

ROAD DEACTIVATION PRESCRIPTION

Licencee: Stuart-Nechako Fort St James BC Timber Sales	Road: Tia FSR 8280.03 Gill FSR 8280.06	Approximate Length: 6.975 km 2.99 km	Location: Drive up the North Road from Fort St James and turn left onto the Onjo (Witch) FSR approximately 73.5km after crossing the train tracks. Drive to 6.4km and turn right onto the Onjo North FSR. Drive to 2.7 km and turn right onto the start of the Tia FSR.
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Contractor: TBD

BCTS REP: TBD

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	☒	ATV	☐	Walk in only
Forest Planning Practices Regulation: Section 82(1)					

Summary of Works		
This prescription includes: Seven 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	
82 (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. <i>Hazard warning:</i>	Deactivation warning signs / Access Berms	2
	Waterbars*	4
	Install/Remove culverts	19
	Stabilize road prism	N/A
	Remove or breach windrows	N/A
	Clean or excavate ditches	N/A
	Additional cross ditches	28
	Remove stream culverts	1
	Re-establish vegetation	N/A
Remove bridges	2	
83 At all times while a road is being deactivated, a person must have a sign posted that warns users of the deactivation.	<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.	

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.

Prescription completed by:

Ken Yorston RFT #1661

Date:

August 26, 2020

Road Section Summary:

Road Sections	Environmental Risk During Deactivation Works	Conditions
Access via North Road and Onjo Road system	Low but moderate at bridge sites	The North Road and Onjo system are all season roads. There is a spot to turn around the lowbed at 6.3km on the Tia FSR near station T06. There is a spot to turn around the lowbed at 1.85 km on the Gill FSR near station G07.

cmp = corrugated metal pipe

pp = plastic pipe

NCD = Non-Classified Drainage (no fish)

Tia FSR 8280.03			
Station #	Chainage	Element	Action
T01	6+975	400mm pp (0.2m fill)	Remove culvert from NCD and install cross ditch. No ditch block.
T02	6+905	400mm cmp (0.4m fill)	Remove culvert and install 2m wide cross ditch down to natural ground level.
T03	6+855	N/A	Install waterbar at skew
T04	6+655	N/A	Install waterbar
T05	6+605	N/A	Install cross ditch. No ditch block.
T06	6+300	N/A	Install cross ditch. Retain existing ditch block.
T07	6+140	N/A	Install cross ditch. No ditch block.
T08	6+070	N/A	Install cross ditch. No ditch block.
T09	5+920	N/A	Remove logs and install cross ditch. No ditch block.
T10	5+795	400mm cmp (0.4m fill)	Remove culvert from S6 stream and install cross ditch 1m wide at the bottom down to natural ground level.
T11	5+680	N/A	Install cross ditch 1m wide on the bottom down to natural ground level. No ditch block.
T12	4+830	N/A	Install cross ditch 2m wide on the bottom down to natural ground level. No ditch block.
T13	4+600	N/A	Install cross ditch 2m wide on the bottom down to natural ground level. No ditch block.
T14	4+180	N/A	Install cross ditch 2m wide on the bottom down to natural ground level. No ditch block.
T15	3+955	N/A	Remove logs and install cross ditch 2m wide on the bottom down to natural ground level. No ditch block.
T16	3+430	N/A	Install cross ditch. No ditch block.

T17	3+375	N/A	Install cross ditch at skew. Retain existing ditch block.
T18	3+185	N/A	Install cross ditch. No ditch block.
T19	3+100	400mm cmp (1.2m fill)	Remove culvert from NCD and install cross ditch 1m wide at the bottom down to natural ground level. Retain a minimum 2:1 slope.
T20	2+990	400mm cmp (0.2m fill)	Remove culvert and install cross ditch. Retain existing ditch block.
T21	2+850	N/A	Install cross ditch. No ditch block.
T22	2+750	400mm cmp (0.7m fill)	Remove culvert and install cross ditch. No ditch block.
T23	2+530	400mm cmp (1.0m fill)	Remove culvert and install cross ditch. No ditch block. Dig cross ditch a bit deeper as pipe is on a high spot.
T24	2+280	12m Bridge	See attachment to prescription for details.
T25	2+230	400mm cmp (0.7m fill)	Remove culvert and install cross ditch. Bulk up the existing ditch block.
T26	2+040	400mm cmp (0.3m fill)	Remove culvert and install cross ditch. No ditch block.
T27	1+790	N/A	Install cross ditch. No ditch block.
T28	1+690	400mm cmp (0.5m fill)	Remove culvert and install cross ditch. No ditch block.
T29	1+410	400mm cmp (0.8m fill)	Remove culvert and install cross ditch 1m wide at the bottom down to natural ground level. No ditch block.
T30	1+270	400mm cmp (0.4m fill)	Remove culvert and install cross ditch. No ditch block.
T31	1+110	N/A	Install cross ditch at skew with ditch block. Install a tail ditch through the berm on the downhill side.
T32	1+000	400mm cmp (0.8m fill)	Remove culvert and install cross ditch. No ditch block.
T33	0+775	12m Bridge	See attachment to prescription for details.
T34	0+690	400mm cmp (0.4m fill)	Remove culvert and install cross ditch. Retain existing ditch block.
T35	0+300	600mm pp (1.2m fill)	Remove culvert and install cross ditch. No ditch block.
T36	0+010	N/A	Install access control berm to restrict pickup access, but allow easy ATV access.

Gill FSR 8280.06

Station #	Chainage	Element	Action
G01	2+990	N/A	Install cross ditch at skew with ditch block.
G02	2+855	N/A	Install cross ditch 2m wide at bottom down to natural ground level. No ditch block.
G03	2+775	N/A	Remove logs and install cross ditch. No ditch block.
G04	2+300	N/A	Remove logs and install cross ditch. No ditch block.
G05	2+145	450mm pp (0.3m fill)	Remove culvert and install cross ditch. No ditch block.
G06	2+000	N/A	Remove logs and install cross ditch. No ditch block.
G07	1+870	N/A	Install cross ditch at skew with ditch block.
G08	1+770	N/A	Install cross ditch. No ditch block.
G09	1+750	N/A	Remove logs and install cross ditch. No ditch block. Breach berm on the downhill side.
G10	1+510	N/A	Install cross ditch at skew with ditch block. Breach berm and install tail ditch on the downhill side.
G11	1+205	N/A	Install cross ditch. No ditch block. Breach berm on the downhill side.
G12	1+075	N/A	Install waterbar at skew.
G13	1+005	N/A	Install cross ditch at skew with ditch block.
G14	0+965	400mm pp (0.3m fill)	Remove culvert and install cross ditch. No ditch block.
G15	0+815	400mm cmp (0.6m fill)	Remove culvert and install cross ditch. No ditch block.
G16	0+725	N/A	Install waterbar at skew
G17	0+505	450mm cmp (0.4m fill)	Remove culvert and install cross ditch. No ditch block.
G18	0+370	N/A	Install cross ditch at skew with ditch block
G19	0+200	400mm cmp (0.5m fill)	Remove culvert and install cross ditch with ditch block.
G20	0+025	N/A	Install access control berm to restrict pickup access but allow easy ATV access.

12m CL-625 Bridge Deactivation Plan
Structure G4-950
2+280 Tia FSR 8280.03

- Remove concrete no-posts and return to the Hat Lake Yard in Fort St James
- Remove all signage and return to Hat Lake Yard
- Temporary crossing structure needs to be utilized to move equipment back across the stream after the bridge is removed. A 6m, 2 piece steel portable is available from BC Timber Sales, or the deck modules can likely be used to cross the stream.
- Remove deck modules and pile up on the town side for burning at a later date. Deck modules are lag bolted to the steel structure, so the hardware must be removed.
- Remove steel structure and return to Hat Lake Yard. The structure is clipped to the sill timbers (inside and outside) so hardware needs to be removed.
- Retain the ballast wall timbers as they look to be in decent shape and return to Hat Lake Yard. The sill timbers look to be in poor condition and can be piled up with the deck modules for burning.
- Dig out approaches and remove all lock blocks (5 each side) and return them to Hat Lake Yard.
- Slope back material at a minimum 2:1 slope from where the lock blocks were sitting. Use excess material to create a visible berm on both sides of the bridge site to warn any potential ATV traffic.
- Install a cross ditch with ditch block on both sides approximately 20m from the bridge site (ribboned in the field).
- Try to leave any vegetation intact if possible when conducting all works.
- Scatter grass seed across the entire site upon completion (BCTS representative will do this).



G4-950 Facing Town Side



G4-950 Side View

12m L-75 Bridge Deactivation Plan
Structure G5-918
0+690 Tia FSR 8280.03

- Remove concrete no-posts and return to Hat Lake Yard in Fort St James.
- Remove all signage and return to Hat Lake Yard.
- Temporary crossing structure needs to be utilized to move equipment back across the stream after the bridge is removed. A 6m, 2 piece steel portable is available from BC Timber Sales.
- Remove deck modules and pile up on the town side for burning at a later date. Deck modules are not attached to the steel structure.
- Remove steel structure and return to Hat Lake Yard. The structure is bolted to the sill timbers, so the hardware needs to be removed.
- Retain both the ballast wall timbers and the sill timbers as they look to be in decent shape and return to Hat Lake Yard.
- Dig out approaches and remove 6 full size and 2 half size lock blocks from each side. The bottom row of lock blocks on each side which are mostly buried should remain in place for fill retention / scour protection.
- Slope back material at a minimum 2:1 slope from the top of the lock blocks that are remaining in place. Use excess material to create a visible berm on both sides of the bridge site to warn any potential ATV traffic.
- Retain all rip rap along the stream between the lock blocks. Do not disturb any area between the lock blocks.
- Install a waterbar on each side approximately 15m from the bridge site.
- Once temporary crossing structure is removed, place 3 good sized logs across the stream so that an ATV bridge can be constructed. The outside logs should be approximately 6' apart. And the logs should be fairly level with each other.
- Try to leave any vegetation intact if possible when conducting all works.
- Scatter grass seed across the entire site upon completion (BCTS representative will do this).



Structure G5-918 Facing Towards Bush



Structure G5-918 Lock Block Abutment