

## 2.5 Reconnaissance Report

Regardless of the complexity of the project, incorporate critical factors that will influence the final road location in a reconnaissance report. The CM must review and accept this Report before the road project moves to the next activity/phase, whether that be the survey and design, the road plan or the construction.

Depending on the site, prepare a reconnaissance report that ranges in size and detail from a map showing route locations, a one-page summary and field notes to a multiple page document outlining in detail the various options for route locations. The determining factor is the level of comfort with the quality of information, given the risks and potential impacts of the project. In general, ensure that each reconnaissance report includes a map showing route locations and addresses the following:

- the need, if any, for any additional information or assessments to be carried out by the appropriate professionals;
- terrain conditions and road sections that are in unstable or potentially unstable terrain;
- road sections with side slopes over 60% or where slope instability indicators are found;
- control points and topographic features (e.g. rock bluffs, swamps, avalanche paths, landslides, and debris slides), including those that may be used as photo ties;
- the sections of road that encroach on public utilities;
- the sections of road that are adjacent to or cross private property, Crown leases, or mineral and placer claims or leases (where possible, alienated lands should be avoided);
- all continuous and intermittent drainage flow channels, springs, seeps, and wet areas;
- riparian areas;
- stream crossings where channel and bank disturbances can be prevented or mitigated;
- locations of springs and licensed waterworks in community watersheds;
- locations that require site plans;
- minor stream crossings;
- forest cover (species composition, timber quality, and volume per hectare);
- potential landing locations;
- soil type, based on visual observations of exposed cuts, shallow hand-dug test holes, and probing, and the location of these soils on maps or aerial photos;
- maximum road grades and minimum curve radii;
- location and extent of bedrock, if rippable, and the potential as ballast;
- location and extent of gravel sources and the potential for use as subgrade and surfacing materials;
- endhaul sections and potential waste areas;
- recommended construction methods and potentially appropriate alternatives;
- recommended survey level or levels appropriate for the terrain; and

- harvesting system requirements.

By addressing the foregoing, a Reconnaissance Report prepared by BCTS, for the purposes of *FRPA section 10 and 11*, also addresses the requirements for a road site plan.