

EXTENT OF OBSERVATION - From mouth to about 1 mi. upstream on Jan. 21, 1959 by Gerald Holman and Stanley Nye.

Gradient - Moderate.

Velocity - Rapid.

Barriers - Many log jams exist in the upper 1/2 mile of stream surveyed. The wooden railroad culvert near the mouth of this stream might be acting as a partial barrier. For more information regarding log jams and the correction of this culvert see the log jam survey data.

GENERAL ESTIMATE - The lower mile or so flows through a virgin redwood and fir area with a very stable stream bed and excellent spawning facilities. The basic problems of this area are old bridges which have fallen into the stream stopping logging debris, creating log jams and the railroad crossing. This railroad crossing is in the form of a box culvert 6 ft. wide, 7 ft. high and approximately 100 ft. long, and at present flows (ample for fish passage) is a barrier to upstream fish. The stream flow is distributed over the entire bottom of the culvert approximately 2 inches deep not sufficient in depth for fish passage. It also looks like the gradient of the culvert is too great creating high velocity flows during higher flows and might be a barrier then too. The upper half mile has been logged off in the last ten years or so and numerous log jam barriers exist in this section. Although this intermediate section is of steeper gradient and rubble bottom sufficient spawning gravels exist to warrant rehabilitation. The upper tributaries are of very steep gradient damaged considerably by logging and have a very minor summer flow. The fisheries value of this upper section is very doubtful and should not be considered for rehabilitation.

RECOMMENDED MANAGEMENT- Remove all log jam barriers in the first mile and a half of stream and correct a probable culvert barrier under the railroad.