

Completed Waterbody Crossing Reconstruction, Road B Form, Road 8448, MP 0.380, Ketchikan-Misty Fiords Ranger District, Tongass National Forest

August 20, 2014

Summarized by Darin Silkworth

Background

An interdisciplinary group monitored best management practice (BMP) implementation and effectiveness on a waterbody crossing of Road 8448 on the Upper Carroll road system. This segment of reconstructed road was randomly selected for monitoring. Participants included: Darin Silkworth (Tongass Soil Scientist), Jon Hyde (Ketchikan-Misty Fiords Ranger District Fish and Wildlife Staff Officer), Rozie Berry (Ketchikan-Misty Fiords Ranger District Contract Officer), and Kevin Hanley (Alaska Department of Environmental Conservation).

BMPs were fully implemented and were effective.

BMP Implementation

There was an approved erosion control plan for this reconstruction project as shown in the environmental assessment (EA) and access and travel management plan. The status of whether this road segment was open or closed was determined in the District's Access and Travel Management Plan. Reconstruction and the applicable BMPs were outline in an Environmental Assessment (EA). R10 BMPs were also implemented.

Corrective Actions to Improve Implementation

During implementation, the original contract was voided and replaced with a contract that better addressed erosion control and sedimentation. Erosion control included applying grass seed, which was applied twice, once outside of the seeding window and a second time in the spring. Sedimentation concerns were addressed during implementation.

No spills or leaks occurred on this road during or following construction or reconstruction.

Adaptive Management Actions to Improve Implementation

The original contract should have included sufficient clauses to address sedimentation and erosion control.

BMP Effectiveness

Implementation was effective. The waterbody crossing structure has no debris, sediment or damage. There is no evidence of erosion or sedimentation. All applicable inspections or administration were conducted at critical times, or activities were conducted to avoid critical times.



Upper Carroll Photo 1. Reconstructed road segment



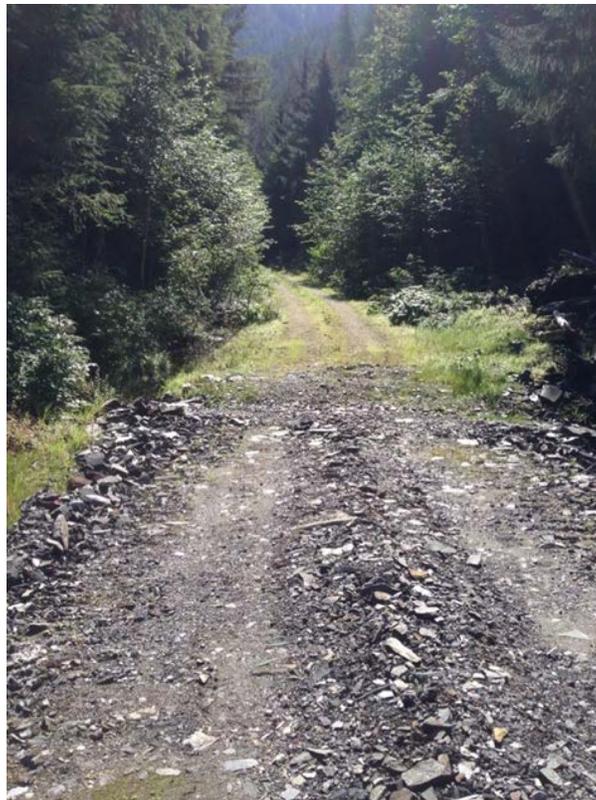
Upper Carroll Photo 2. Hillside above the road segment



Upper Carroll Photo 3. Looking below the reconstructed road segment



Upper Carroll Photo 4. West approach to the reconstructed road segment



Upper Carroll Photo 5. Reconstructed crossing, looking east