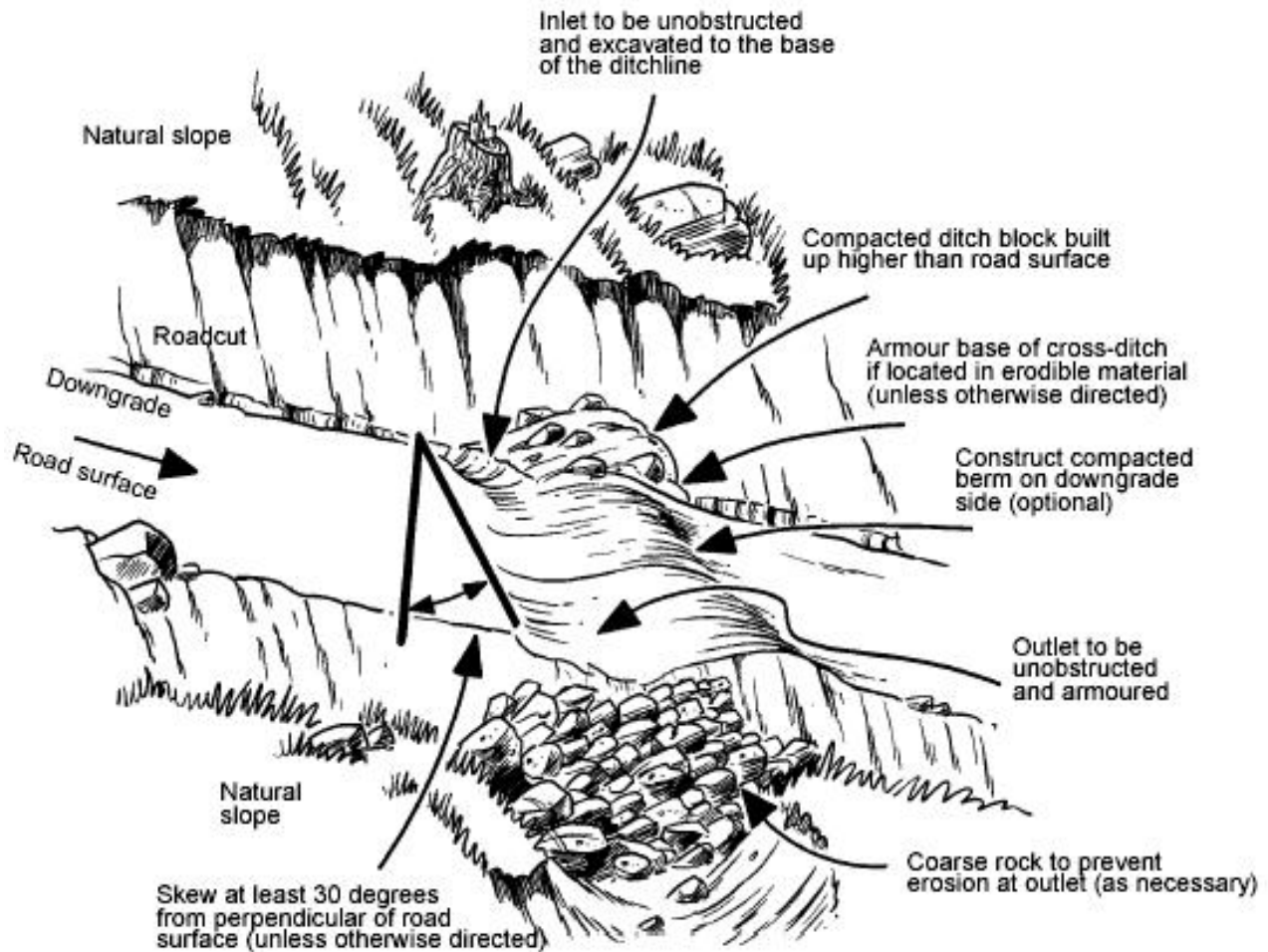


The intent of deactivation is to place the road in a self-maintaining state that will indefinitely protect adjacent resources at risk.

The purpose of a cross-ditch is to intercept road surface and ditchline water and convey it across the road onto stable, non-erodible slopes below the road.

Diagram of cross-ditch installation across an intact road.



A well-compacted ditch block will be installed immediately downgrade of the cross-ditch inlet. The ditch block is usually higher than the road surface. The ditch block should be non-erodible, relatively impermeable, and large enough to divert all expected flows into the cross-ditch. Where ditchwater converges at low points in the road, no ditch block or berm is required, as the cross-ditch should be constructed as a broad gentle swale.

- Armour the base of the cross-ditch if erosion or rutting of the subgrade is expected to cause a problem for future road access. Armour the outlet of the

cross-ditch, unless noted in the prescriptions. Size and placement of the armour will depend on the anticipated flows and downstream consequences.

- Use angular rock large enough to protect exposed soil, but small enough so as not to divert or obstruct flows. Where coarse rock is unavailable, other methods of protecting the outlet area may include revegetation, erosion control mats, sandbags, soil bioengineering, or appropriately sized and placed woody debris.
- The resulting cross ditch or ford will allow for easy 4 wheel drive, pickup truck access.

A ford is a dip in a road constructed to cross a perennial or ephemeral stream. It is usually designed and built as a permanent feature during original road construction, or road deactivation

Example of a ford installed on a non-fish-bearing stream.

