

## 7.1 Mandatory Procedures & Best Practices

Following is a table that summarizes in approximate chronological order the mandatory procedures and best practices with respect to the deactivation of Forest Service roads. Links are provided to direct the reader to the location in the manual text where the tabular item is discussed.

Table 7-1 Road Deactivation

<p>Statutory/regulatory results to be achieved:</p> <ul style="list-style-type: none"> <li>do not cause landslides that would have a material adverse effect on forest resources (FPPR s. <a href="#">37</a>)</li> <li>no gully processes or fan destabilization on the Coast that would have a material adverse effect on forest resources (FPPR s. <a href="#">38</a>, <a href="#">54</a>)</li> <li>revegetate exposed soils where sediment may enter streams or otherwise have a material adverse effect on other forest resources (FPPR s. <a href="#">40</a>)</li> <li>protection of fish passage and fish habitat (FPPR s. <a href="#">56</a>, <a href="#">57</a>)</li> <li>protection of water quality (FPPR s. <a href="#">59</a>)</li> <li>no deposition or transport of deleterious materials into licensed waterworks drinking water (FPPR s. <a href="#">60</a>)</li> <li>address general wildlife measures, and resource or wildlife habitat features (FPPR s. <a href="#">69</a>, <a href="#">70</a>)</li> <li>deactivation measures achieved (FPPR s. <a href="#">82</a>)</li> <li>road is safe for industrial use during deactivation works (FPPR s. <a href="#">83</a>)</li> <li>notice of works to licensed water users or purveyors in community watersheds (FPPR s. <a href="#">84</a>)</li> </ul>	
B1	Notify road users about proposed significant changes to road access and to solicit input [see <a href="#">Planning</a> ].
B2	For FSRs that are the responsibility of Timber Operations and Pricing Division, carry out the deactivation in accordance with the ministry's business area funding policy [see <a href="#">Planning</a> ].
<p>Legislation supported: FPPR sections <a href="#">37</a>, <a href="#">38</a>, <a href="#">40</a>, <a href="#">50</a>, <a href="#">54</a>, <a href="#">56</a>, <a href="#">57</a>, <a href="#">59</a>, <a href="#">60</a>, <a href="#">70</a>, <a href="#">82</a>, <a href="#">83</a>, <a href="#">84</a>: all road deactivation – related items</p>	
M1	

	A CM must sign and seal (where appropriate) the deactivation prescription for the project [see <a href="#">Prescription</a> ].
B3	For more complex or higher risk cases, the CM may specify and incorporate input from other members or specialists [see <a href="#">Complex</a> ]
B4	For straightforward low-risk conditions, the CM may prepare a prescription that consists of Standard Operating Procedures (SOPs) [see <a href="#">SOPs</a> ]
B5	Ensure that any deactivation prescription is reviewed by the District engineering technician for conformance to objectives [see <a href="#">Prescription</a> ].
B6	Ensure that any concerns about residual risk that are identified in a deactivation prescription are brought to the attention of the District Manager [see <a href="#">Residual</a> ].
<p>Legislation supported: FPPR sections <a href="#">37</a>, <a href="#">38</a>, <a href="#">54</a>, <a href="#">57</a>, <a href="#">59</a>, <a href="#">70</a>: do not cause sediment transport that will impact user safety or have a material adverse effect on forest resources</p>	
B7	Intercept road surface and ditchline water and convey it across the road onto stable, non-erodible slopes below the road [see <a href="#">Road Deactivation Techniques</a> ].
B8	Consider insloping the road surface to direct road surface water toward the road cut and away from unstable or erodible road fill materials, or outsloping the road surface to direct water across the road and onto the road fill in a dispersed fashion [see <a href="#">Insloping/Outsloping Road Surface</a> ].
B9	Remove existing culverts while creating the least amount of sedimentation possible [see <a href="#">Stream Culvert Removal</a> ].
B10	During road deactivation works, minimize sedimentation while short-term vehicle access is required [see <a href="#">Armoured Swales</a> ].
B11	Ensure that road deactivation works do not cause fan destabilization on the Coast that will result in material and adverse effects on other resources [see <a href="#">Soil Erosion</a> ].

B12	Where there is potential for unstable road cut or fill slopes to develop during periods of inattention, consider using partial or full road fill pullback and gully restoration [see <a href="#">Road Fill Pullback Techniques</a> ]
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Legislation supported: FPPR section [40](#): revegetation

B13	<p>Consider using soil bioengineering systems to:</p> <ul style="list-style-type: none"> <li>• drain excess moisture that may be creating slope instability;</li> <li>• reduce slope angles relative to the growth of vegetation and prevent raveling of fill slopes; or</li> <li>• control erosion along watercourses.</li> </ul> <p>[see <a href="#">Revegetation Techniques</a>]</p>
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B14	Seed or plant, in the first growing season after deactivation, all exposed soils that will support vegetation[see <a href="#">Revegetation Techniques</a> ].
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Legislation supported: FPPR section [83](#): hazard warning

B15	Erect warning signs at appropriate locations during the period of road deactivation activities to warn potential users of the road of the hazards that can be expected on the whole road or at a particular location [see <a href="#">Deactivation Hazard Warning Signs</a> ].
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Legislation supported: FPPR sections [37](#), [38](#), [40](#), [50](#), [54](#), [56](#), [57](#), [59](#), [60](#), [70](#), [82](#), [83](#), [84](#): all road deactivation – related items

B16	Ensure that a CM completes the <a href="#">Road Project Assurance Statement (PDF)</a> for those projects identified in the deactivation prescription as needing such sign-off.
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B15	Based upon the risk to other resources as a result of poor deactivation work, consider carrying out a subsequent field inspection of the completed project [see <a href="#">Subsequent</a> ].
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M2	The Coordinating Member must sign (and seal as appropriate) the <a href="#">Road Project Assurance Statement (PDF)</a> .
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M3	The road must be barricaded after deactivation unless specifically exempted by the District Manager [see <u>Barricade</u> ].
B16	Ensure that the necessary steps in the road deactivation processes were undertaken and issues addressed [see <u>Project Tracking Checklist</u> ].

In the above table of chronological events:

- **M** = Mandatory procedures
- **B** = Best practices