

Water Resource Protection Plan

WDID# - 1B16891CHUM

APN 523-021-004

Prepared by:

Timberland Resource Consultants

165 South Fortuna Blvd

Fortuna, CA 95540

10-26-2016

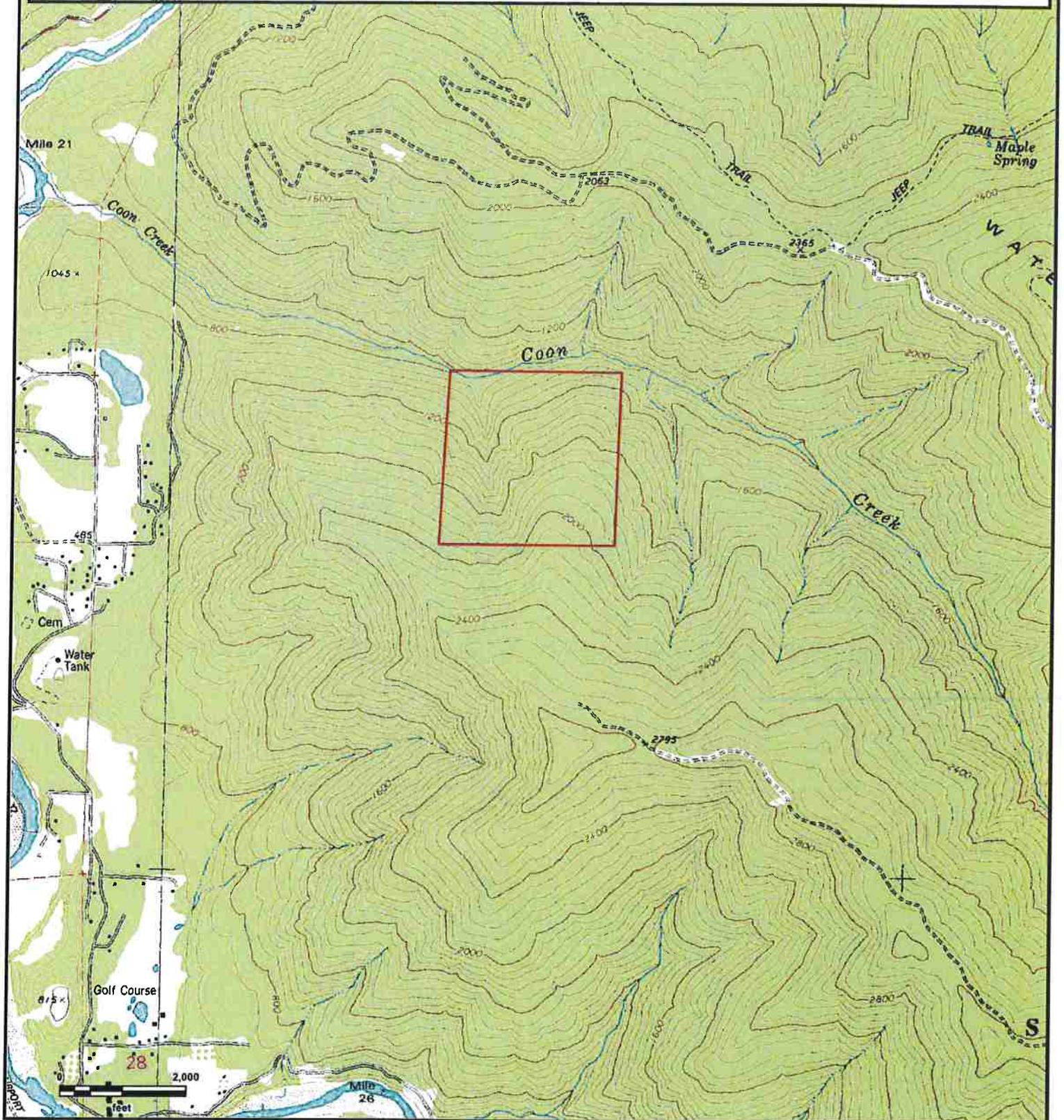


Water Resource Protection Plan

General Location Map [WDID# - 1B16891CHUM]



 Property Boundary



Purpose

This Water Resource Protection Plan (WRPP) has been prepared on behalf of the discharger, for the Humboldt County property identified as parcel number 523-021-004, by agreement and in response to the California Water Code Section 13260(a), which requires that any person discharging waste or proposing to discharge waste within any region that could affect the quality of the waters of the state, other than into a community sewer system, shall file with the appropriate regional water board a Report of Waste Discharge (ROWD) containing such information and data as may be required by the Regional Water Board. The Regional Water Board may waive the requirements of Water Code section 13260 for specific types of discharges if the waiver is consistent with the Basin Plan and in the public interest. Any waiver is conditional and may be terminated at any time. A waiver should include monitoring requirements to verify the adequacy and effectiveness of the waiver's conditions. California Regional Water Quality Control Board, North Coast Region, Order R1-2015-0023, conditionally waives the requirement for the property owner to file an ROWD for discharges and associated activities described in Finding-4.

Scope of Report

Order No. R1-2015-0023 states that "Tier 2 Dischargers and Tier 3 Dischargers who intend to cultivate cannabis before, during, or following site cleanup activities shall develop and implement a water resource protection plan that contains the elements listed and addressed below. Dischargers must keep this plan on site, and produce it upon request by Regional Water Board staff. Management practices shall be properly designed, installed, and assessed periodically for effectiveness. If a management measure is found to be ineffective, the plan must be adapted and implemented to incorporate new or additional management practices to meet standard conditions. Dischargers shall certify annually to the Regional Water Board individually or through an approved third party program that the plan is being implemented and is effectively protecting water quality, and report on progress in implementing site improvements intended to bring the site into compliance with all conditions of this Order."

Methods

The methods used to develop this WRPP include both field and office components. The office component consisted of aerial photography review and interpretation, existing USGS quad map review, GIS mapping of field data, review of on-site photography points, streamflow calculations, and general planning. The field component included identifying and accurately mapping all watercourses, wet areas, and wetlands located downstream of the cultivation areas, associated facilities, and all appurtenant roads accessing such areas. An accurate location of the Waters of the State is necessary to make an assessment of whether potential and existing erosion sites/pollution sites have the potential to discharge waste to an area that could affect Waters of the State (including groundwater). All cultivation areas, associated facilities, and all appurtenant roads accessing such areas were assessed for discharges and related controllable water quality factors from the activities listed in Order R1-2015-0023, Finding 4a-j. The field assessment also included an evaluation and determination of compliance with the Standard Conditions per Provision I.B of Order No. R1-2015-0023. The water resource protection plans required under Tier 2 are meant to describe the specific measures a discharger implements to achieve compliance with standard conditions. Therefore, all required components of the water resource protection plan per Provision I.B of Order No. R1-2015-0023 were physically inspected and evaluated. A comprehensive summary of each Standard Condition as it relates to the subject property is appended.

Property Description

The property assessed consists of one 170 acre parcel of TPZ zoned land consisting of primarily conifer timberland. The property is located in Sec 15, T5N, R5E, HB&M, Humboldt County, from the Salyer 7.5' USGS Quad and is approximately 2.9 miles NNE from Willow Creek, CA. Access to the property is from US Highway 299, to Country Club Road, to Patterson Road, to Horse Linto Creek Road

Project Description

The main road accessing the property was formerly a main-line haul road for timber production during the 1970's. Seasonal roads and trails access the cultivation areas from the main road. There are currently five cultivation areas located on the property. Cultivation Area A is 3,900 ft² and consists of outdoor plants grown in ground. Cultivation Area B is 4,800 ft² and consists of outdoor plants grown in ground. Cultivation Area C is 3,100 ft² and consists of outdoor plants grown in ground. Cultivation Area D is 7,300 ft² and consists of outdoor plants grown in ground. Cultivation Area E is 9,600 ft² and consists of outdoor plants grown in ground. All water used on the property is sourced from a well located on the property.

Monitoring Plan

Tier 2 Dischargers shall include a monitoring element in the Water Resource Protection Plan that at a minimum provides for periodic inspection of the site, checklist to confirm placement and efficacy of management measures, and document progress on any plan elements subject to a time schedule. Tier 2 Dischargers shall submit an annual report (Appendix C) by March 31 of each year that documents implementation and effectiveness of management measures during the previous year. Tier 2 annual reporting is a function that may be provided through an approved third party program.

Monitoring of the site includes visual inspection and photographic documentation of each feature of interest listed on the site map, with new photographic documentation recorded with any notable changes to the feature of interest. At a minimum, all site features must be monitored annually, to provide the basis for completion of the annual re-certification process. Additionally, sites shall be monitored at the following times to ensure timely identification of changed site conditions and to determine whether implementation of additional management measures are necessary to prevent, minimize, and mitigate discharges of waste to surface water: 1) just prior to October 15 to evaluate site preparedness for storm events and storm water runoff, 2) following the accumulation of 3" total precipitation or by November 15, whichever is sooner, and 3) following any rainfall event with an intensity of 3" precipitation in 24 hours. Precipitation data can be obtained from the National Weather Service Forecast Office (e.g. by entering the zip code of the parcel location at <http://www.srh.noaa.gov/forecast>). Sites requiring monitoring are indicated as such within the WRPP Mitigation report in the follow pages.

Monitoring Plan Reporting Requirements

Order No. R1-2015-0023, Appendix C must be submitted to the Regional Water Board or approved third party program upon initial enrollment in the Order (NOI) and annually thereafter by March 31. Forms submitted to the Regional Water Board shall be submitted electronically to northcoast@waterboards.ca.gov. If electronic submission is infeasible, hard copies can be submitted to: North Coast Regional Water Quality Control Board, 5550 Skylane Boulevard, Suite A, Santa Rosa, CA 95403.

Assessment of the Standard Conditions

Assessment of Standard Conditions consisted of field examinations in the spring and summer of 2016. The examination evaluated areas near, and areas with the potential to directly impact, watercourses for sensitive conditions including, but not limited to, existing and proposed roads, skid trails and landings, unstable and erodible watercourse banks, unstable upslope areas, debris, jam potential, inadequate flow capacity, changeable channels, overflow channels, flood prone areas, and riparian zones. Field examinations also evaluated all roads and trails on the property, developed areas, cultivation sites, and any structures and facilities appurtenant to cultivation on the property. Anywhere the Standard Conditions are not met on the property, descriptions of the assessments and the prescribed treatments are outlined in the Mitigation Report to follow.

Summary of Standard Conditions Compliance

1. Site maintenance, erosion control, and drainage features Y/N
2. Stream crossing maintenance Y/N
3. Riparian and wetland protection and management Y/N
4. Spoils management Y/N
5. Water storage and use Y/N
6. Irrigation runoff Y/N
7. Fertilizers and soil amendments Y/N
8. Pesticides and herbicides Y/N
9. Petroleum products and other chemicals Y/N
10. Cultivation-related wastes Y/N
11. Refuse and human waste Y/N

1. Site maintenance, erosion control, and drainage features

The permanent road accessing and passing through the property was formerly a main-line haul road from timber production during the 1970's. The main road has been surface rocked and was generally well constructed with regular surface drainage structure. However, over time, the majority of these structure have been worn down and not maintained allowing the concentration or road surface runoff erode the road surface particularly within the wheel paths. These drainage structures will be repaired and some additional structures will be added to increase the frequency of surface drainage structures where needed. Within the property, there are two locations where the main road has, in the past, been constructed/reconstructed through landslide features. The road through both areas has been constructed to drain water out of and away from the unstable areas as is appropriate.

Season roads and trails accessing the cultivation areas are in good condition. At Site 20, one additional drainage structure will be installed to increase surface drainage. Further details on site specific treatments can be found in the Mitigation Report and Site Maps to follow.

Assessment of the Standard Conditions (cont.)

Cultivation areas are all on graded flats and outside of the riparian area at distances greater than 200'. No erosional features were noted in any of the cultivation areas. Cultivation Area A is 3,900 ft², consists of outdoor plants grown in ground on a graded flat less than 5% cut from hillslope approximately 25%. Cultivation Area B is 4,800 ft² and consists of outdoor plants grown in ground on slopes less than 5% cut from hillslopes approximately 25%. Cultivation Area C is 3,100 ft² and consists of outdoor plants grown in ground on slopes less than 5% cut from hillslopes approximately 18%. Cultivation Area D is 7,300 ft² and consists of outdoor plants grown in ground on slopes less than 5% cut from hillslopes approximately 17%. Cultivation Area E is 9,600 ft² and consists of outdoor plants grown in ground on slopes less than 5% cut from hillslopes approximately 18%. Cultivation areas in their current states and locations pose no threat to water quality.

2. Stream crossing maintenance

There are no stream crossings located on the property. At Site 8, a discontinuous channel in an area of hummocky hillslope is drained west down the inside ditch to the ditch relief culvert at Site 7. Investigation below the road revealed no channel like features. This drainage from Site 8 to Site 7 seems to be functioning well and also captures and drains multiple cutbank seeps and should remain in its current configuration.

3. Riparian and wetland protection and management

All five cultivation areas are located at distances greater than 200' from the nearest watercourse and pose no threat to water quality.

4. Spoils management

No construction related spoils were noted on the property during our assessments. Any future spoils generated as a result of any future construction projects stored on the property shall be done so in accordance with the BMP's.

5. Water storage and use

All water used on the property is derived from a well located on the property. Water pumped from the well is stored in 10,600-gallons of storage in eight water tanks. The well meets water needs throughout the year. The well does not currently have a metering device and water use has been quantified by watering schedules and tank filling cycles. A water meter will be installed prior to use in 2017.

Water Usage 2016

Mar - 250 gallons
Apr - 1,500 gallons
May - 6,000 gallons
Jun - 15,000 gallons
Jul - 25,500 gallons
Aug - 21,000 gallons
Sep - 15,000 gallons
Oct - 5,000 gallons

Assessment of the Standard Conditions (cont.)

Near Site 7 is a 2,500-gallon water tank that is part of a water easement for the adjacent property owners to the west and south, APN's 522-113-003 and 523-026-004. Water collected in the inside ditch near the inlet of the DRC fills the tank. Water is pumped from there to the adjacent properties. Note: The discharger has no control over this diversion/water easement.

6. Irrigation runoff

During multiple visits to the property, no irrigation runoff, or evidence of such runoff, was observed at any of the three cultivation sites.

7. Fertilizers and soil amendments

All fertilizers and soil amendments are stored properly in storage sheds on the property. Products used are applied at rates based on the manufactures specifications. The following is a current list of products stored on site.

Soil Amendments:

Earth Juice – Catalyst
Canadian Seaweed
Gypsum
Epson salt
Glacier dust
Dolomite
Oyster shell

Fertilizers:

Seagreen	1-0.5-4
Micronutrients	2-1-1
Bonemeal	0-12-0
Potash	0-0-8
Silica	0.5-0.5-1
Mocha Bat Guano	4-6-2
Chicken Manure	3-3-3
Crab Meal	3-4-2
Wegner's	8-6-6
Blood Meal	12-0-0
Bone Meal	0-11-0
Blodiversity - SN14	14-0-0

8. Pesticides and herbicides

All pesticides are stored properly in storage sheds on the property. No herbicides are used.

Pest Controls:

Neem Oil
Nutralife – SM-90
Bio Wars
Dr. Zymes

9. Petroleum products and other chemicals

No fuel storage or petroleum products were noted during out assessments of the property.

10. Cultivation-related wastes

One site (Site 21) was identified where cultivation related soils had been unload and transferred. Due to the proximity to adjacent watercourses, these sites pose no threat to water quality. However, because the soil is

Assessment of the Standard Conditions (cont.)

to further stabilize the soil. At Site 19, a pile of cultivation related soil is being stored in an open pile. The soil pile poses no threat to water quality as it is located on flat ground and is out of the riparian area. These sites are also addressed in the Mitigation Report to follow.

11. Refuse and human waste

There currently no living facilities located on the property. During our assessment, there was no refuse being stored nor were there any human waste facilities.

12. Remediation/Clean-up/Restoration

Currently, only one of the Standard Conditions is not being met; Site maintenance, erosion control, and drainage features. Sites will be treated in accordance with regulations, following approval of any and/or all necessary permits, and done in accordance with the BMP's listed in Appendix B of the Order and those included in this WRPP. Additionally, several other general recommendations have been made as follows:

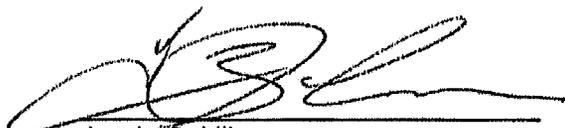
General Recommendations

- Collect and store cultivation related wastes tidily in acceptable locations greater than 200' from any watercourse.
- Water use shall be metered prior to resuming cultivation operation in 2017 and water usage shall be recorded on a monthly basis.
- Frequent use of unsurfaced, seasonal roads and trails should be avoided, particularly when surfaces are soft/saturated.
- All culverts should be inspected regularly during the winter months to check for plugging, blockage, or other issues.

STATEMENT OF CONTINGENT AND LIMITING CONDITIONS CONCERNING THE PREPARATION AND USE OF WATER RESOURCE PROTECTION PLAN

Prepared by Timberland Resource Consultants

1. This Water Resource Protection Plan has been prepared for the property within APN 523-021-004, in Humboldt County, at the request of the Client.
2. Timberland Resource Consultants does not assume any liability for the use or misuse of the information in this Water Resource Protection Plan.
3. The information is based upon conditions apparent to Timberland Resource Consultants at the time the inspection was conducted. Changes due to land use activities or environmental factors occurring after this inspection, have not been considered in this Water Resource Protection Plan.
4. Maps, photos, and any other graphical information presented in this report are for illustrative purposes. Their scales are approximate, and they are not to be used for locating and establishing boundary lines.
5. The conditions presented in this Water Resource Protection Plan may differ from those made by others or from changes on the property occurring after the inspection was conducted. Timberland Resource Consultants does not guarantee this work against such differences.
6. Timberland Resource Consultants did not conduct an investigation on a legal survey of the property.
7. Persons using this Water Resource Protection Plan are advised to contact Timberland Resource Consultants prior to such use.
8. Timberland Resource Consultants will not discuss this report or reproduce it for anyone other than the Client named in this report without authorization from the Client.



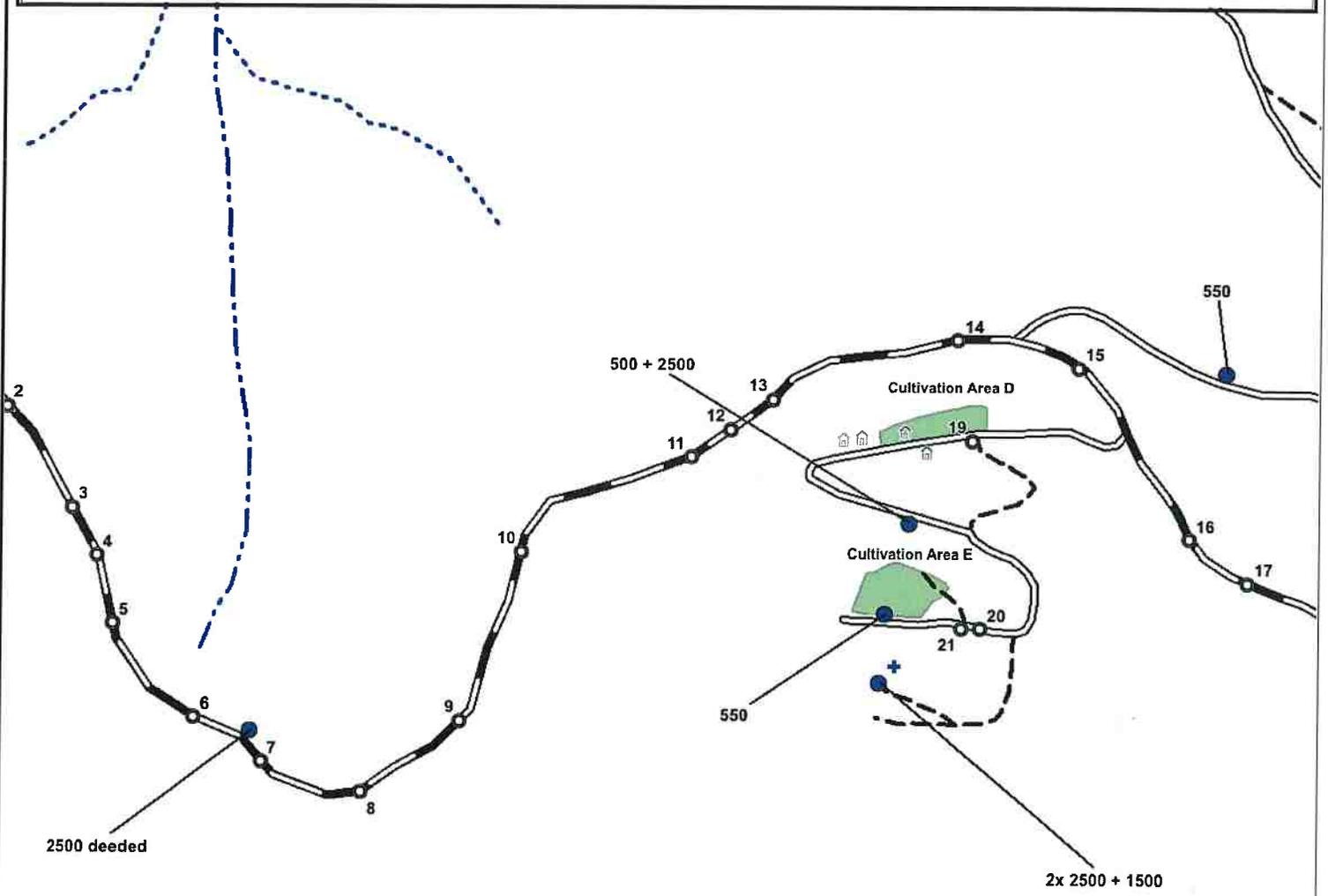
Jessie Cahill
Timberland Resource Consultants

Water Resource Protection Plan

Site Map [WDID# - 1B16891CHUM]



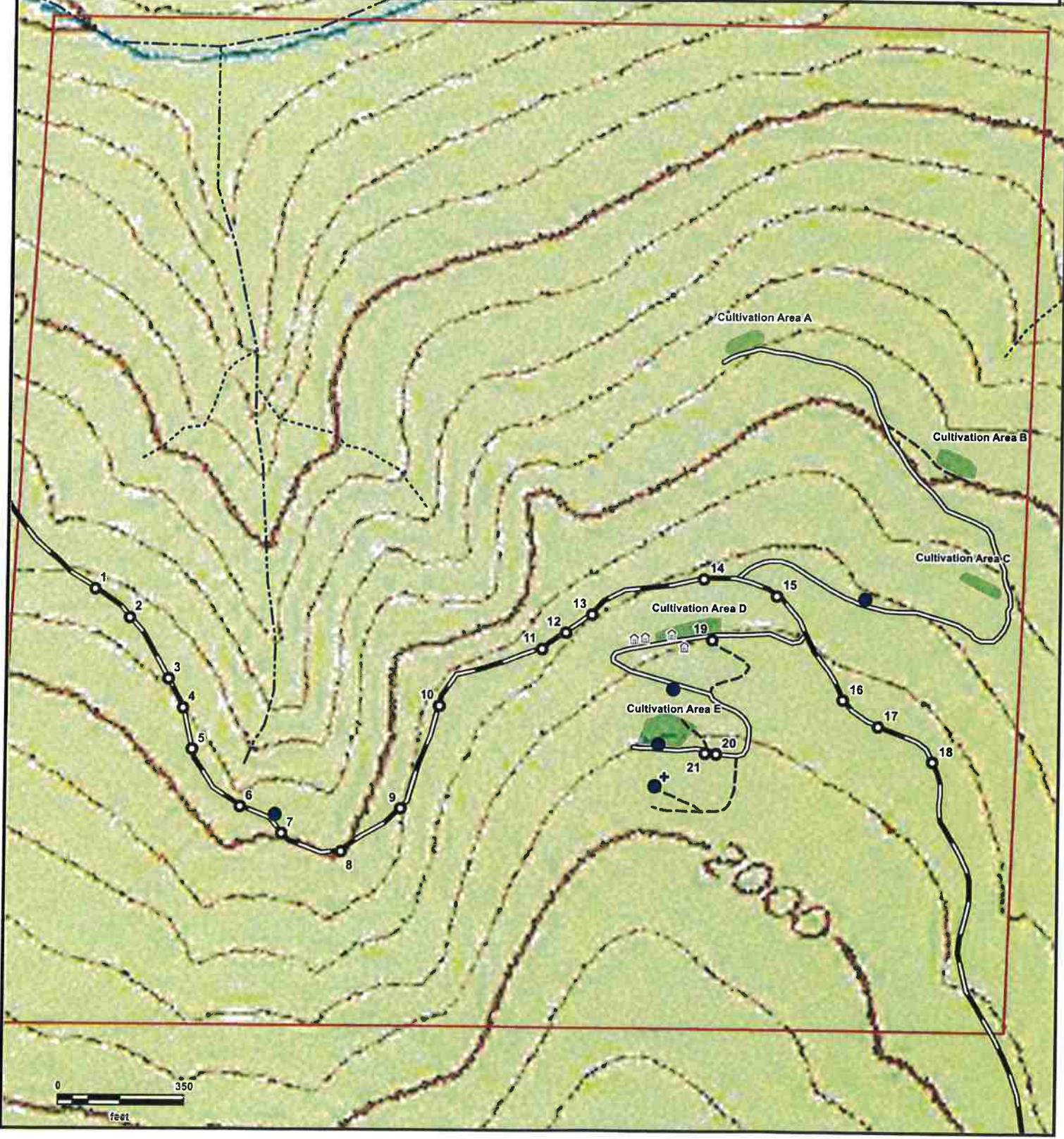
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|---|---|---|---|
|  Property Boundary | Roads | Watercourses |  Site |
|  Cultivation Area |  Permanent |  Class I |  Structure |
| |  Seasonal |  Class II |  Tank |
| |  Trail |  Class III |  Well |



Water Resource Protection Plan Site Map [WDID# - 1B16891CHUM]

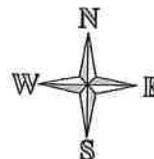
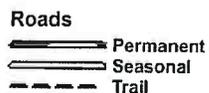


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|-------------------|--------------|---------------------|-----------|
| Property Boundary | Roads | Watercourses | Site |
| Cultivation Area | Permanent | Class I | Structure |
| | Seasonal | Class II | Tank |
| | Trail | Class III | Well |



Water Resource Protection Plan

Site Map [WDID# - 1B16891CHUM]





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WRPP - Mitigation Report

WDID# - 1B16435CHUM

Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
1	-123.81 40.975514	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
2	-123.609653 40.975303	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
3	-123.609265 40.974851	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
4	-123.609115 40.974635	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: An existing, 18" DRC is separated at the coupler and exposed in the road surface.						Prescribed Action: The existing DRC shall be replaced with a new 18" DRC as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
5	-123.609018 40.974329	Permanent		X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: At this location an existing 18" DRC drains 320' of inside ditch associated with the historic unstable area at Site 6. The culvert is functioning adequately.						Prescribed Action: The culvert shall be monitored to ensure continued functionality.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
6	-123.608532 40.973909	Permanent		X		A.1.		
Current Condition: The road passes through a historic unstable area. All road surface, bank seepage, and ditch flow is drained away from the historic area to the DRC at Site 5.						Prescribed Action: None		



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WRPP - Mitigation Report

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Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
7	-123.608128 40.973713	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: Existing, 18" DRC drains an area of cutbank seeps. The culvert is set at a nearly 90° angle to the road. The culvert is set at a shallow grade causing sediment to settle out and obstruct the inlet. At the outlet, is an 18" half-round downspout. The culvert is not adequately functioning due to the orientation that it was originally installed.</p>						<p>Prescribed Action: A new 18" DRC is to be installed per the BMP's at the same location. The culvert shall be set deeper in the fill at a steeper angle to assist the transport of sediment through the culvert and eliminate the need for a downspout as the new DRC outlet shall be located at the base of the road fill.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
8	-123.607543 40.973582	Permanent		X		A.1.		
<p>Current Condition: At this site, a discontinuous channel in an area of hummocky hillslope is drained west down the inside ditch to the DRC at Site 7. Investigation below the road revealed no channel like features. This drainage from this site to Site 7 seems to be functioning well and also captures and drains multiple cutbank seeps. The site should remain in its current configuration.</p>						<p>Prescribed Action: Site shall be monitored for continued functionality.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
9	-123.606967 40.973905	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.</p>						<p>Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
10	-123.606612 40.974671	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.</p>						<p>Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
11	-123.605623 40.975104	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: The road passes through a historic unstable area. The outboard road edge is bermed to drain all water away from the unstable area. Some sections of the berm have been damaged and require repair to ensure surface runoff is drained away from the unstable area.</p>						<p>Prescribed Action: The existing outside berm shall be reconstructed where needed to ensure that all water is drained away from the unstable area.</p>		



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WRPP - Mitigation Report

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Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
12	-123.605397 40.975228	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: A section of road does not have adequate road surface drainage structures to prevent the concentration of road surface runoff. As a result, there is some erosion occurring within the wheel paths.						Prescribed Action: A new rolling dip shall be installed at this location as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
13	-123.605144 40.975366	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
14	-123.604058 40.975641	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
15	-123.603348 40.975522	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
16	-123.602683 40.974755	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.						Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.		



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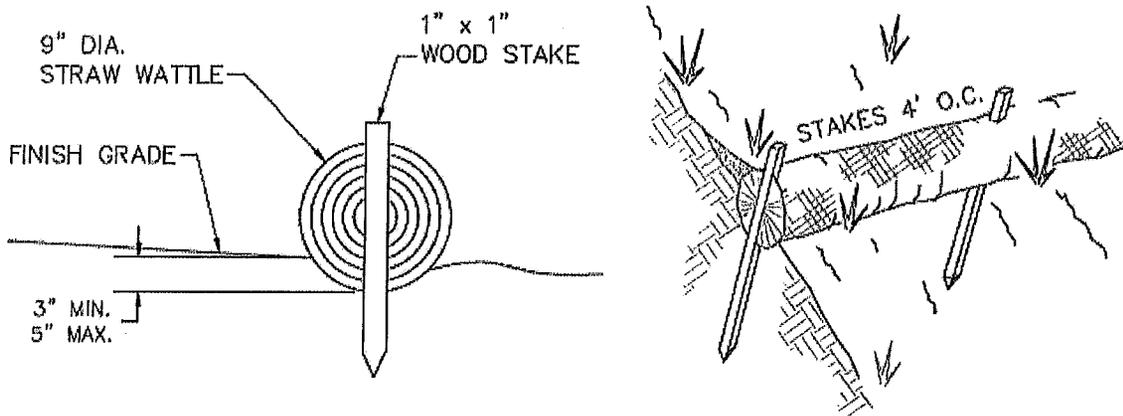
WRPP - Mitigation Report

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Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
17	-123.602338 40.974562	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.</p>						<p>Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
18	-123.601799 40.974307	Permanent	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: Existing rolling dip structure has been worn down and is no longer functional. Water is bypassing the existing rolling dip and road runoff is concentrating to the point that erosion is occurring within the wheel paths.</p>						<p>Prescribed Action: The existing rolling dip shall be re-shaped into a functional rolling dip drainage structure as per the BMP's.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
19	-123.603967 40.975188			X		A.10.		
<p>Current Condition: Cultivation related soil is stored at this location. The pile is on flat ground and located outside of any riparian areas posing no threat to water quality.</p>						<p>Prescribed Action: None</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
20	-123.60391 40.974341	Seasonal	X	X		A.1.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: A section of road does not have adequate road surface drainage structures to prevent the concentration of road surface runoff. As a result, there is some erosion occurring within the wheel paths.</p>						<p>Prescribed Action: A new rolling dip shall be installed at this location as per the BMP's.</p>		
Unique Point	Lat-Long NAD 83	Road Type	Mitigation Planned	Monitor	1600	Standard Conditions	Treatment Priority	Date Completed
21	-123.604018 40.974345		X	X		A.10.	Prior to 10/15/17 pending the approval of any required permits	
<p>Current Condition: At this location cultivation related soils had been unload and transferred. Approximately one half cubic yard of soil spilled along a road cutbank during transfer is migrating onto the road surface. This site is located well outside of any riparian areas. Due to the proximity to adjacent watercourses, this site poses no threat to water quality. However, the soil is to be stabilized to prevent further migration.</p>						<p>Prescribed Action: All cultivation related soils associated with this site shall be seeded with native seed mix to minimize further migration of the soil.</p>		

BMP: Erosion Control

- Erosion control and sediment detention devices and materials shall be incorporated into the cleanup/restoration work design and installed prior to the end of project work and before the beginning of the rainy season. Any continuing, approved project work conducted after October 15 shall have erosion control works completed up-to-date and daily.
- Erosion control materials shall be, at minimum, stored on-site at all times during approved project work between May 1 and October 15.
- Approved project work within the 5-year flood plain shall not begin until all temporary erosion controls (straw bales or silt fences that are effectively keyed-in) are installed downslope of cleanup/restoration activities.
- Non-invasive, non-persistent grass species (e.g., barley grass) may be used for their temporary erosion control benefits to stabilize disturbed slopes and prevent exposure of disturbed soils to rainfall.
- Upon work completion, all exposed soil present in and around the cleanup/restoration sites shall be stabilized within 7 days.
- Soils exposed by cleanup/restoration operations shall be seeded and mulched to prevent sediment runoff and transport.
- Straw Wattles (if used) shall be installed with 18 or 24 inch wood stakes at four feet on center. The ends of adjacent straw wattles shall be abutted to each other snugly or overlapped by six inches. Wattles shall be installed so that the wattle is in firm contact with the ground surface.



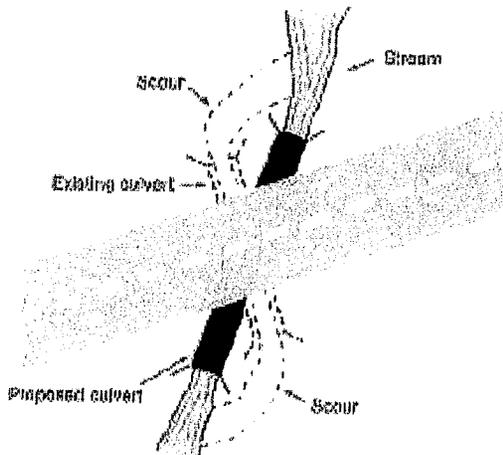
BMP: Crossing Abandonment

- When fills are removed they shall be excavated to form a channel that is as close as feasible to natural watercourse grade, orientation, and a width that is wider than the natural channel.
- Excavated banks shall be laid back to a 2:1 (50%) or natural slope.
- Temporary crossings shall be removed by November 15.
 - Any temporary culvert crossing left in after October 15 or installed between October 15 and May 1, shall be sized to accommodate the estimated 100-year flow.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.
- Road approaches leading to the crossing to be abandoned shall be hydrologically disconnected.
- The abandonment of a watercourse crossing shall not prevent equipment access to existing watercourse crossings not also being abandoned.

BMP: Permanent Culvert Crossing

- New culvert installations shall be sized to accommodate flows associated with a 100-year storm event.
- If the new culvert is replacing a poorly installed old culvert, the crossing may need to be abandoned to the following standard:
 - When fills are removed they shall be excavated to form a channel that is as close as feasible to natural watercourse grade and orientation, and that is wider than the natural channel.
 - Excavated banks shall be laid back to a 2:1 (50%) or natural slope.
- New culverts shall be placed at stream gradient, or have downspouts, or have energy dissipaters at outfall.
 - Align culverts with the natural stream channel orientation to ensure proper function, prevent bank erosion, and minimize debris plugging. See Figure 97 below.
 - Place culverts at the base of the fill and at the grade of the original streambed or install a downspout past the base of the fill. Downspouts should only be installed if there are no other options.
 - Culverts should be set slightly below the original stream grade so that the water drops several inches as it enters the pipe.
 - Culvert beds should be composed of rock-free soil or gravel, evenly distributed under the length of the pipe.
 - Compact the base and sidewall material before placing the pipe in its bed.
 - Lay the pipe on a well-compacted base. Poor basal compaction will cause settling or deflection in the pipe and can result in separation at a coupling or rupture in the pipe wall.
 - Backfill material should be free of rocks, limbs, or other debris that could dent or puncture the pipe or allow water to seep around the pipe.
 - Cover one end of the culvert pipe, then the other end. Once the ends are secure, cover the center.
 - Tamp and compact backfill material throughout the entire process, using water as necessary for compaction.
 - Backfill compacting will be done in 0.5 – 1.0 foot lifts until 1/3 of the diameter of the culvert has been covered.
 - Push layers of fill over the crossing to achieve the final design road grade, road fill above the culvert should be no less than one-third to one-half the culvert diameter at any point on the drivable surface.
- Critical dips shall be installed on culvert crossings to eliminate diversion potential. Refer to Figure 84 below.
- Road approaches to crossings shall be treated out to the first drainage structure (i.e. waterbar, rolling dip, or hydrologic divide) to prevent transport of sediment.
- Road surfaces and ditches shall be disconnected from streams and stream crossings to the greatest extent feasible. Ditches and road surfaces that cannot be feasibly disconnected from streams or stream crossings shall be treated to reduce sediment transport to streams.
- If downspouts are used, they shall be secured to the culvert outlet and shall be secure on fill slopes.
- Culverts shall be long enough so that road fill does not extend or slough past the culvert ends.
- Inlet of culverts, and associate fill, shall be protected with appropriate measures that extend at least as high as the top of the culvert.
- Outlet of culverts shall be armored with rock if road fill sloughing into channel can occur.
- Armor inlets and outlets with rock, or mulch and seed with grass as needed (not all stream crossings need to be armored).
- Where debris loads could endanger the crossing, a debris catchment structure shall be constructed upstream of the culvert inlet.
- Bank and channel armoring may occur, when appropriate, to provide channel and bank stabilization.

BMP: Permanent Culvert Crossing (Cont.)



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FIGURE 97. Culvert alignment should be in relation to the stream and not the road. It is important that the stream enters and leaves the culvert in a relatively straight horizontal alignment so streamflow does not have to turn to enter the inlet or discharge into a bank as it exits. This figure shows a redesigned culvert installation that replaces the bending alignment that previously existed. Channel turns at the inlet increase plugging potential because wood going through the turn will not align with the inlet. Similarly, channel turns at the inlet and outlet are often accompanied by scour against the channel banks (Wisconsin Transportation Intermedia-
tion Center, 2004).

BMP: Permanent Culvert Crossing (Cont.)

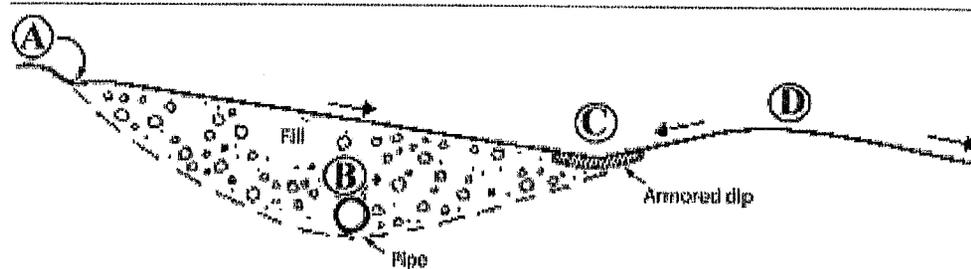
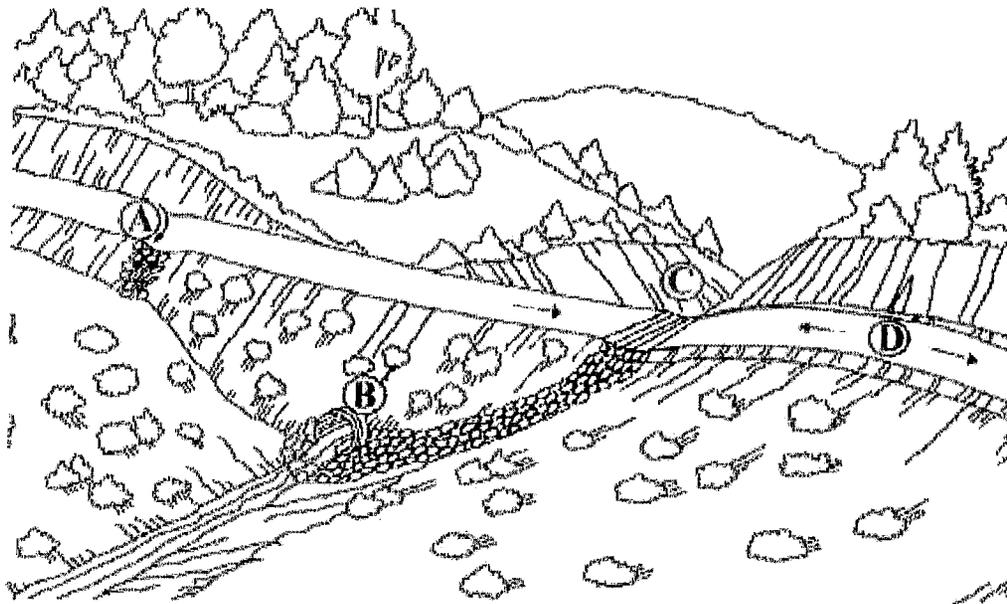


FIGURE 84. Critical dips or dipped crossing fills should be centered near a stream crossing's down-road hinge line, not over the centerline of the crossing where overtopping could cause washout or severe erosion of the fill. If the stream crossing culvert (B) plugs, water will pond behind the fill until reaching the critical dip or low point in the crossing (C) and flowing back down into the natural stream channel. The down-road ditch must be plugged to prevent streamflow from diverting down the ditch line. For extra protection in this sketch, riprap armor has been placed at the critical dip outfall and extending downslope to the stream channel. This is only required or suggested on stream crossings where the culvert is highly likely to plug and the crossing fill overtopped. The dip at the hinge line is usually sufficient to limit erosional damage during an overtopping event. Road surface and ditch runoff is disconnected from the stream crossing by installing a rolling dip and ditch relief culvert just up-road from the crossing (A) (Keller and Sherar, 2003).

BMP: Permanent Culvert Crossing (Cont.)

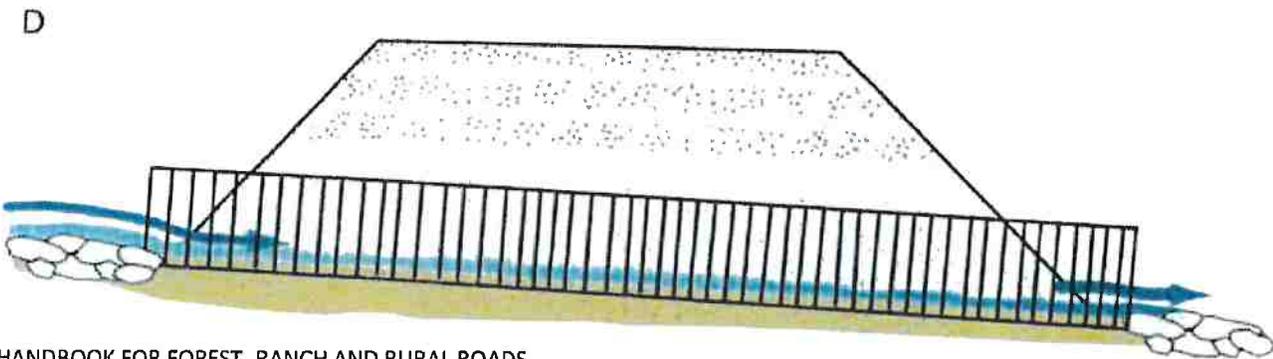
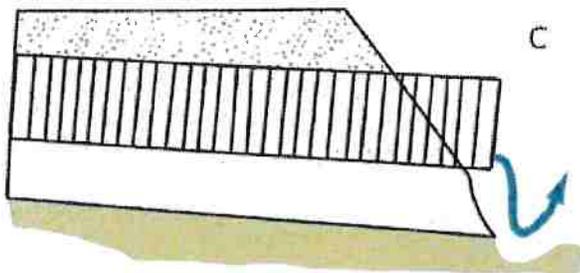
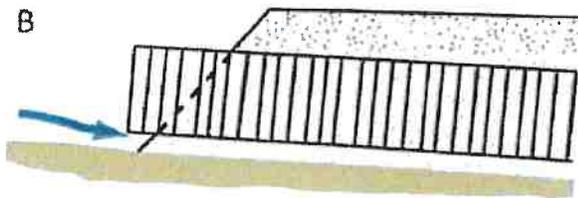
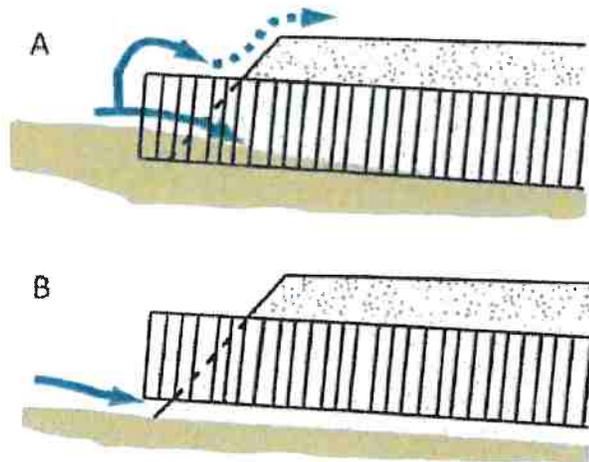


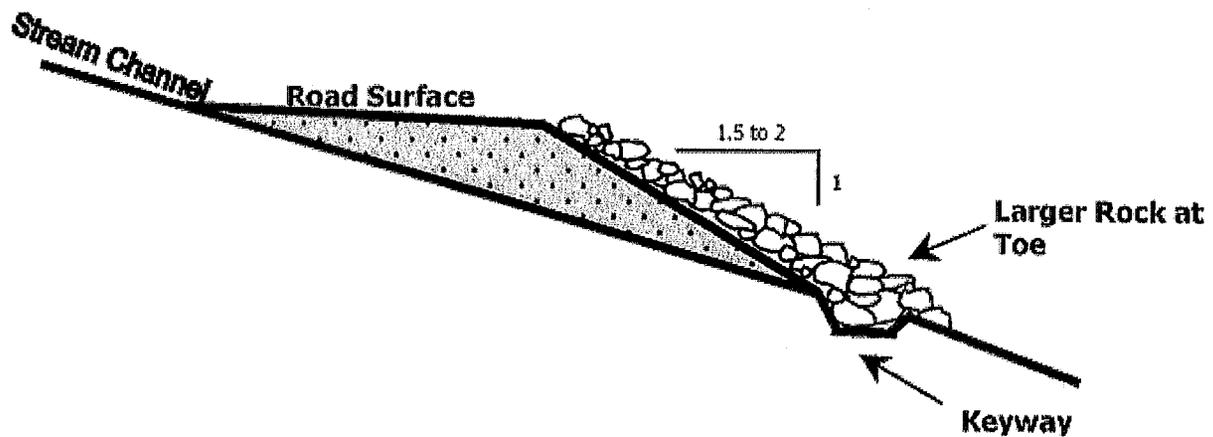
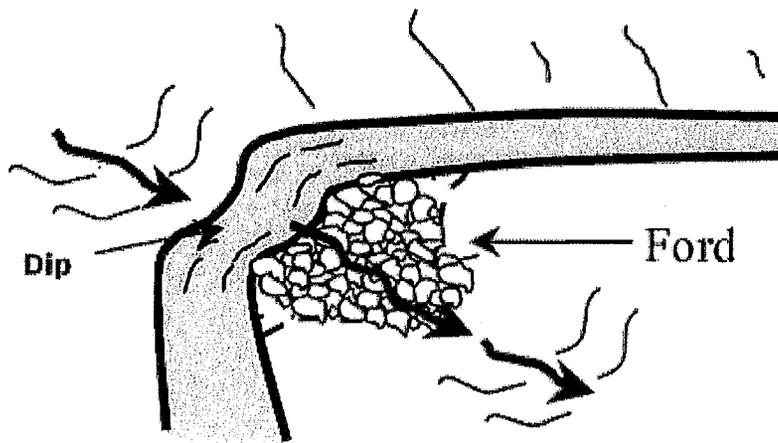
FIGURE 155. Proper culvert installation involves correct culvert orientation, setting the pipe slightly below the bed of the original stream, and backfilling and compacting the fill as it is placed over the culvert. Installing the inlet too low in the stream (A) can lead to culvert plugging, yet if set too high (B) flow can undercut the inlet. If the culvert is placed too high in the fill (C), flow at the outfall will erode the fill. Placed correctly (D), the culvert is set slightly below the original stream grade and protected with armor at the inlet and outlet. Culverts installed in fish-bearing stream channels must be inset into the streambed sufficiently (>25% embedded) to have a natural gravel bottom throughout the culvert (Modified from: MDSL, 1991).

BMP: Rocked Ford

- Rocked fords are drainage structures designed to carry watercourses across roads with little to no erosion of the road surface or fill.
- Fords constructed in-channel shall be of appropriately sized material that shall withstand erosion or displacement by expected velocities and placed in a broad, U-shaped channel to create a drivable crossing.
 - The road shall dip into and out of the rocked ford to minimize diversion potential. Construct a broad rolling dip across the roadbed, centered at the crossing, which is large enough to contain the expected 100-yr flood discharge while preventing flood flow from diverting down the road or around the rock armor.
- The road surface at the ford shall be constructed with clean rock. The rock shall be applied to a minimum depth of 6 inches.
 - A range of interlocking rock armor sizes should be selected and sized so that peak flows will not pluck or transport the armor off the roadbed or the sloping fill face of the armored fill.
- The ford's outlet shall be rock armored to resist downcutting and erosion.
 - *Excavate the keyway and armored area* - Excavate a two to three foot deep "bed" into the dipped road surface and adjacent fillslope (to place the rock in) that extends from approximately the middle of the road, across the outer half of the road, and down the outboard road fill to where the base of the fill meets the natural channel. At the base of the fill, excavate a keyway trench extending across the channel bed.
 - *Armor the basal keyway* - Put aside the largest rock armoring to create the buttresses. Use the largest rock armor to fill the basal trench and create a buttress at the base of the fill. This should have a "U" shape to it and it will define the outlet where flow leaves the armored fill and enters the natural channel.
 - *Armor the fill* - Backfill the fill face with the remaining rock armor making sure the final armor is unsorted and well placed, the armor is two coarse-rock layers in thickness, and the armored area on the fill face also has a "U" shape that will accommodate the largest expected flow.
 - *Armor the top of the fill* - Install a second trenched buttress for large rock at the break-in-slope between the outboard road edge and the top of the fill face.
- Road approaches to rocked fords shall be rock surfaced out to the first drainage structure (i.e. waterbar, rolling dip, or hydrologic divide) to prevent transport of sediment using rock.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.
- Road approach rock and rock ford armoring shall be reapplied following use as needed to maintain a permanent crossing.

BMP: Rocked Ford (Cont.)

FORD: A large dip is graded into the road at the axis of the stream channel. The outside fill face is dished out to form a spillway with large rock. On large watercourses, rock is keyed several feet into firm native soils. The road surface is rocked with 6" of minus rock.



BMP: Armored Ford [Fill]

- Armored fords are watercourse crossing fills comprised primarily of rock and designed to carry watercourses across roads without erosion or displacement of installed fill material.
- Armored fords shall have a U-shaped channel to create a drivable crossing.
 - The road shall dip into and out of the armored ford to minimize diversion potential. Construct a broad rolling dip across the roadbed, centered at the crossing, which is large enough to contain the expected 100-yr flood discharge while preventing flood flow from diverting down the road or around the rock armor.
- The road surface at the armored ford shall consist of rock small enough to be easily passable by vehicle, but large enough to not be transported during high flow storm events.
- The ford's inlet shall be rock armored if a threat of head cutting exists.
 - *Excavate the keyway* - Excavate a one to three foot deep "bed" into the inboard edge of the road
 - *Armor the basal keyway* -- place various sized rock in the constructed keyway to prevent head cutting. Use the largest rock armor to fill the keyway trench and create a buttress along the inboard edge of the road. This should have a "U" shape to it and it will define the inlet where flow leaves the natural channel and enters the road.
- The ford's outlet shall be rock armored to resist downcutting and erosion.
 - *Excavate the keyway and armored area* - Excavate a two to three foot deep "bed" into the dipped road surface and adjacent fillslope (to place the rock in) that extends from approximately the middle of the road, across the outer half of the road, and down the outboard road fill to where the base of the fill meets the natural channel. At the base of the fill, excavate a keyway trench extending across the channel bed.
 - *Armor the basal keyway* - Put aside the largest rock armoring to create the buttresses. Use the largest rock armor to fill the basal trench and create a buttress at the base of the fill. This should have a "U" shape to it and it will define the outlet where flow leaves the armored fill and enters the natural channel.
 - *Armor the fill* - Backfill the fill face with the remaining rock armor making sure the final armor is unsorted and well placed, the armor is two coarse-rock layers in thickness, and the armored area on the fill face also has a "U" shape that will accommodate the largest expected flow.
 - *Armor the top of the fill* - Install a second trenched buttress for large rock at the break-in-slope between the outboard road edge and the top of the fill face.
- Road approaches to armored fords shall surface rocked out to the first drainage structure (i.e. waterbar, rolling dip, or hydrologic divide) to prevent transport of sediment using rock.
- Bank and channel armoring may occur when appropriate to provide channel and bank stabilization.
- Armored ford armoring shall be reapplied following use as needed to maintain a permanent crossing.

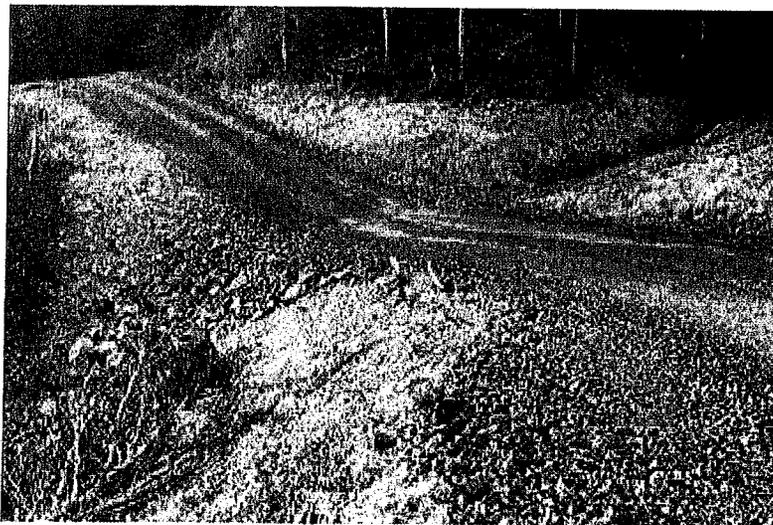


FIGURE 120. This armored fill crossing of a steep, ephemeral stream was constructed to provide a low maintenance crossing. The crossing has been deeply dipped to reduce the volume of road fill and to eliminate the potential for stream diversion. The fill slope has been heavily armored through the axis of the crossing to contain flood flows and prevent downcutting. Armored fills cannot be used on fish bearing streams.

BMP: Armored Ford [Fill] (Cont.)



FIGURE 121D. Well graded rock armor is then backfilled into the structure and spread across the breadth of the U-shaped stream crossing, and about one-third the way up the roadbed, so that streamflow will only flow over or come in contact with resistant armor material. The armor must be spread and compacted across the design width of the expected flood flow channel width so peak flows will not flank the armored structure.



FIGURE 121E. Two weeks after this armored fill was constructed, a storm flow event occurred and the structure maintained its function and integrity. The road approaches had not yet been compacted or surfaced with road rock.

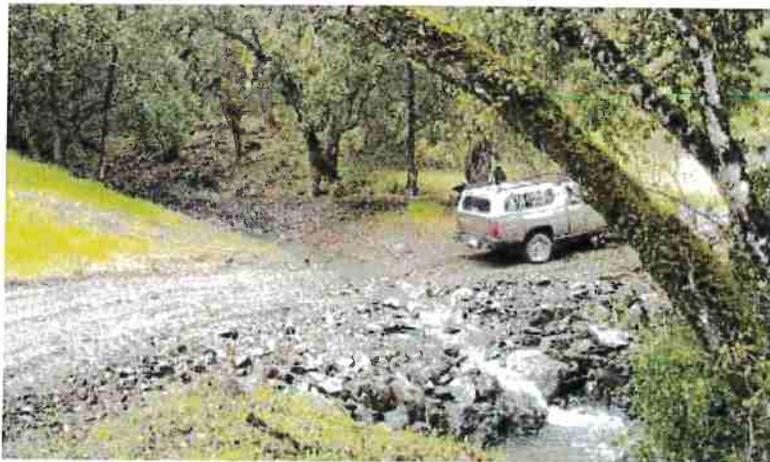


FIGURE 121F. The same armored fill as it appeared after the first winter flood flows. No maintenance was required to reopen the road. It is also clear that no stream diversion is possible at this stream crossing site, and the volume of fill within the crossing has been reduced to the minimum amount needed to maintain a relatively smooth driving surface on this low volume road.

BMP: Rolling Dip

- Rolling dips are drainage structures designed to capture and discharge surface water collected on road surfaces and in inside ditches at a specific location.
- The road shall dip into and out of the rolling dip to eliminate the possibility of water flowing along the road surface or in an inside ditch to bypass the dip structure.
- The rolling dip shall be constructed with clean native materials.
- The rolling dips outlet may be armored to resist downcutting and erosion.
- Do not discharge rolling dips into swales that show signs of instability or active landsliding.
- If the rolling dip is designed to divert both road surface and ditch runoff, block the down-road ditch with compacted fill.

BMP: Rocked Rolling Dip

- Rocked Rolling dips are drainage structures designed to capture and discharge surface water collected on road surfaces and in inside ditches at a specific location.
- The road shall dip into and out of the rolling dip to eliminate the possibility of water flowing along the road surface or in an inside ditch to bypass the dip structure.
- The rocked rolling dips inlet and outlet shall be armored to resist downcutting and erosion.
- The entire length of the rocked rolling dip shall be rock armored to a minimum of 5-feet from the centerline of the dip.
- If a keyway is necessary, the rocked rolling dip keyway shall be constructed at the base of the dip and shall be of sufficient size, depth, and length to support materials used in the rocked rolling dip construction back up to the road crossing interface.
- Do not discharge rolling dips into swales that show signs of instability or active landsliding.
- If the rolling dip is designed to divert both road surface and ditch runoff, block the down-road ditch with compacted fill.
- The rolling dip must be drivable and not significantly inhibit traffic and road use.

BMP: Rolling Dip and Rocked Rolling Dip (Cont.)

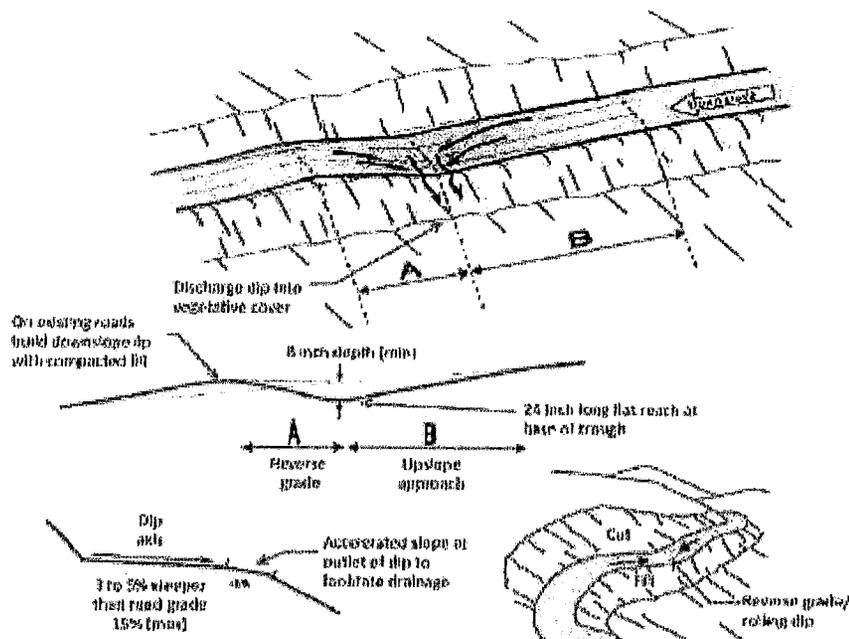
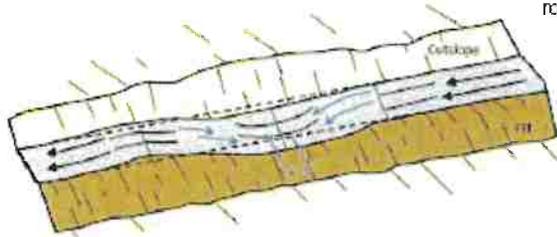


FIGURE 34. A classic Type I rolling dip, where the excavated up-road approach (B) to the rolling dip is several percent steeper than the approaching road and extends for 60 to 80 feet to the dip axis. The lower side of the structure reverses grade (A) over approximately 15 feet or more, and then falls down to rejoin the original road grade. The dip must be deep enough that it is not obliterated by normal grading, but not so deep that it is difficult to negotiate or a hazard to normal traffic. The outward cross-slope of the dip axis should be 3% to 5% greater than the up-road grade (B) so it will drain properly. The dip axis should be out-sloped sufficiently to be self-cleaning, without triggering excessive downcutting or sediment deposition in the dip axis (Modified from: Best, 2013).

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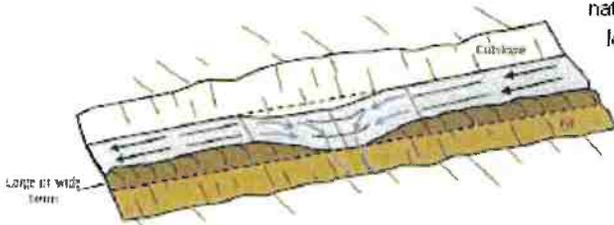
BMP: Rolling Dip and Rocked Rolling Dip (Cont.)

Type 1 Rolling Dip (Standard)



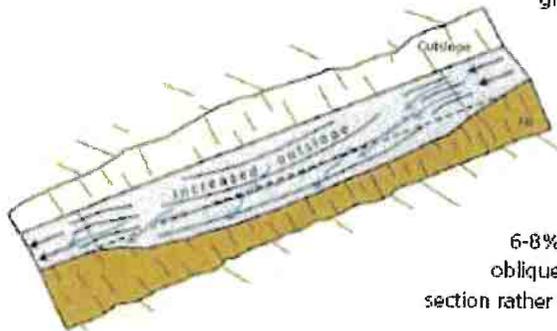
Type 1 rolling dips are used where road grades are less than about 12-14% and road runoff is not confined by a large through cut or berm. The axis of the dip should be perpendicular to the road alignment and sloped at 3-4% across the road tread. Steep roads will have longer and more abrupt dip dimensions to develop reverse grade through the dip axis. The road tread and/or the dip outlet can be rocked to protect against erosion, if needed.

Type 2 Rolling Dip (Through-cut or thick berm road reaches)



Type 2 rolling dips are constructed on roads up to 12-14% grade where there is a through cut up to 3 feet tall, or a wide or tall berm that otherwise blocks road drainage. The berm or native through cut material should be removed for the length of the dip, or at least through the axis of the dip, to the extent needed to provide for uninterrupted drainage onto the adjacent slope. The berm and slope material can be excavated and endhauled, or the material can be sidecast onto native slopes up to 45%, provided it will not enter a stream.

Type 3 Rolling Dip (Steep road grade)



Type 3 rolling dips are utilized where road grades are steeper than about 12% and it is not feasible to develop a reverse grade that will also allow passage of the design vehicle (steep road grades require more abrupt grade reversals that some vehicles may not be able to traverse without bottoming out).

Instead of relying on the dip's grade reversal to turn runoff off the roadbed, the road is built with an exaggerated outslope of 6-8% across the dip axis. Road runoff is deflected obliquely across the dip axis and is shed off the outsloped section rather than continuing down the steep road grade.

FIGURE 36. Rolling dip types

BMP: Steep Road Drainage (Pushout)

- Steep road drainage structures are used on permanent roads where water bars would obstruct access and where roads are too steep (<14%).
- Structures consist of an outsloped section of road leading to a “push-out” ditch that carries water away from the road. The outslope of the road may be either continuous or intermittent at the location of an individual push-out.
- To avoid push-outs requiring regular maintenance, a push-out ditch should have a grade that is greater than or equal to the grade of road draining to it to prevent sediment from settling out and filling in the push-out ditch.



FIGURE 55. Steep roads that go straight up or down a hillside are very difficult to drain. This steep, fall line road developed a through cut cross section that was drained using lead out ditches to direct runoff off the road and onto the adjacent, vegetated hillside. The road was “outsloped” to drain runoff to the right side, and the lead out ditch was built slightly steeper than the road grade, to be self-cleaning. Four lead out ditches have been constructed at 100-foot intervals to the bottom of the hillside.

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BMP: Ditch Relief Culvert

- Install ditch relief culverts at an oblique (typically 30 degree) angle to the road so that ditch flow dis not forced to make a sharp angle turn to enter the pipe. On low gradient roads (<5%), where ditch flow is slow, ditch relief culverts can be installed at right angles to the road.
- Install ditch relief culverts (DRC) to outlet at, and drain to, the base of the fill.
- If it cannot be installed at the base of the fill, install the DRC with a grade steeper than the inboard ditch draining to the culvert inlet, and install a downspout on the outlet to carry the culverted flow to the base of the fillslope.
- Downspouts longer than 20 feet should be secured to the hillslope for stability.
- Ditch relief culverts should not carry excessive flow such that downcutting of the ditchline or gulying below the outlet occur.
- Do not discharge flows from ditch relief culverts onto unstable fill or active landslides.
- If the ditch is on an insloped or crowned road, consider using outsloping to drain the road surface. The ditch and the ditch relief culvert would then convey only spring flow from the cutbanks and hillslope runoff, and not turbid runoff from the road surface.

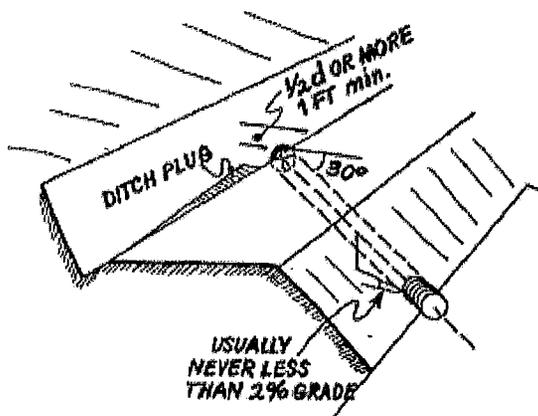
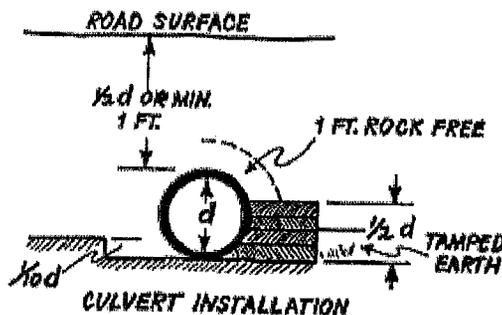


FIGURE 48. The elements of a properly installed ditch relief culvert. The culvert is angled at about 30 degrees to the road alignment to help capture flow and prevent culvert plugging or erosion of the inlet area. It is set at the base of the fill (ideally) or with a grade slightly steeper than the grade of the contributing ditch (but never with a grade less than 2 percent) (USDA-SCS, 1983). At a minimum, the grade of the ditch relief culvert should be sufficient to prevent sediment accumulation at the inlet or deposition within the culvert itself (it should be self-cleaning) (USDA-SCS, 1983).



BMP: Ditch Relief Culvert (Cont.)



FIGURE 39.

Waterbars are often used to drain surface runoff from seasonal, unsurfaced roads. Because they are easily broken down by vehicles, waterbars are only used on unsurfaced roads where there is little or no wet weather traffic. In this photo, a waterbar and ditch relief culvert are used to drain all road surface and ditch runoff from the insloped road prism.

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FIGURE 238. Traffic and surface runoff from graveled roads often produces surface erosion, turbid runoff and fine sediment transport that can be delivered to streams. Where ditches can't be eliminated, sediment traps and roadside settling basins can be installed to capture and remove most of the eroded sediment. This settling basin has been constructed along the inside ditch just before a stream crossing culvert inlet (see arrow). Eroded sediment from the road and ditch are deposited in the basin before flow is released to the stream. Fine sediments have filled about 1/3 of this basin and vegetation is now growing. Sediment basins require periodic maintenance to maintain their storage capacity.

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BMP: Inlet and Outlet Armoring

- Inlets of culverts and associate fills shall be protected with rock armoring that extends at least as high as the top of the culvert.
- Outlets of culverts shall be provided a rocked energy dissipater at the outfall of the culvert.
- Outlets of culverts and associate fills shall be protected with rock armoring that extends at least as high as the top of the culvert if road fill sloughing into channel can occur.
- Prior to inlet and outlet rocking, the inlet and outlets shall be prepared. Preparation will include removal of vegetation and stored materials from the inlet and outlet.
- Inlets may require construction of an inlet basin.
- Slopes at the outlet should be shaped to a 2:1 or natural slope prior to placing rock armor.
- Rock used at culvert inlets and outlets should be a matrix of various sized rocks and rip-rap that range from a 3" dia. to a 2' dia.
- The largest rocks should be places at the base of the culvert or fill. Incrementally smaller rocks shall be placed over the larger rocks at the armoring extend up the slope. Voids and spaces shall be back filled with smaller gravels and rocks.

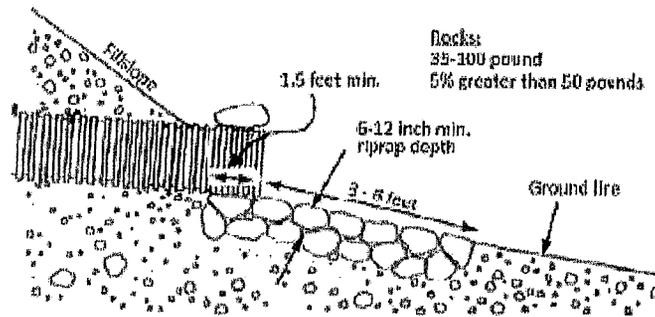


FIGURE 107A. Riprap armor at culvert outlet (Modified from: Keller et al., 2011).

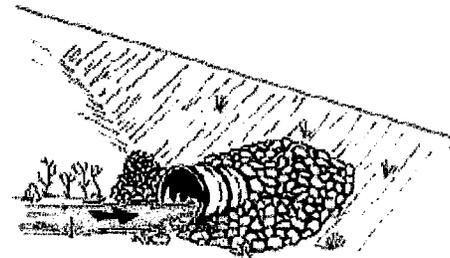


FIGURE 107B. Riprap armor at culvert inlet (Keller and Sherar, 2003).