

3411508

MANAGEMENT PLAN

-ROADWAYS-

The following Management Plan is for a road accessing private property. The legal description of the property is:

Land District: Kamloops
BL: B
SEC: 20
TWP: 23
RG: 8 W6M
Legal Subdivision 1
Meridian W6

This Roadway Management Plan is written in the format outlined in the Sample Management Plan.

1. Purpose

- To provide unhindered access to private land.
- This will be an all season road. The traffic volume will be approximately two vehicles per day.
- This is a long term road (100 years).
- The area around this proposed road is predominantly scheduled for forestry activities. It is in Federated Cooperatives Ltd's operating area.
- This road will not be brought up to Ministry of Transportation standards.

2. Construction

- The proposed road will start from the termination point of the existing Crown Land Tenure held by the same applicant.
 - File No.: 3411508
 - Disposition No.: 863005
 - Tenants: John Davidson and William Davidson
- The road will be approximately 0.2 km in length and have an average width of 5 meters.
- See Attachment 1 (Geometric Road Design) for horizontal and vertical alignments.
- See Attachment 1 (Geometric Road Design) for road grades and slopes of the surrounding land.
- There are no proposed bridges, fences, cattle guards, pipelines, powerlines etc.
- See Attachment 1 (Geometric Road Design) for cut and fill slope geometry.
- See Attachment 1 (Geometric Road Design) for location and dimensions of all drainage structures.

- For safety and maintenance purposes, the clearing width will be 25 meters, except where additional width is required to accommodate the road prism on steeper slopes and borrow pits. See Attachment 1 (Geometric Road Design) for clearing specifications.
- Ditches will be a minimum of 0.5 meters and deeper in wet areas and around culvert inlets. See Attachment 1 (Geometric Road Design) for ditch specifics.
- This road will require the removal of approximately 145m³ of timber. This timber will be 80% fir and 20% cedar with a very minor component of birch (<5m³). Ministry of Forests Close Utilization Standards will be adhered to during this clearing. Logs will be processed at a wide spot located near the end of the road and hauled concurrent with road construction.
- This road will be constructed using conventional road building equipment and will use balanced bench construction. There are no sections that will require endhaul. See Attachment 1 (Geometric Road Design) for construction drawings and construction comments. The proposed equipment profile is:
 - Cat D-7 crawler
 - Cat 330 excavator
- The contractor will be chosen once this application is approved. There are several road construction crews in this area that are capable of constructing the road as prescribed.
- A construction schedule will be developed once the application is approved. In general, it should take approximately 1 week to construct.
- No fencing will be affected by this road.
- No rock blasting is required.
- The road centerline has been flagged in pink flagging.

3. Materials

- See Attachment 1 (Geometric Road Design) for the material quantities.
- No endhaul is anticipated. A small amount of borrow (<100m³) may be required and will be located on the high side of the top swichback.
- See Attachment 1 (Geometric Road Design) for the planned move and placement of materials.
- Slash will be either buried along the outside of the road prism or piled and burned. If burned, it will be under a Burning Reference Number with the Ministry of Forests and will follow all applicable regulations and procedures.

4. Environment

- Soil erosion will be mitigated by grass seeding concurrent with road construction. The slopes are moderate and erosion is not expected. The inlets and outlets of all culverts will be armored. The culvert spacing will


be such that ditchline erosion will be minimized. See Attachment 1 (Geometric Road Design) for culvert locations.

- See Attachment 1 (Geometric Road Design) for all drainage structure locations and specifications.
- This road will have very little impact on other resources. The estimated Right of Way timber volume will be approximately 145m³. There are no creek crossings. There is one wet gully that could be classified as NCD but most of the water is subsurface and non continual. The road crosses this gully at right angles to minimize the infringement on the riparian management zone. There are no mapped known occurrences of BC Conservation Data Centre Red and Blue listed species/ecological communities.
- This road is not anticipated to be deactivated in the future. If deactivation is required, natural drainage will be established by pulling out the culverts and armoring the cross ditches that will be constructed in their place.

5. Agency Requirement Checklist Information

- As this road is in a wilderness area (not urban) there should be no socio-economic impacts. There are no mapped known occurrences of BC Conservation Data Centre Red and Blue listed species/ecological communities. The ecosystem that this road is in is found throughout the area and is not unique to this site. Impacts on the riparian areas will be mitigated by having the road cross at right angles to the creek. Culvert inlet and outlets will be armoured.
- No archaeological assessments have been completed for this section of land. Federated Cooperatives, who has the timber cutting rights for this area, was contacted with the original application to see if they had any information. They did not.

Applicant Name: JOHN DAVIDSON

Applicant Signature: 

Date: MAY 13 2013