

STANDARD EROSION AND SEDIMENT CONTROL PLAN TERMS FOR
FOREST HARVEST OPERATIONS IN BALTIMORE COUNTY

I. Conditions Where Practice Applies

The Standard Erosion and Sediment Control Plan may be used for forest harvest operations when ALL of the following conditions are met:

- Road cuts or fills are 3 feet or less.
- Grades for haul roads do not exceed 15 percent.
- Landings are located on slopes 10 percent or less.
- Grades for skid trails do not exceed 20 percent.
- Site has no stream crossings.

If the above conditions or any other criteria of the standard plan cannot be met, a plan modification (i.e., Custom Plan) listing controls necessary to prevent erosion and ensure site stabilization will have to be prepared by a Maryland Licensed Professional forester (**LPF**) in accordance to the **2015 Maryland Soil Erosion and Sediment Control Standards and Specifications for Forest harvest Operations** and submitted along with this plan to the Baltimore County Soil Conservation District (BCSCD) @ 410-527-5920 for approval. If harvesting is proposed within a streamside management zone (SMZ), a SMZ plan must accompany this Standard Plan.

II. Plan Requirements

- A. Unless one operator assumes full responsibility for implementing an approved plan, all forest harvest operators working at a site must obtain an erosion and sediment control plan. An operator is defined as any individual or company who has contracted or subcontracted a portion of the harvest operation. This also applies to those operators conducting firewood cutting or separate forest harvest operations in conjunction with or subsequent to the initial harvest. Each operator must implement and maintain the required practices.
- B. The applicant shall notify the Baltimore County Department of Environmental Protection and Sustainability, Mr. Tom Panzarella, Natural Resource Specialist, @ 410-887-3980 at least 48 hours prior to commencing forest harvest operations. This inspection department must also be notified at least 48 hours prior to the completion of work.
- C. A copy of the approved Standard Plan and any applicable plan (e.g., SMZ plan and/or Custom Plan) shall be available on site during harvest operations.
- D. Each site will be periodically inspected by the Natural Resource Specialist for compliance with this plan. The Natural Resource Specialist may require BCSCD approved plan modifications to this Standard Plan as conditions dictate, to prevent movement of sediment from the site.
- E. Failure to properly implement or maintain the practices required by this approved plan, or to comply with written requirements for corrective action, may result in the operation being stopped (issuance of a stop work order) until the deficiencies have been corrected. Failure to take required corrective action may also result in legal action.

- F. All erosion and sediment controls must be implemented in accordance with specifications contained in the official manual entitled “**2015 Maryland Soil Erosion and Sediment Control Standards and Specifications for Forest Harvest Operations**” (hereafter referred to as “**2015 Manual**”) available from the Maryland Department of Natural Resources (DNR) – Forest Service, or the Maryland Department of the Environment (MDE).
- G. The issuance of an approval by the MDE, BCSCD, or a jurisdiction not within a SCD, does not relieve the applicant of the continuing responsibility to effectively abate sediment pollution, and to comply with all other applicable local and State laws.

III. Standard Plan Specifications

- A. Topographic Maps:
200’ topographic maps shall be prepared for all harvests and submitted with the standard plan application for approval by BCSCD. The maps shall identify the site boundaries (i.e., property lines), site access point(s), harvest area boundaries, landings, haul roads and skid trails, waterbodies, no cut buffer areas and/or stream management zones (SMZ), wetlands (if present outside the SMZ), and stream crossings (if applicable).
- B. Site Access (Access Point):
 - 1. Access points to the site shall be stabilized with wood chips, corduroy mats, stone, aggregate pad, or other method shown in the Specifications for Stabilized Harvest Entrance provided in the **2015 Manual**. Any soil or debris which is tracked onto adjoining off-site paved roads shall be removed and deposited in a controlled area immediately.
 - 2. Existing public road drainage shall not be blocked or damaged by access construction. Pipe culverts or a bridge shall be installed (if necessary) to maintain existing drainage. (Size of pipe culvert shall be largest pipe diameter that may fit into the existing drainage ditch or channel without major excavation. Provide sufficient cover to protect pipe culvert from being crushed or damaged.)
- C. Waterway Protection:
 - 1. Any required SMZ shall be marked and properly maintained. (See Specifications for Streamside Management Zone section in the **2015 Manual**.)
 - 2. The minimum SMZ width is 50 feet on land with no slope. Where sloping land is encountered, the following formula shall be applied:

$$50 \text{ feet} + (2 \text{ feet} \times \% \text{ slope}) = \text{SMZ width (to a maximum of 150 feet)}$$
 Example for 20% slope: $50 \text{ feet} + (2 \text{ feet} \times 20\%) = 50 \text{ ft.} + 40 \text{ ft.} = 90 \text{ ft. SMZ}$

Slope %	Width of SMZ (ft.) on Each side of watercourse
0	50
5	60
10	70
15	80
20	90

3. Unless part of an approved SMZ plan, new roads, trails, and harvesting equipment shall not be allowed in any SMZ except to provide access to authorized stream crossings.
4. Harvesting within the SMZ is not allowed unless a SMZ Plan, along with the Standard Plan, is submitted to and approved by BCSCD. The SMZ Plan must be prepared and signed by a **LPF** and include the harvest method, the square footage of basal area to be removed and retained, provisions for removing and restocking the cut trees, and other criteria for harvest operation.
5. Although not all Waters of the State require the establishment of an SMZ, protecting water quality when harvesting within or near these areas is still required. At a minimum, the following criteria must be adhered to when a SMZ Plan is not required:
 - a. Locating log decks and landings at least 50 feet from any Waters of the State.
 - b. Locating truck haul roads at least 50 feet from any Waters of the State.
 - c. Limiting skidding operations to single-pass trails within 50 feet of any Waters of the State.
 - d. Fell trees away from Waters of the State and remove any slash that enters Waters of the State.
 - e. Avoid crossing Waters of the State. When crossing is unavoidable, required permits must be obtained.
 - f. Stabilize within three (3) days any disturbed areas (damage to the humus layer) within 50 feet of Waters of the State unless other sediment control practices have been installed.

D. Haul Roads and Skid Trails:

1. Grading of existing roads and/or trails will be limited to that necessary to make them operable, provided that the requirements of Section D (2) and (5) below are met. If any of the conditions cannot be met, an approved Custom Plan will be required in order to utilize the existing roads and/or trails.
2. Haul roads and skid trails shall be laid out along natural land contours to avoid excessive cuts, fills, and grades. No road cut or fill shall exceed 3 feet. (All cuts must be stabilized within three (3) days to prevent erosion.)
3. Drainage structures shall be provided at the time of construction of haul roads and skid trails according to requirements contained in the **2015 Manual**.
4. Crossing of perennial or intermittent streams should be avoided. Where it becomes necessary to cross either a perennial or intermittent stream, a temporary access bridge (1st preference), temporary access culvert (2nd preference), or temporary rock ford crossing (if bridge or culvert are not possible) shall be temporarily installed. A MDE-WMA waterway construction permit shall be obtained prior to crossing streams.
5. Grades for haul roads should not exceed 15 percent and skid trail not to exceed 20 percent. If it is not feasible to maintain these grade limits, a Custom Plan which identifies the controls required to prevent erosion, must be approved by BCSCD prior to road or trail construction.
6. No haul road or skid trails other than those providing access to waterway crossings shall be constructed within the SMZ, unless a SMZ Plan has been prepared and approved. Drainage from approaches to waterway crossings shall be diverted to undisturbed areas.

E. Landings:

Landings shall be located outside of the SMZ and at least 50 feet from any Waters of the State. Landings shall be located on reasonably level (between 3 – 10 percent slopes), well drained ground. If the harvest sites do not have any area with a slope of at least 3 percent, landings shall be located

on the maximum slope of the site. Landings located on slopes exceeding 10 percent must be shown on an approved Custom Plan.

F. Stabilization:

1. Following completion of installation of all perimeter erosion and sediment controls, and all cut and fill slopes steeper than 3:1 (H:V), stabilization must be accomplished within three (3) calendar days.
2. Within seven (7) days of completion of the harvest, all roads, trails, and landings located on slopes 10 percent or greater shall be graded or back-dragged, seeded, and mulched according to specifications. The surface of roads, landings, and major skid trails less than 10 percent shall be graded or backdragged and left in a condition that permits successful natural regeneration of trees, shrubs, or other annual and perennial plants. Under certain circumstances, stabilization of these roads and landings with seed and mulch may be required.
3. Temporary stabilization may be required to minimize the potential for erosion of if a forest harvest is halted prior to completion. In addition to the practices noted in item 2 above, mats, wood chips, and compacted wood slash may be used as temporary stabilization practices.

G. Maintenance:

1. All practices installed shall be maintained at all times to function as intended.
2. Any practice that fails to function properly will be repaired or corrected immediately.