



This guide is intended for reference by TSL Licensees and Contractors in the BCTS Peace-Liard Business Area to satisfactorily achieve conformance where roads are identified in TSLs and RPs for deactivation, advanced deactivation, or rehabilitation.

Having A Plan

There are clauses contained in the TSL document (part 4.00) that require primary forest activities on the cutting authority area to be covered by a plan. BCTS has prepared plans, included them in the tender package, and the TSL holder may use them for the purpose of TSL part 4.00.

If, during the course of operations, the TSL holder chooses to conduct activities in a way that is different from what is described in a plan, the TSL holder must engage a qualified professional to prepare an alternate plan or plan amendment. The TSL holder must submit the alternate plan or amendment to the Timber Sales Manager upon request.

Further information regarding the requirement to have a plan may be found at the following weblink ([2015-09-01 – Advisory Bulletin – Having a Plan](#))

Road Deactivation

The intent of deactivation is to place the road in a self-maintaining state that will indefinitely protect adjacent resources at risk.

Deactivated roads should be **barricaded to prevent access by motor vehicles** other than all-terrain vehicles (ATVs) (FPPR, s.82(1)). Access by ATVs is required for BCTS reforestation obligation and other resource users.

Deactivation for water management is critical to **maintain surface drainage patterns** so that they are consistent with natural drainage patterns (FPPR, s.39). This is achieved by:

- Removing temporary crossing installs (bridges, culverts, log bundles, etc.) (FPPR, s.82),
- Replacing cross-drain culverts with cross-ditches,
- Installing cross-ditches or waterbars,
- Outsloping or insloping road surface.

Deactivation for soil erosion/sediment control is critical to **minimize the impact of silt and sediment transport**. This is achieved by:

- Ensuring approach slopes at deactivated locations are sufficiently gradual to minimize future erosion/sediment movement and permit safe traverse by ATVs,
- Grass seeding crossings sites with a risk of erosion or sediment transport (FPPR, s.40),
- Installing sediment control measures (silt fences, catch basins and check dams).

Additionally, it is expected that log bundles/corduoy installed at wet sections of a road and installed geotextile material be removed during deactivation (to aid in the stabilization of the road prism, FPPR, s.82(1)(d)) unless otherwise discussed with BCTS representative.

Seasonal road maintenance (temporary deactivation);

When a Licensee intends to be inactive for a period when precipitation/snowmelt can be expected or prior to spring freshet when increased water flow can be expected, **removal of temporary crossing structures (including log bundles) will be required** to maintain surface drainage patterns.

Road Advanced Deactivation

The intent of advanced deactivation, from a TSL perspective, is to **return the access structure to a measure of site productivity and to use it as a means of access management**. In accordance with the conditions of a TSL or RP, advanced deactivation consists of:

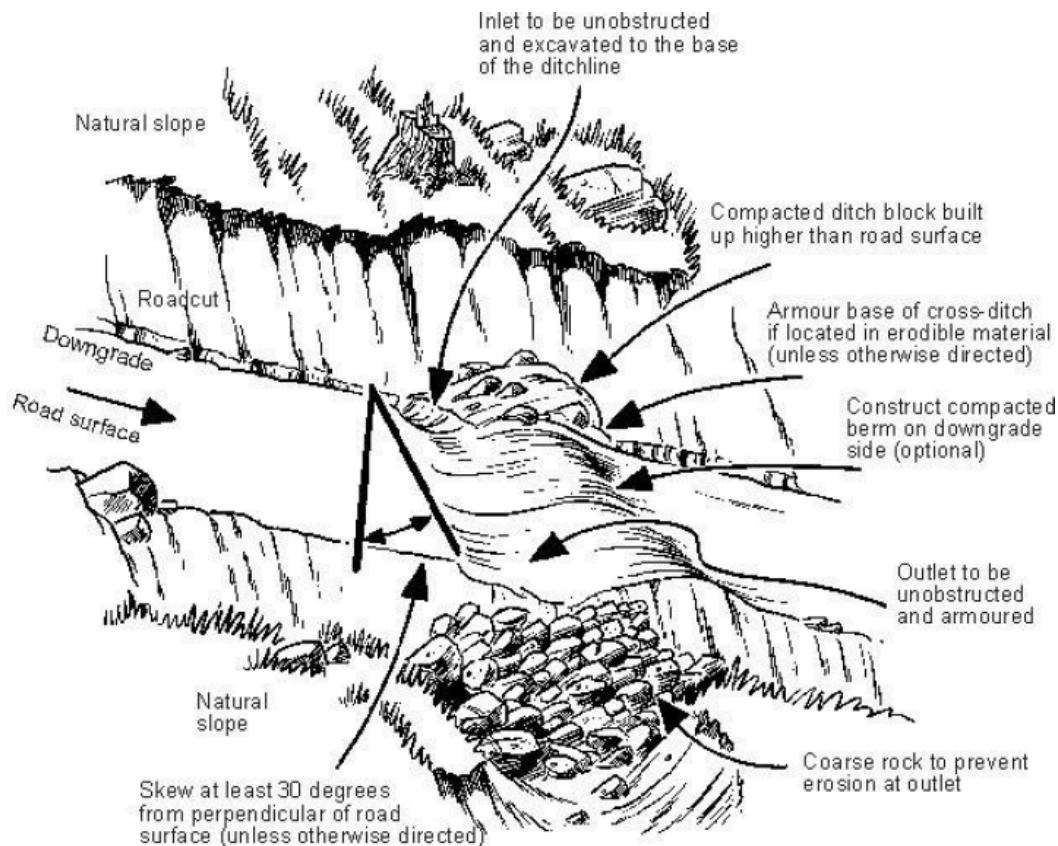
- infill the ditches utilizing mineral soil with sufficient material to account for settling,
- Returning displaced surface soils, retrievable sidecast and berm materials,
- Evenly dispersing woody debris onto the area occupied by the road.

Road Rehabilitation

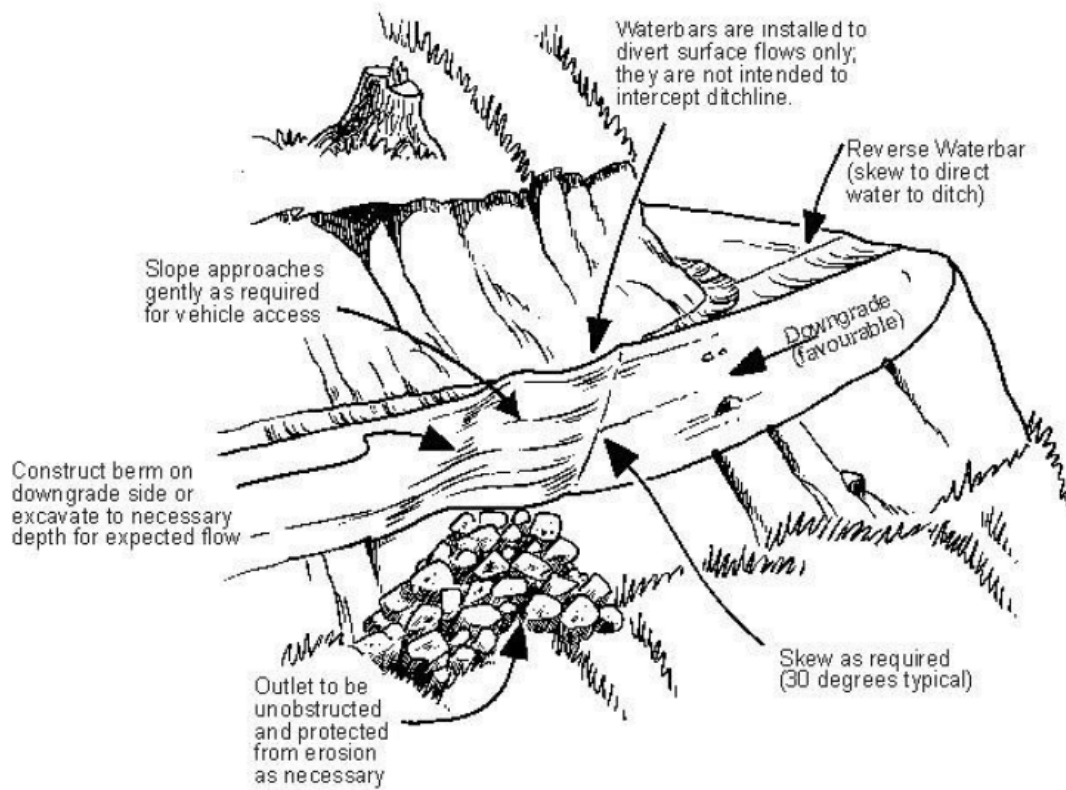
The intent of rehabilitation, from a TSL perspective, is to **return the access structure to a measure of site productivity and to use it as a means of access management**. In accordance with the conditions of a TSL or RP, rehabilitation consists of:

- De-compacting compacted soils,
- Returning displaced surface soils, retrievable sidecast and berm materials,
- Either placing woody debris on exposed soils or revegetating the exposed mineral soil.

Cross-Ditch Installation:



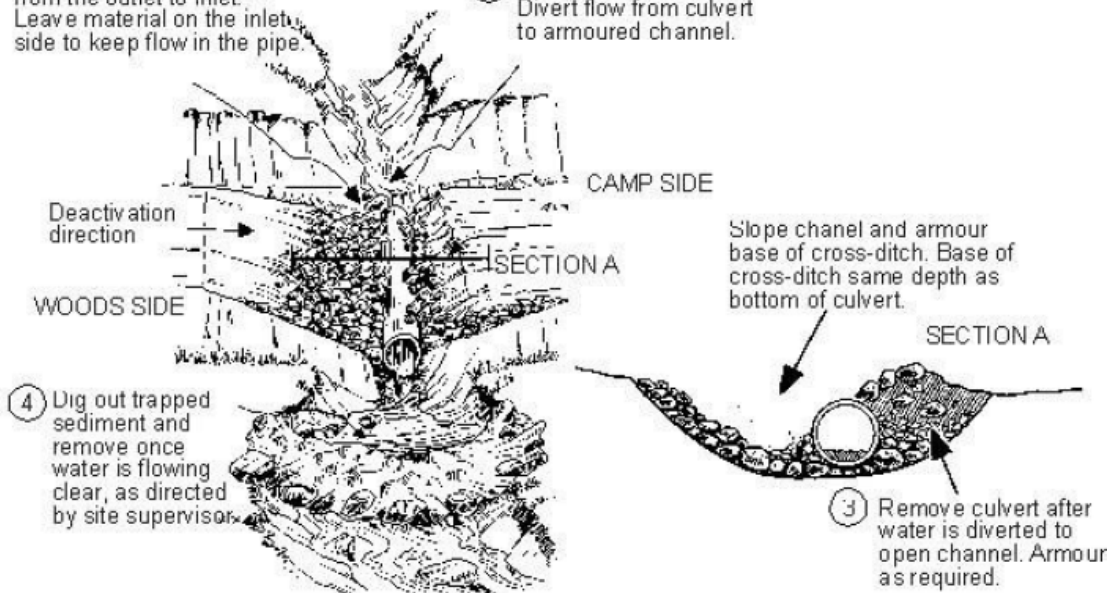
Waterbar Installation:



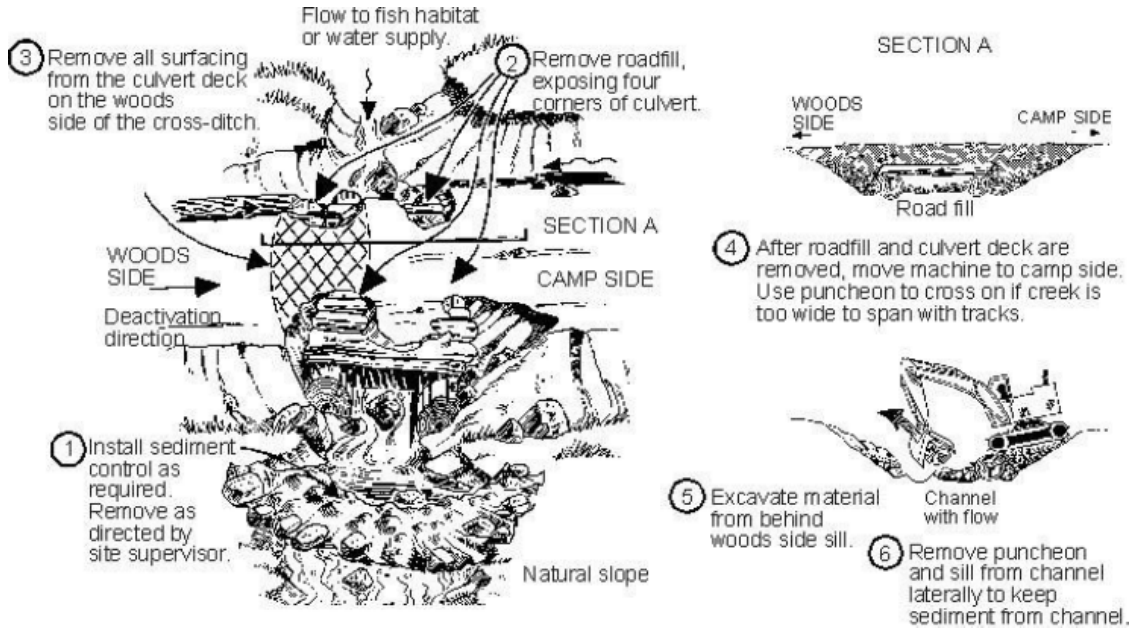
Non-fish Stream Culvert Removal:

Metal/plastic culverts;

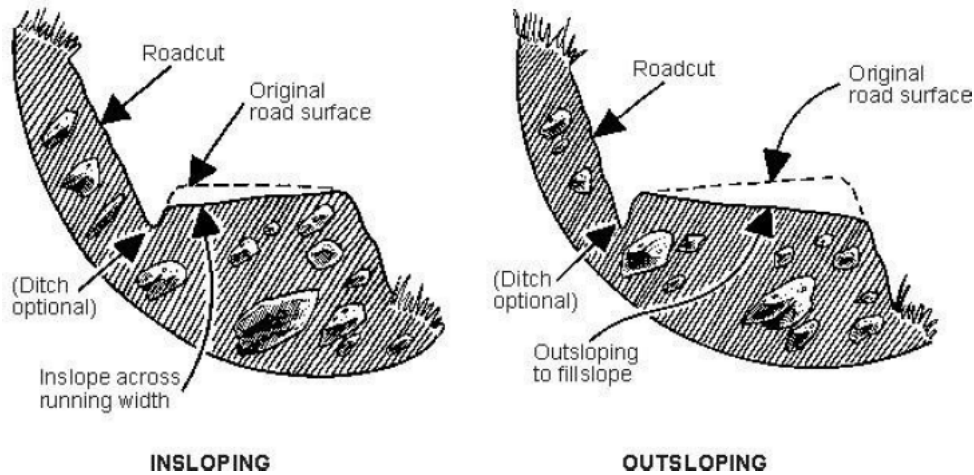
- ① Excavate next to culvert from the outlet to inlet. Leave material on the inlet side to keep flow in the pipe.
- ② Move to camp side. Divert flow from culvert to armoured channel.



Log Culverts;



Insloping and Outsloping Road Surface:



Grass/legume seeding:

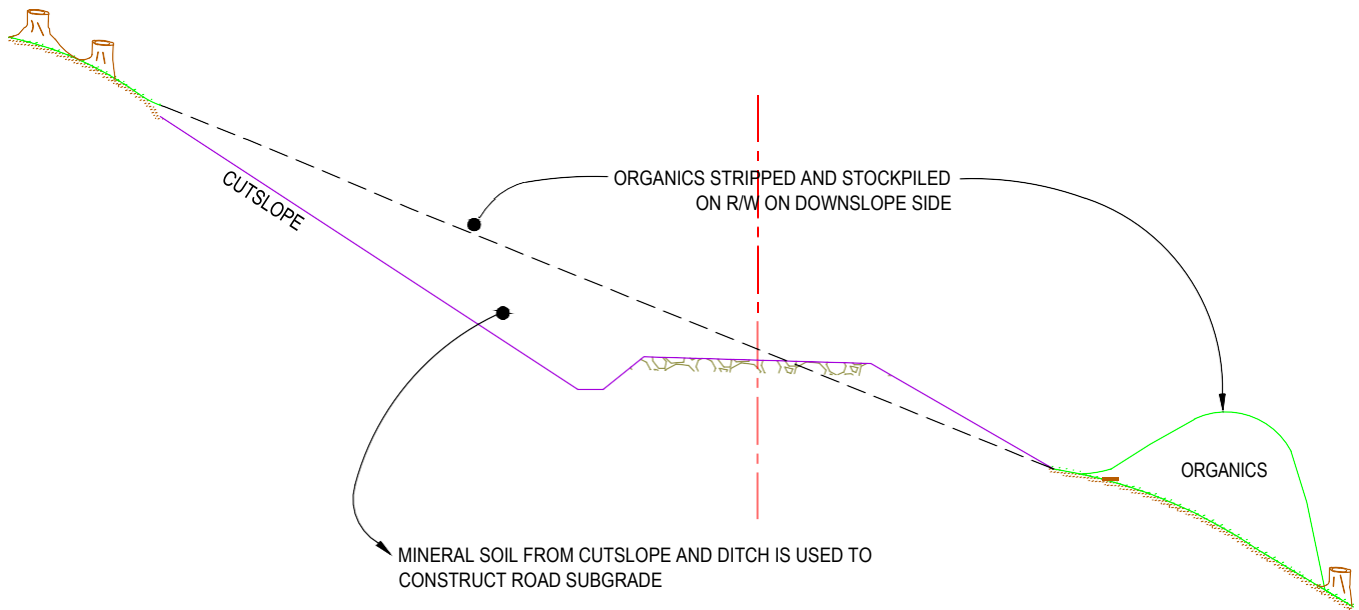
Seeding is often the most cost-effective means of treating deactivated crossings to prevent erosion.

It may be necessary to scarify the road surface and/or reuse displaced topsoil to promote revegetation.

FPPR – Forest Practices and Planning Regulation

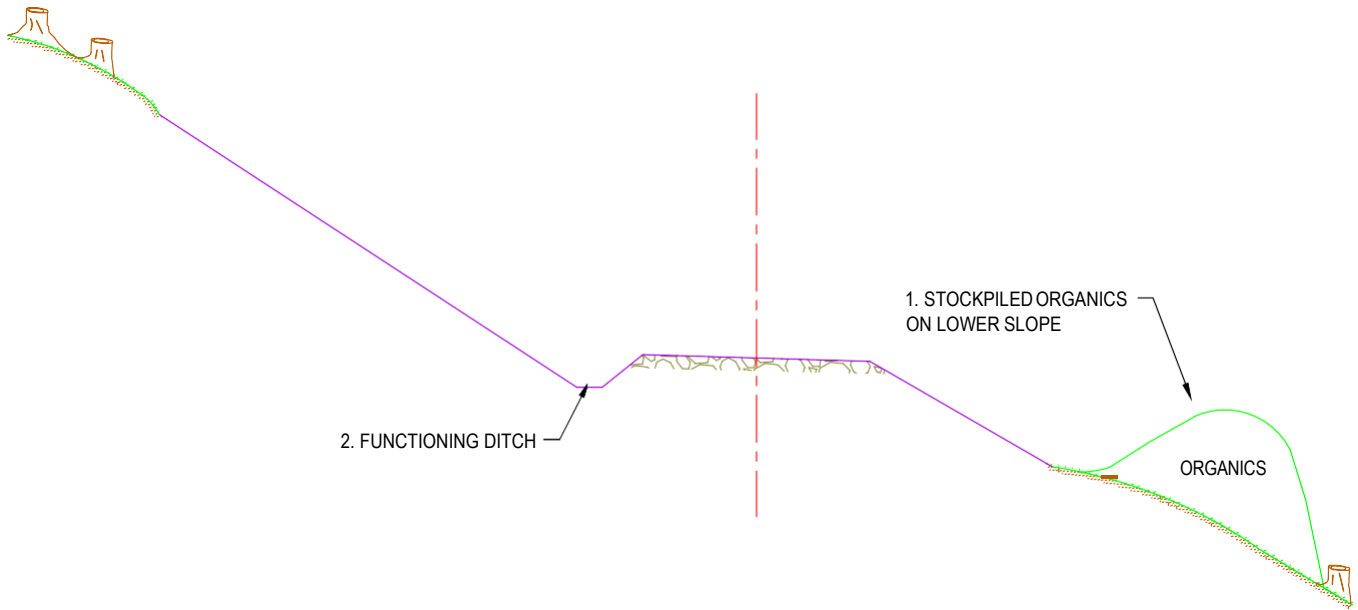
PEACE LIARD BUSINESS AREA - ADVANCED ROAD DEACTIVATION

PRIOR TO ROAD CONSTRUCTION SKETCH 1



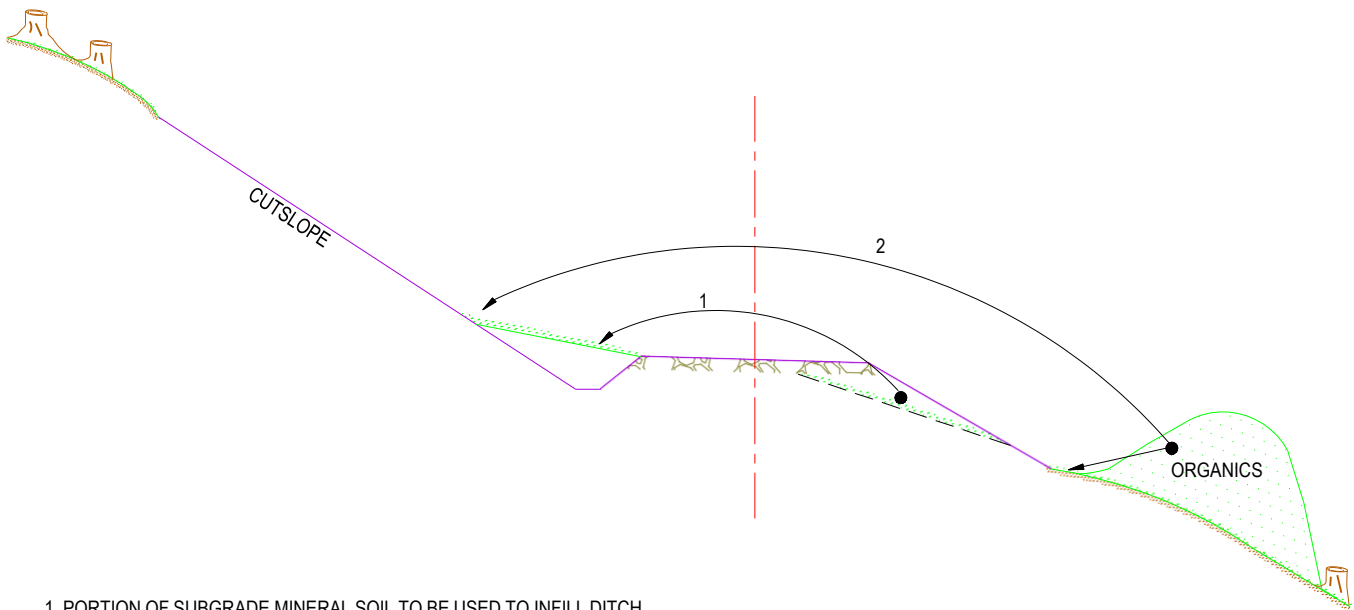
PEACE LIARD BUSINESS AREA - ADVANCED ROAD DEACTIVATION

PRIOR TO ADVANCED ROAD DEACTIVATION SKETCH 2



PEACE LIARD BUSINESS AREA - ADVANCED ROAD DEACTIVATION

WORKS TO BE COMPLETED ON CONSTRUCTED ROAD SKETCH 3



1. PORTION OF SUBGRADE MINERAL SOIL TO BE USED TO INFILL DITCH

NOTE A: MOVE SUFFICIENT MATERIAL TO ALLOW FOR SETTLING WITHOUT LEAVING A DEPRESSION THAT WILL HOLD MOISTURE

2. SPREAD STRIPPINGS EVENLY FROM NATURAL GROUND TO THE EXTENT OF THE NEWLY PLACED MINERAL SOIL IN THE FORMER DITCH

NOTE B: IT IS NOT NECESSARY TO SPREAD STRIPPINGS ON THE ENTIRE CUTSLOPE

PEACE LIARD BUSINESS AREA - ADVANCED ROAD DEACTIVATION

COMPLETED ADVANCED DEACTIVATION WORKS SKETCH 4

