

P14 Long-term Road Plan

P14 2009-2018 Forest Management Plan

July 29, 2009

Background

This long-term road plan has been prepared for the Forest Management Unit (FMU) P14, in conjunction with the development of the FMU's 2009 – 2018 Forest Management Plan (FMP). The P14 FMU has no Forest Management Agreement (FMA), and therefore, the FMP is being completed by Sustainable Resource Development (SRD) and Boucher Bros. Lumber Ltd. (BBLL). BBLL is the primary single entity operator in the FMU, holding a Coniferous Timber Quota for all the allocated conifer AAC, and providing significant strategic and operational support to the deciduous operators in the FMU.

The purpose of this long-term road plan is to identify the access routes that will be used for the purposes of conducting forest management operations in FMU P14.

FMU Description

In contrast to most other FMUs, P14 is not one contiguous area, but rather it is divided into 13 independent parcels of various sizes, spanning a distance of 150 Km, from north to south, and running along or near the Highway 35 corridor.

Access Planning and Approval

Given the small size and geographic distribution of the area comprising the P14 FMU, and the temporary means in which access to and within the FMU is conducted, a full Road Corridor Plan (Phase 1: Corridor Planning), as specified under SRD's planning process is not warranted.

The primary access corridor for the FMU is Highway 35. The vast majority of the forest operators' access within the FMU is completed during frozen conditions, utilizing temporary roads situated on existing seismic lines. Approval for this type of access is secured through the AOP planning process.

Primary Long-term Access Approaches

This section, in conjunction with the accompanying map of the P14 FMU region, identifies and describes the access approaches to each of the FMU parcels from Highway 35. The access routes described within this section, and identified on the accompanying P14 Long-term Road Plan map, have been developed based on the proposed Spatial Harvest Sequence associated with the 2009 – 2018 FMP, therefore, significant changes to the SHS could potentially impact the requirement for these access routes, or require that they be amended. In addition, future road construction activities that were not known at the time of this plan's development (ie. completed by other industrial stakeholders) may present more logical access routes, which may be adopted.

Parcel 1

Parcel 1 is accessed via all weather oil industry and municipal district roads.

Parcel 2

Parcel 2 is accessed via all weather municipal district roads and temporary winter roads.

Parcel 3

Parcel 3 is accessed via all weather municipal district roads and temporary winter roads.

Parcel 4

Parcel 4 is accessed via all weather municipal district roads and temporary winter roads.

Parcel 5

Parcel 5 is accessed via Highway 35.

Parcel 6

Parcel 6 is accessed via all weather municipal district roads.

Parcel 7

Parcel 7 is accessed via all weather municipal district roads and temporary winter roads.

Parcel 8

Parcel 8 is accessed via temporary winter roads.

Parcel 9

Parcel 9 is accessed through the following means:

- The areas divided by, and adjacent to, Highway 35, are accessed via Highway 35.
- The area not accessible via Highway 35, east of Goffit Creek and Meikle River is accessed via temporary winter roads, approaching from the south.
- The area west of Goffit Creek is accessed via temporary winter roads approaching from the north.
- The area west of Meikle River is accessed via all weather municipal district roads and temporary winter roads approaching from the south.

Parcel 10

Parcel 10 is accessed through the following means:

- The areas divided by, and adjacent to, Highway 35, are accessed via Highway 35.
- The area west of Meikle River is accessed via all weather municipal district roads and temporary winter roads approaching from the south.

Parcel 11

Parcel 11 is accessed through the following means:

- The area north of the Notikewin River is accessed via all weather municipal and oil industry roads and temporary winter roads approaching from the east.

- The area south of the Notikewin River and east of Jim Creek is accessed via all weather municipal district and forest industry roads and temporary winter roads approaching from the south, as well as all weather municipal district roads and temporary winter roads from the east.
- The area south of the Notikewin River and west of Jim Creek is accessed via all weather municipal district and forest industry roads and temporary winter roads approaching from the south.
- The southern-most area is accessed via all weather municipal district and forest industry roads running adjacent to the south and east boundaries of the area.

Parcel 12

Parcel 12 is accessed via all weather municipal district and oil industry roads running adjacent to the north boundary of the area, and approaching from the northwest.

Parcel 13

Parcel 13 is accessed via all weather municipal district and oil industry roads and temporary winter roads approaching from the east.

Road Construction, Maintenance and Reclamation

All forestry road construction, maintenance and reclamation activities undertaken on the FMU will be in compliance with the Alberta Timber Harvest Planning and Operating Ground Rules Framework for Renewal¹.

¹ Alberta Sustainable Resource Development, Public Lands and Forest Division, Forest Management Branch, January 2008. Alberta Timber Harvest Planning and Operating Ground Rules Framework for Renewal.

The Forestry Corp. Project Number: P631
For additional information, please contact:
The Forestry Corp.
101-11710 Kingsway Avenue
Edmonton, AB
T5G 0X5
(780) 452-5878
www.forcorp.com

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