

ROAD DEACTIVATION PRESCRIPTION

Licencee: Stuart-Nechako BC Timber Sales	Road: Gordon FSR 8303.23	Approximate Length: 0.75 km	Location: From Fort St James, turn onto the Necoslie Road. Drive to the end of the public road and continue on where it turns into FSR. Drive to approximately 28.5km on the FSR to where the Gordon FSR takes off to the left. Turn around lowbed here.
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Contractor: TBD

BCTS REP: Sean Baumann

Pework Date: TBD

I. Currently approved: FSP April 1 st , 2017						
i) Indicate the type(s) of works to be completed:			ii) Indicate the required access:			
☐	Temporary erosion and Sediment Control Measures		☐	2WD	☐	4WD
☒	Permanent Deactivation	Forest Planning Practices Regulation: Section 82(1)	☒	ATV	☒	Walk in only

Summary of Works

This prescription includes: Five pages, and one map

II. Deactivation Requirements: Sections 82 and 83 of the <i>Forest Planning and Practices Regulation</i>		III. Actions Prescribed: DEACTIVATION MEASURES	
<p style="text-align: center;">82</p> <p>(1) A person who deactivates a road must do the following: (a) barricade the road surface width in a clearly visible manner to prevent access by motor vehicles, other than all-terrain vehicles; (b) remove bridge and log culvert superstructures and stream pipe culverts; (c) remove bridge and log culverts substructures, if the failure of these substructures would have a material adverse effect on downstream property, improvements or forest resources; (d) stabilize the road prism or the clearing width of the road if the stabilization is necessary to reduce the likelihood of a material adverse effect in relation to one or more of the subjects listed in section 149 (1) of the Act. (2) A person may submit to the district manager, in writing, a request for an exemption from requirements of subsection (1) if (a) the person has not begun deactivating the road and, (b) the road does not contain any bridges or major culverts. (3) The minister, in a notice given to a person who submits a request under subsection (2), may exempt the person if the minister is satisfied that the effectiveness of the works described in (1) will not be negatively impacted by motor vehicle use. (4) If a road deactivated under this section is a road that was used under the authority of a road permit associated with, or a cutting permit issued under, a tree farm licence, the holder of the tree farm licence must maintain the stability of each part of the road that was deactivated.</p> <p>Hazard warning:</p>		Deactivation warning signs / Access Berms	1
		Waterbars*	N/A
		Install/Remove culverts	5
		Stabilize road prism	2
		Remove or breach windrows	N/A
		Clean or excavate ditches	1
		Additional cross ditches	6
		Remove stream culverts	N/A
		Re-establish vegetation	N/A
<p style="text-align: center;">83</p> <p>At all times while a road is being deactivated, a person must have a sign posted that warns users of the deactivation.</p>		Remove bridges	1
		<p><u>Notes:</u> Install additional waterbars/cross ditches where there are steep grades, groundwater seepages, switches, ditches, ditches prone to plugging, water ponding, and other similar conditions. Locations are marked in the field with flagging tape labelled with station #. All stations are flagged with pink ribbon.</p>	

IV. Additional Comments: - INFORMATION ON GENERAL ACCESS OBJECTIVES, CRITICAL SITE FACTORS, RISK ASSESSMENT, HIGHER LEVEL PLAN DIRECTION, GENERAL WILDLIFE MEASURES IN DESIGNATED WILDLIFE HABITAT AREAS, ETC.

Objectives:

1. Restore and maintain natural drainage.
2. Structure removal from road prism.
3. Vegetation reestablishment.
4. Access control.

The objective for this road is to restrict vehicle access but allow ATV traffic on the first portion. ATV traffic will not be maintained throughout due to the works surrounding the bridge site.

Prescription completed by:

Ken Yorston RFT #1661

Date:

May 11, 2022

Road Section Summary:

Road Sections	Environmental Risk During Deactivation Works	Conditions
Access via HWY 27 / Necoslie FSR	Moderate	Access on the Necoslie FSR is all season up to approximately 24.5km. The road past here can get very soft and “greasy” during periods of rain. In order to get a lowbed to the work site, advise to undertake this work during a dry stretch of weather (preferred) or once road conditions have frozen in a bit (late fall).

cmp = corrugated metal pipe

pp = plastic pipe

NCD = Non-Classified Drainage (no fish)

Gordon FSR 8303.23			
Station #	Chainage	Element	Action
G01	0+745	N/A	Install cross ditch at skew with ditch block. Ensure tail ditch goes past crest of slope.
G02	0+680	N/A	Install cross ditch at skew with ditch block. Start re-contouring here through to station G06. Pull up sidecast material and place across the road surface to try and re-establish a consistent slope with the uphill side. Fill in the ditchlines and basically “erase” the road.
G03	0+620	500mm cmp (0.3m fill)	Remove culvert and install cross ditch. This is in addition to the re-contouring.
G04	0+540	500mm cmp (0.3m fill)	Remove culvert and install cross ditch. This is in addition to the re-contouring.
G05	0+485	N/A	Install cross ditch at skew with ditch block. This is in addition to the re-contouring.
G06	0+470	500mm cmp (0.3m fill)	Remove culvert and install cross ditch. This will be the end of the sidehill re-contouring. From G06 to the bridge site, just rip up the road and incorporate some woody debris.
G07	0+438	18m Bridge	Remove bridge and rehabilitate the crossing site. See attachment for details. Start re-contouring here through to station G09.

G08	0+400	500mm cmp	Remove old damaged culvert. Retain existing cross ditch but dig it deeper. This is in addition to the re-contouring.
G09	0+350	N/A	Install cross ditch at skew with ditch block. Ensure tail ditch goes out past the slope break. End of re-contouring.
G10	0+300	N/A	Install cross ditch at skew with ditch block. Feather out the tail ditch so that water does not become trapped here.
G11	0+190	N/A	Install cross ditch at skew with ditch block. Feather out the tail ditch so that water does not become trapped here.
G12	0+020	500mm cmp (0.3m fill)	Remove culvert and install cross ditch. Retain existing ditch block. Enhance the existing access berm to restrict vehicle access. Post deactivation sign.
G13	0+000	N/A	Re-establish the ditchline along the Necoslie mainline at the junction with the Gordon FSR. Don't make it too deep, should be consistent with ditch depth on either side.

18m L-100 Bridge Deactivation Plan
Structure G4-935
0+438 Gordon FSR 8303.23

- Temporary crossing structure may need to be utilized to move equipment back across the stream after bridge is removed. Stream is wide at the crossing site, so either a 9m or 12m structure will likely be required, depending on water levels. BCTS can supply one of these structures if needed.
- Remove deck modules and return to the Hat Lake storage yard in Fort St James. Deck modules may need to be used on the temporary crossing if needed. Deck modules are attached to the steel structure with deck clips mounted underneath the structure. These will need to be removed before the deck modules can be lifted off.
- Remove steel structure and return to the Hat Lake yard in Fort St James. Steel is likely bolted to the log sills (hard to tell right now), so hardware must be removed before lifting the structure.
- Leave rip rap intact in place at the crossing site. Slope material back at 2:1 from the top of the rip rap.
- Remove log ballast walls and scatter the material. Log fenders can be scattered as well.
- Remove all geotextile and dispose of off site.
- Install berms on both sides of the bridge site at edge of pullback.
- Rip up the road from the berms to station G06 on the bush side, and station G09 on the town side.
- Grass seed the area adjacent to the stream and install hemp blankets (supplied by BCTS) for erosion control.
- Return all signage to BCTS representative



