



**Humboldt  
Redwood™**

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**Annual Road Work Plan for HCP Covered Lands**

**HCP §6.3.3.1.3 and §6.3.3.5.5**

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***2014-2015 Reporting***

**April 15, 2015**

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## **Project Description**

**Title:** Annual Road Work Plan 2015

**Purpose:** As set forth in HCP §6.3.3.1.3, HRC shall develop an annual road work plan. This plan shall include a prioritization and scheduling of stormproofing activities, a description of road work conducted in the previous year and road work anticipated to be conducted during the next 12 month period, beginning April 15. HRC is committed to meeting these standards and provides this report in compliance with HCP §6.3.3.1.3 and §6.3.3.5.5.

**Date Initiated:** 1999

**Projected End Date:** Ongoing

**Manager, HRC North:** Tom Schultz

**Manager, HRC South:** Ben Hawk

**Reviewed:**

**Stewardship Administrator**

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**Gretchen Woessner**

## **Executive Summary:**

### **Goals set for 2014 as provided in the last Annual Road Plan:**

HRC planned to address the completion of ~700 sites, with an estimated sediment savings of about 30,000 cubic yards

### **Goals achieved for 2014:**

HRC removed 21,215 cubic yards of soil at 552 sites, and achieved our goal of stormproofing 75 miles of road. Stormproofed miles were accomplished through road abandonment and restoration, and by upgrading segments of existing and in-use roads with culverts to accommodate 100-year flow events.

### **Goals set for 2015:**

HRC plans to address the completion of ~420 sites, with an estimated sediment savings of about 30,900 cubic yards

HRC intends to continue its utilization of new culvert technology to increase the life span of culverted crossings. We continue to expand our use of exhumed Large Woody Debris (LWD) as both channel armoring and bank stabilization material. Past experiences have shown that this material is readily available, functions very well when applied as bank stabilization and to counteract downcutting, and its use results in channel conditions more consistent with those found naturally. Utilization of this material is cost effective and expedites mitigation efforts, allowing for additional sites to be accomplished in the same season. We also continue to implement alternative mitigation prescriptions depending on features at the specific site. For example, when installing rocked dips at steep gradient class III watercourses it may be more beneficial to increase the depth of the dip to accommodate naturally occurring in-channel sediment transport. Past experience has shown that in some geological and/or terrain settings this is a better alternative.

### **HRC Master Agreement for Timber Operations (MATO) Reporting**

This Annual Road Plan and Report is intended to meet the obligations of HRC's MATO for annual reporting.

### **Road Plan Reporting Obligations set forth in HCP §6.3.3.1.3**

The components of the Annual Road Plan as required by the HCP are listed below. Most of the content of this Plan consists of lists such as road site work orders, the dates/locations of annual road inspections, and maps. The HCP subsection is provided for reference.

Note that the majority of our reporting is documented in large maps that have been saved digitally as pdf files (file name in quotation marks). These maps can be zoomed in for viewing, or printed on a plotter.

Subsection 3.1 Roads that have been closed or decommissioned.

**See 4-map set (Map1-Map4) "HRC\_StormProofbyYearMap"**

Subsection 3.2 Locations of roads assessed and already stormproofed.

**See 4-map set (Map1-Map4) "HRC\_StormProofbyYearMap"**

Subsection 3.3 Location, explanation, and justification of alternative measures undertaken in the previous year that result in less potential sediment delivery to Waters compared to prevention of diversion.

**See document "HRC\_2014RoadExemptions"**

(Previously submitted sites are still in effect)

Subsection 3.4 Locations of roads anticipated to be stormproofed during the next 12 months.

**See 4-map set (Map1-Map4) "HRC\_StormProofbyYearMap"**

Subsection 3.5 Sites anticipated being stormproofed and their priority ranking.

**See document "HRC\_2015WorkOrders"**

**See map "HRC\_2015ProposedRoadWorkMap"**

Subsection 3.6 Dates when roads were assessed according to 6.3.3.1 Item 1.

**See map "HRC\_RoadAssessmentAreasMap"**

Subsection 3.7 Locations of anticipated road construction and reconstruction.

**See map “HRC\_2015ProposedRoadWorkMap”**

**See document “HRC\_2015WorkOrders”**

Subsection 3.8 Roads that are anticipated to meet the standard of a permanent road.

**Roads used for winter hauling meet the permanent road standard. The locations of these roads change from year to year, but generally consist of mainline roads and short side roads.**

Subsection 3.9 Other information as appropriate.

**See document “HRC\_2014AnnualRoadInspections”** - a list of roads inspected for the Annual Road Inspection Program (ARIP) per §6.3.3.5. The majority of these were conducted in the spring of 2014 following approval by the HCP Wildlife Agencies (April 15, 2014) to begin inspections early.

**See document “HRC\_2014AnnualSiteWork”** - a list of work orders for all sites completed in 2014.

**See document “HRC\_2014SedimentSitesRepaired”** – a list of sediment sites repaired in 2014 by Planning Watershed.