



US Forest Service
Pacific Southwest Region
Lake Tahoe Basin Management Unit



Proposed Action for the
Barker Pass Road Slide Repair
Placer County, California

BACKGROUND:

Barker Pass Road (FS Route 03) provides the only passenger car access across Barker Pass from Highway 89; all other routes are designed for high clearance vehicles and will not accommodate passenger cars or administrative vehicles. Barker Pass Road is seasonally open to wheeled vehicles from June to mid November. When open to wheeled vehicle traffic, the road gets use from a variety of recreational users including hikers, bikers and those accessing designated off-highway vehicle (OHV) routes. It is also a well established route for administrative access to remote areas of the Tahoe National Forest.

A front-slope slide was discovered in late spring of 2007 when the road was being cleared of snow and debris for the annual opening to motorized wheeled vehicles.

The Barker Pass road slide repair project is located in Placer County, California on National Forest System (NFS) lands managed by the Lake Tahoe Basin Management Unit (LTBMU). The proposed project is located west of the roadway shoulder at mile point 3.4 on Barker Pass Road (FS Route 03) (Figure 1).

PURPOSE AND NEED:

There is a need to maintain FS Route 03 in a condition that allows safe and efficient travel for the public and FS employees performing administrative duties/tasks. If left alone the existing slope failure may become much worse creating unsafe conditions at which point the road would need to be closed to prevent risks to public safety.

PROPOSED ACTION:

The Barker Pass Road Slide Repair project will repair a 62 foot by 50 foot front slope failure using Forest Service Road Maintenance Crews, see Figure 2. The repair will mitigate any further deterioration of the load bearing road sub-grade by reclaiming as much slide material as possible and constructing a rock buttress to maintain the slope and reduce the potential of future failures. None of the proposed work is in a stream environment zone (SEZ). Appropriate temporary erosion control Best Management Practices (BMPs) would be implemented to prevent onsite sediment from escaping the project area. Onsite project work, proposed for July of 2009, would be completed in ten days or less. Transporting of materials, mainly large rock to build the buttress, will take approximately ten days and will be at least partially completed prior to commencement of onsite activities. Delivered weed-free materials will be stockpiled at a Forest Service materials storage area off of Barker Pass Road on the north side of Blackwood Creek.

Slope stabilization materials will be obtained from an existing LTBMU rock stockpile or from certified weed-free quarries.

PROJECT DESIGN FEATURES:

Project design features are elements of the project that are applied in treatment areas. These features are developed based on Forest Plan direction and site specific evaluations in order to reduce or avoid negative environmental impacts of the proposed action. Project design features associated with this project include the following:

Soil Design Features

1. Erosion control and prevention of sediment transport for this project will be implemented in accordance with; *UDSA, Water Quality Management for Forest System Lands in California - Best Management Practices* (USDA 2000). This project will also be included in the Region 5, Best Management Practices Evaluation Program (BMPEP) monitoring sample pool and will be subject to temporary BMP (TBMP) monitoring evaluations while construction is ongoing.
2. Project activities will occur within the Tahoe Regional Planning Agency (TRPA) grading ordinance season (May 01 – Oct 15). If grading or movement outside of this window becomes necessary (i.e. to finish BMPs, etc.) a standard grading exception permit request will be submitted to the TRPA and Lahontan Water Quality Control Board (LWQCB) for approval. During periods of inclement weather, operations would be shut down until conditions are sufficiently dry and stable to allow construction to continue without the threat of substantial erosion, sedimentation, or offsite sediment transport.

Biological Design Features

1. Site will be surveyed for nesting Goshawks in June 2009. If nesting Goshawks are detected within ¼ mile of project area, a Limited Operating Period (LOP) (Northern Goshawk LOP is February 15 – September 15) will apply.
2. Report any sightings of threatened, endangered, sensitive, management indicator, or special interest species, or nests or dens of these species to the project biologist. These species would be protected in accordance with management direction for the LTBMU.
3. Implement Limited Operating Periods if any sightings of threatened, endangered, candidate, sensitive, management indicator, or special interest species are found to in or adjacent to the project area during implementation.
4. Retain all trees and snags during construction, unless any such trees are determined to be an imminent hazard to road users. Hazard trees will be identified and specialists will be consulted before trees are removed.

5. Construction documents would include an invasive weed management plan, which includes best management practices regarding the use of equipment to insure the control of invasive species. Seed mixes, mulch, and construction materials would be certified as weed free.

Heritage Design Features

1. If any previously unrecorded cultural resources are discovered during this project, all project related activities must cease immediately and the consultation process as outlined in Section 800.13 of the Advisory Council on Historic Preservation's regulations 36 CFR 800 must be initiated.

Recreation Design Features

1. Provide advance notice to public to ensure that they are aware of proposed activities. Signage would be placed near public access points to identify road closures and impacts to public access.
2. Implement traffic control measures when necessary for work operations that take the entire roadway to perform, such as unloading of trucks loaded with materials or equipment.

IMPLEMENTATION DATE:

The planned implementation date for the Barker Pass Road Slide repair project is July 2009.

CONTACT PERSON:

For additional information, please contact Daniel Cressy, Interdisciplinary Team Leader, Lake Tahoe Basin Management Unit, 35 College Dr., South Lake Tahoe, CA 96150, (530) 543-2857. Electronic comments must be submitted in a format such as an email address, plain text (.txt), rich text format (.rtf), or Word (.doc) to comments-pacificsouthwest-ltbmu@fs.fed.us using the subject title "Barker Pass road slide repair project".

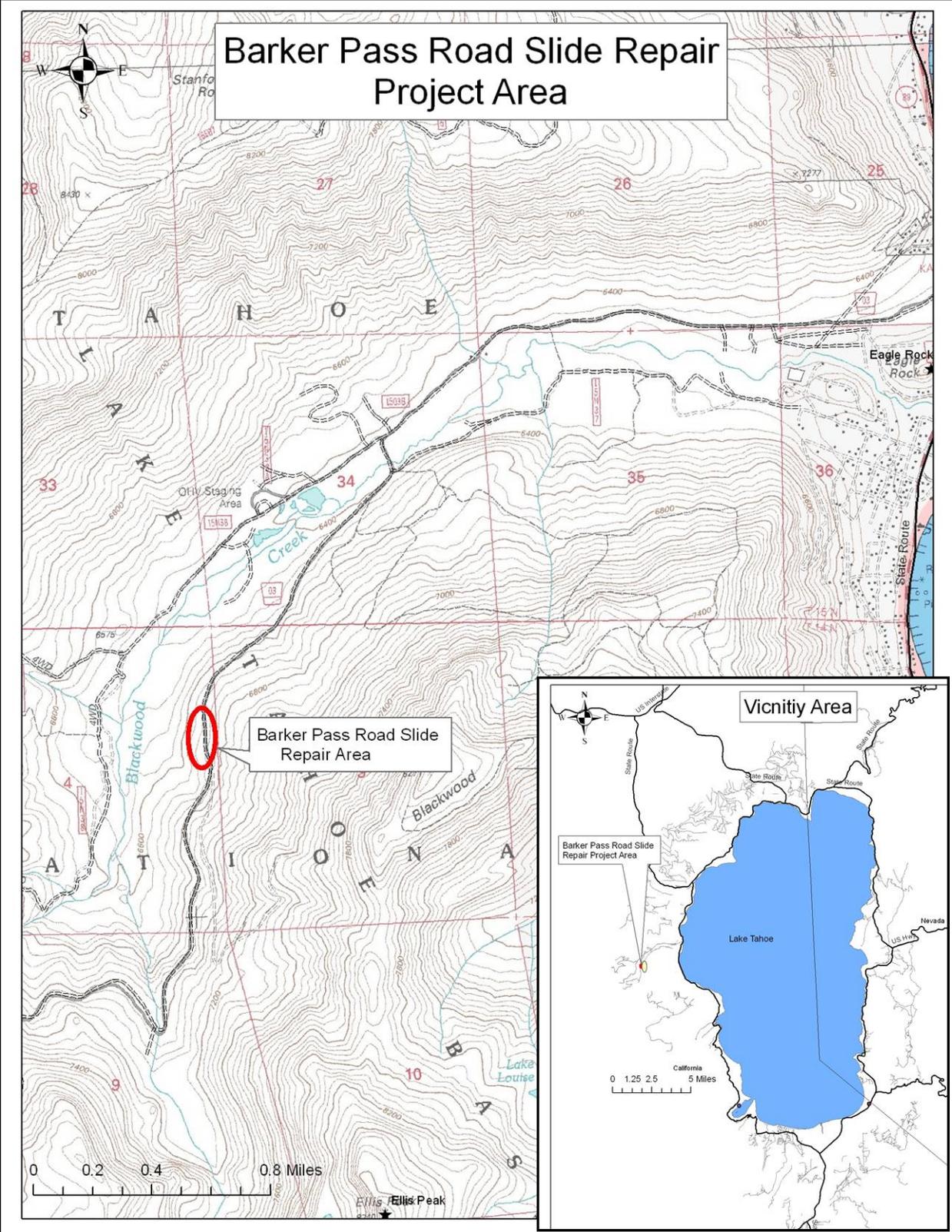


Figure 1. Project Area

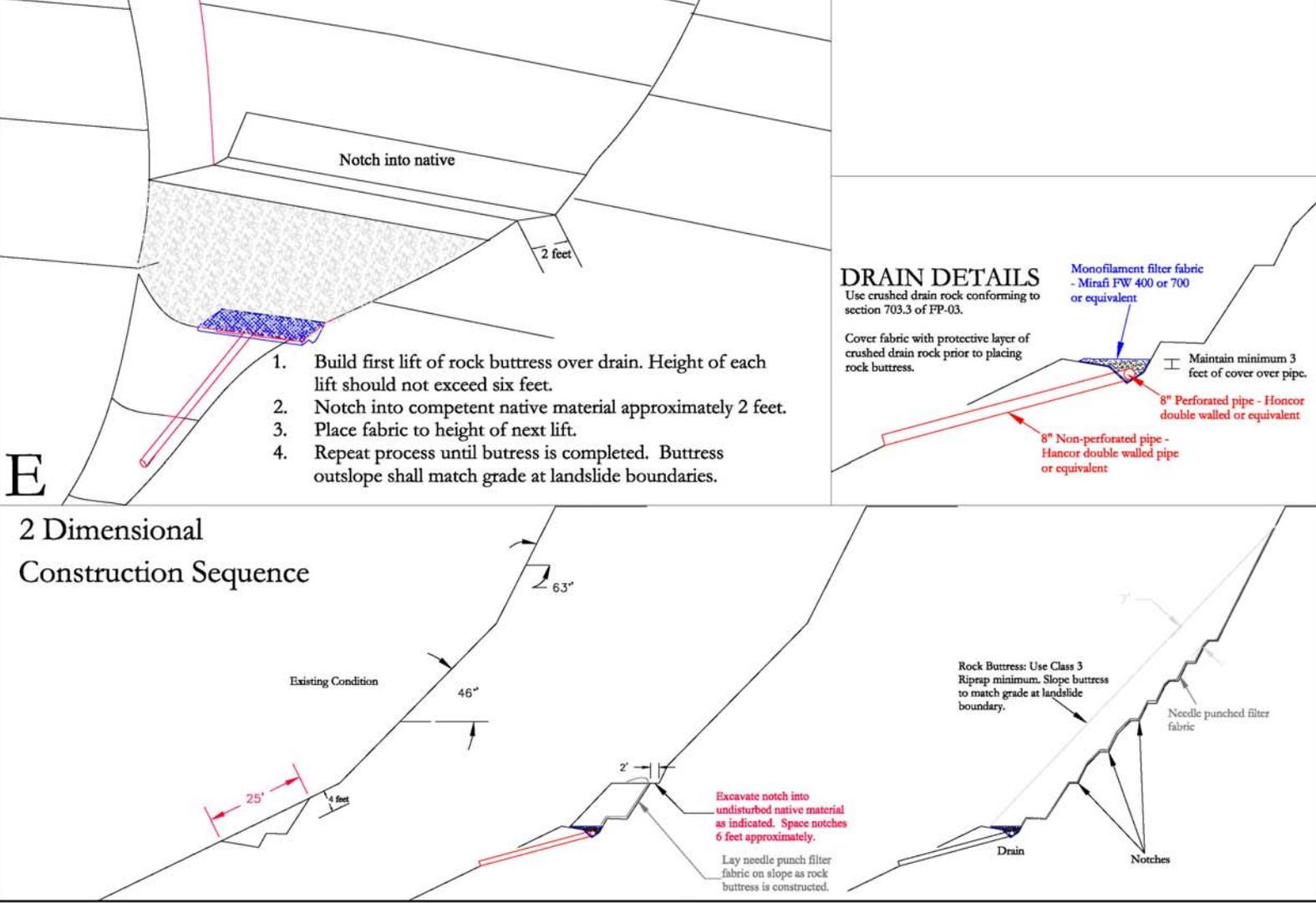


Figure 2. Butress Illustration