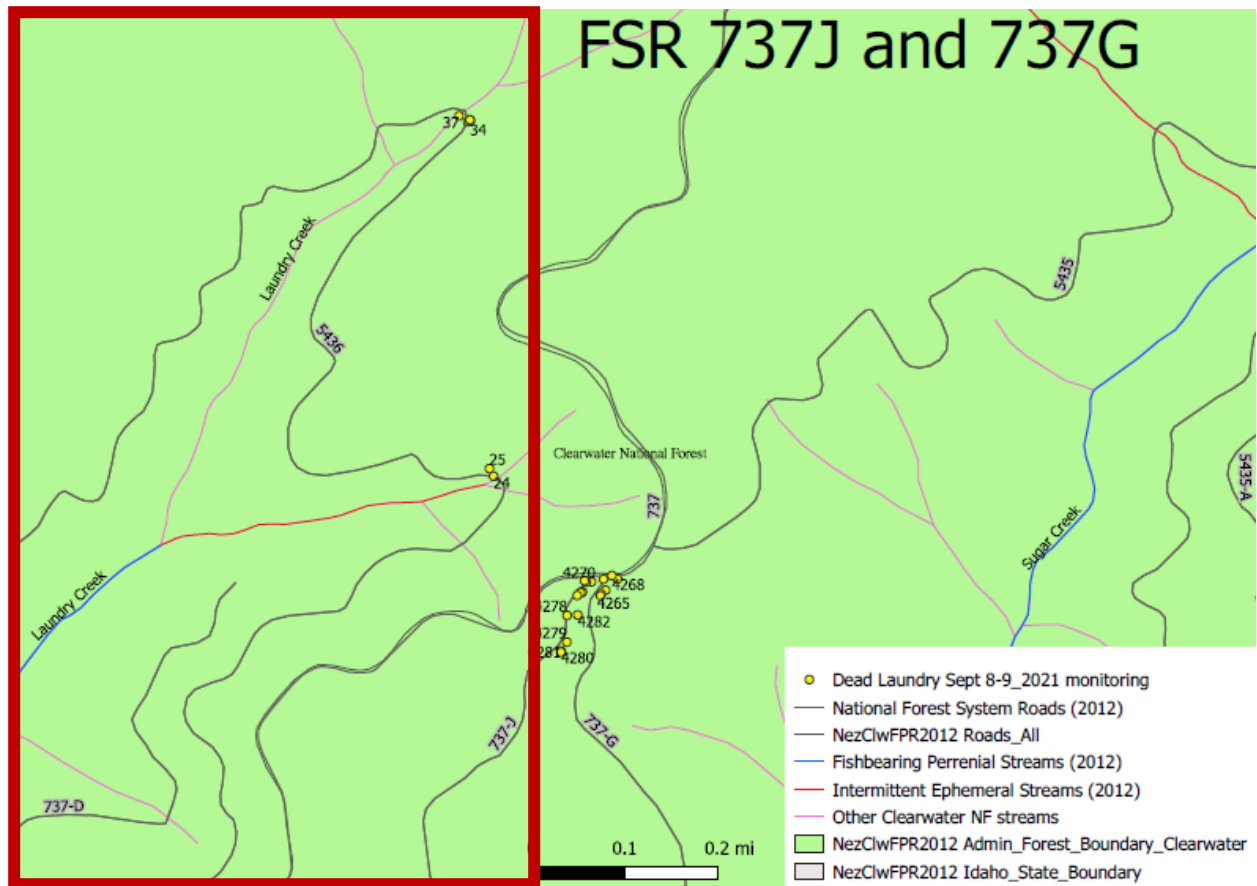


The full suite of pictures is in the monitoring file, but this area is so recovered with vegetation that a road would essentially be new road construction.

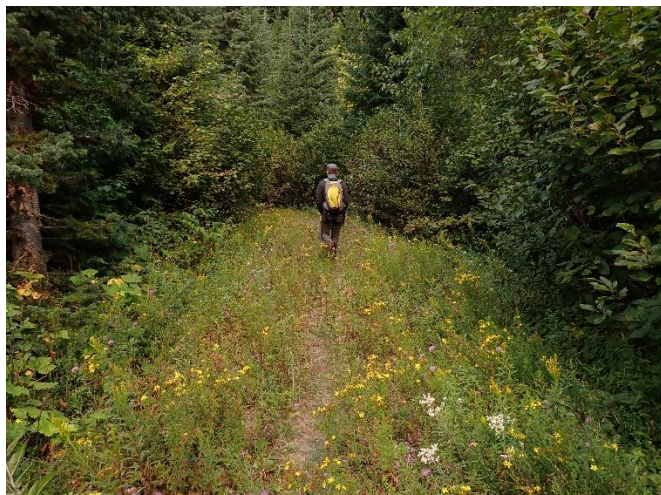
FSR 5436

On September 9, 2021, staff walked down Road 5436, which branches off from FSR 737, crosses Laundry Creek, and follows the creek a little way southwest.





Given the level of recovery, this would also be significant road construction. See below.



Upper left, pic 22; Upper right, pic 27

Notably, on FSR 5436, we located that the old roadbed is now a wetland system. The below pictures are an overview of the wetland that now exists on the old FSR 5436.



Above left, pic 65 (picture of roadbed that has become a wetland); Above right pic 66 (view to the right of pic 65). Below left, pic 63 (overshot of the wetland ecosystem in pic 65); Below right, pic 60 (salamander, aquatic wildlife in this wetland).



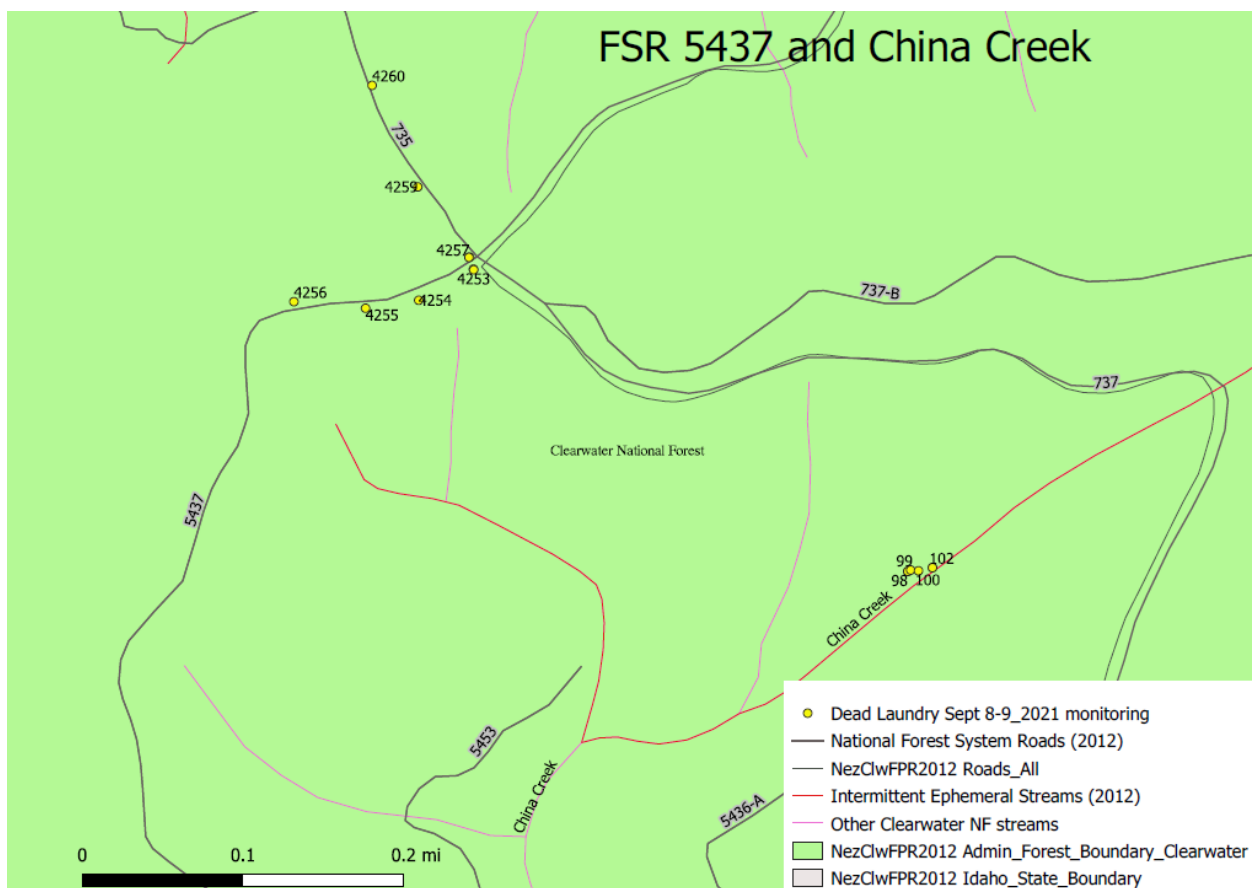
Below left, pic 55; Below right, pic 56 (FSR 5436)



This is on FSR 5436, and road construction will destroy the wetland that has evolved.

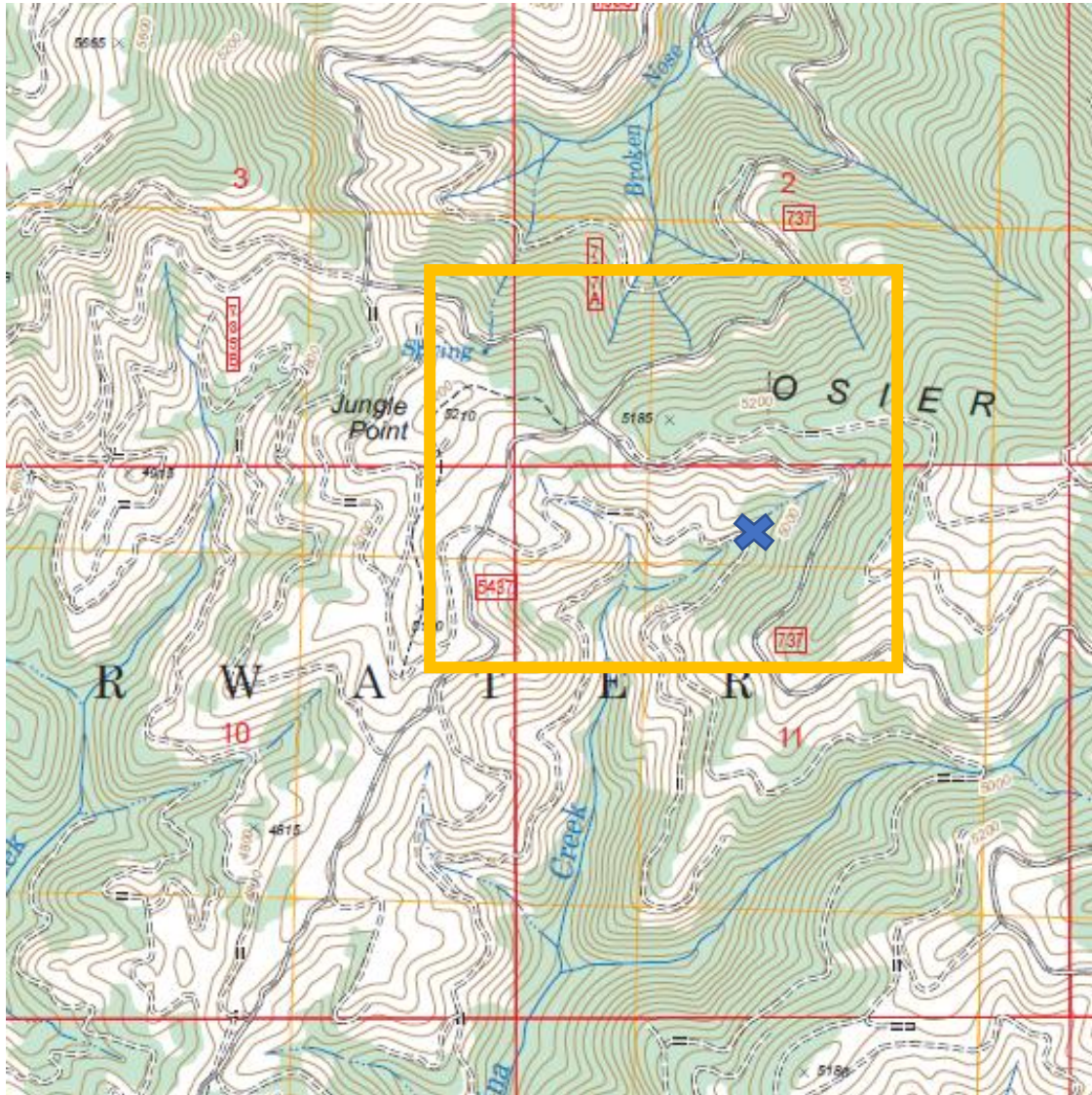
China Creek and unmapped roads

The Forest System Roads that were in the Forest Service's database and disclosed to FOC included all roads mapped in the below map excerpt.



Dead Laundry_FSR 5437 and China Creek.pdf

Even though there are few roads mapped above, and older topo, Osier Creek topo, notes many more roads in this same area. The above map is the detail in approximately the colored box that we've laid over the lower map (the Osier Creek 7.5 minute topo excerpt), which relative pictures 98-102 marked with an "x."



In this area, as noted in more detail, we found roads that were on older maps (i.e., the Osier Ridge Quadrangle) but not on the Forest Service's most recent road inventory. We also found roadbeds on hillsides sloughing and totally saturated. As demonstrated by the time stamps of the pictures, the below pictures were taken in the same area as pictures 98-102.



Upper left, pic 95; Upper right, pic 96

The pictures above were taken on a road that is not in the Forest Service’s most recent GIS inventory on roads that the agency disclosed to FOC in 2020. As seen in the above pictures, this non-road is a roadbed cut into a hillside. Also, in this particular are, this roadbed was totally saturated with water and seems to be sloughing away. Again, the timing of these pictures is the fall, when it is typically dryer than the spring.

Summary

Monitoring the existing conditions in the Dead Laundry project area found unmapped roads and previous mapped roads that where vegetation has reclaimed the area (including areas that would now be considered wetlands). Monitoring also recorded areas where Dead Laundry’s proposed road “reconstruction” would be significant and amount to new road construction. And monitoring also recorded the wide latitude in what the Forest Service considers to be road reconstruction, from adding gravel and grating, to expanding roads on hillsides, to constructively new road construction.