



GAVIN NEWSOM  
GOVERNOR



JARED BLUMENFELD  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

## Inspection Memorandum

**To:** James Burke, Senior Engineering Geologist, North Coast Regional Water Quality Control Board (RWB)

**From:** Izaac Russo, Nonpoint Source and Forestry Unit, RWB

**Date:** 10/27/2022

**Subject:** 1052.1 (a)(2) Dead, Dying (Fire, etc.) Emergency Notice Inspection Report and Recommendations, 1-20EM-00125-SON

Recommendations: Yes  
Follow-Up Inspection Recommended: Yes  
Enforcement Action Recommended: Yes

### INSPECTION INFORMATION

**Inspection Date**  
10/26/2022

**Emergency Notice Acceptance Date**  
10/21/2020

**Fire Name**  
Walbridge Fire (2020)

**Emergency Notice Size**  
106 acres

**Registered Professional Forester**  
Randy Jacobszoon

**Licensed Timber Operator(s)**  
Ken Bareilles

**Inspection Timing**  
Post

**Percent Complete**  
100%

**Inspection Participants**  
Jim Burke – RWB  
Izaac Russo - RWB  
Kim Sone - CAL FIRE  
Randy Jacobszoon - RPF

NCRWQCB EHI Report

**Timberland Owner**

Ken Bareilles

## **INSPECTION SUMMARY**

**Number of Crossings Inspected: 2**

**Number of Landings Inspected: 4**

**Number of Skid Trail Crossings Inspected: 0**

**Estimated Length of Road Inspected: 5,000 ft III. FIELD OBSERVATIONS**

### **Notes**

This was a follow up inspection to assess site conditions after completion of timber harvest operations, the Emergency Notice extension having expired on October 21, 2022.

In general, the site was fairly well storm proofed. All the roads had had waterbars installed, and most of them appeared adequate to prevent concentration of flow and delivery of sediment to watercourses.

There were four sites that require additional erosion control work, as specified below.

In addition, although some effort had been made to remove sidecast mineral soil perched where it could be discharged into watercourse, there was still a considerable amount present.

### **Inspection Point 1**

**Issues:** Major Issues

**Feature Type:** Other

**Potential Erosion Estimate:** >10

**Delivery Estimate:** 5-10

### **Site Description and Recommendations**

This is Map Point 3 from previous RWB inspections, a complex site including a landing, a segment of haul road, and a watercourse crossing where two Class III watercourses converge.

Waterbars had been installed on the landing and the road segment and two channels had been dug through the road surface to convey the watercourses across the road and prevent them diverting down the road.

## NCRWQCB EHI Report

The waterbars on the landing were installed such that surface runoff from the landing would be directed down a hillslope to a swale connected to a Class III watercourse, where there had previously been sediment discharge. Additionally, any runoff would flow over bare mineral soil due to operation of heavy equipment, exacerbating the threat of discharge. In the watercourse itself, there was evidence of disturbance of the channel bed with heavy equipment, most likely an excavator bucket. Woody debris had been removed from the channel at the site of the disturbance, but there was still debris further down and upstream.

Along the road segment, there was still sidecast material perched above the watercourse.

At the watercourse crossings, two channels had been excavated to convey flow across the road. These channels were not at the original stream grade and will likely experience erosion until the site stabilizes naturally.

Photo Point 1.1 - Landing site.



Photo Point 1.2 - Skid trail leading from landing to watercourse, showing bare mineral soil



Photo Point 1.3 - Disturbance of Class III channel by heavy equipment.



Photo Point 1.4 - Woody debris in channel, downstream of channel disturbance.



Photo Point 1.5 - Sidecast material from road perched above channel.



Photo Point 1.6 - Channel through road surface. Not to natural grade.



**Inspection Point 2**

**Issues:** Major Issues

**Feature Type:** Other

**Potential Erosion Estimate:** 5-10

**Delivery Estimate:** <1

**Site Description and Recommendations**

Steep skid trail leading from a landing down a natural swale. Skid trail ends roughly 25 feet from a Class III watercourse. Skid trail had previously been partially slash packed, but slash pack had been removed since previous inspection. Several waterbars had been installed, but given the site in in a swale, there is no place to direct the water and these will be ineffective. In addition, there are several large piles of soil with potential to mobilize into the Class III watercourse below.

Photo Point 2.1 - Top of skid trail from landing.



Photo Point 2.2 - Midway down skid trail, showing ineffective water bar.



### **Inspection Point 3**

**Issues:** Major Issues

**Feature Type:** Other

**Potential Erosion Estimate:** 5-10

**Delivery Estimate:** <1

### **Site Description and Recommendations**

A skid trail ends here with a large pile of mineral soil mixed with organic debris perched on very steep slopes (over 65% but the perched material is essentially vertical on the downslope face) above a Class III watercourse. Several waterbars had been installed on this segment of skid trail, but the pile of spoils and the end has the potential to mobilize when it becomes saturated or the organic matter decomposes and the mass loses strength.

Photo Point 3.1 - Pile of material at the end of the skid trail. Looking downhill towards the Class III watercourse.



#### **Inspection Point 4**

**Issues:** Major Issues

**Feature Type:** Road Drainage Feature

**Potential Erosion Estimate:** 1-5

**Delivery Estimate:** 1-5

#### **Site Description and Recommendations**

This is Map Point 2 from previous RWB inspections. During the RWB inspection of September 20, 2022, it was noted the the erosion control measures that had previously been installed at the site had been removed. Waterbars have been constructed along this segment of road leading down to Felta Creek. However, these newly installed waterbars were inadequate to prevent the delivery of sediment; they were too low in places which would allow water to divert down the road before being diverted to a vegetated hillslope, or the outlets of the skid trails were blocked by mineral soil, leading to the same result. Additionally, there should be an additional waterbar or other erosion control measure at the bottom of the road, where there had previously been a line of straw bales.

Photo Point 4.1 - Inadequate waterbar towards bottom of road segment.



Photo Point 4.2 - Mineral soil blocking outlet of waterbar.



Photo Point 4.3 - Mineral soil lying on dead vegetation blocking outlet of waterbar.



