

APPENDIX 3 - ROAD CORRIDOR DEVELOPMENT PLAN

Introduction

As part of the Detailed Forest Management Plan (DFMP) process Vanderwell committed to developing a Road Corridor Development Plan (RCDP). It is felt that a RCDP is an essential step towards achieving the following goals of management within the Vanderwell FMA.

Goal #2: Reduce the level of fragmentation in the FMA.

Goal #4: Ensure special management considerations are in place for known threatened, endangered, rare or vulnerable species.

Goal #14: Maintain an environment that allows the forest industry to remain competitive in provincial, national and international markets.

This document is intended to be the first step in the process of developing an Access Management Plan for the FMA prior to July 1, 2005. It is the intent of this document to meet the standards for Phase I of the route selection process as defined in the Alberta Timber Harvest Planning and Operating Ground Rules and the Resource Road Planning Guidelines.

This document will first describe the current access existing on the FMA, details will then be provided on the location of the proposed harvesting activities over the next 10 years, followed by a description of road development requirements and a road development timeline. Where appropriate maps have been included in this document.

Existing Access on the FMA

Highway 2 runs through the north half of the Vanderwell FMA. It is from this road that all other existing road systems commence. From highway 2 there are three main industry road systems that provide year round access into the FMA. Two of these road systems leave highway 2 heading north, the other leaves highway 2 in Slave Lake Pulps FMA heading south and crosses the Sauleteaux river into the Vanderwell FMA in TWP 69 RGE 03 W5M.

There are many LOC's, cutlines, pipelines and powerlines that provide access into the FMA under frozen ground conditions. Combined, the existing access within the FMA provides extensive extraction routes for the forest industry.

The attached map (Page 211) shows the location of all existing access routes within the FMA.

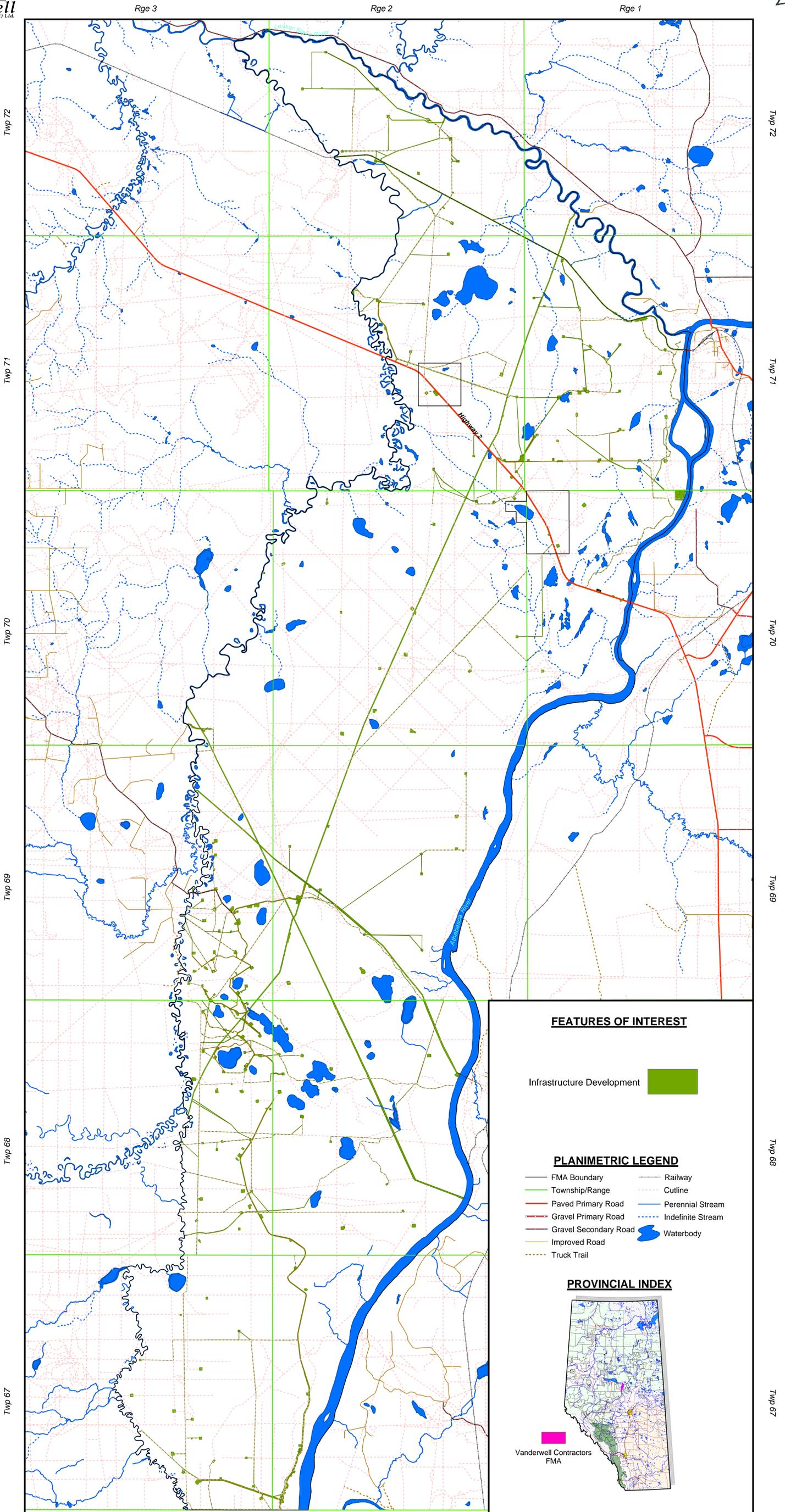
Proposed Harvest Activities

The attached map (page 212) shows the location of the 10-year operational harvest sequence and the 10-year contingency sequence that has been developed as part of the DFMP for the Vanderwell FMA. The location of existing access within the FMA has been overlaid on this map.



INFRASTRUCTURE DEVELOPMENT

Within the Vanderwell FMA



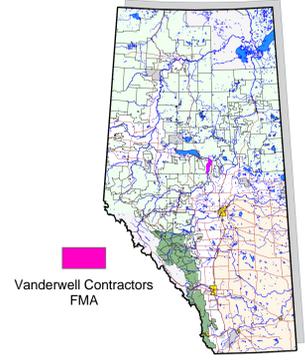
FEATURES OF INTEREST

Infrastructure Development 

PLANIMETRIC LEGEND

-  FMA Boundary
-  Township/Range
-  Paved Primary Road
-  Gravel Primary Road
-  Gravel Secondary Road
-  Improved Road
-  Truck Trail
-  Railway
-  Cutline
-  Perennial Stream
-  Indefinite Stream
-  Waterbody

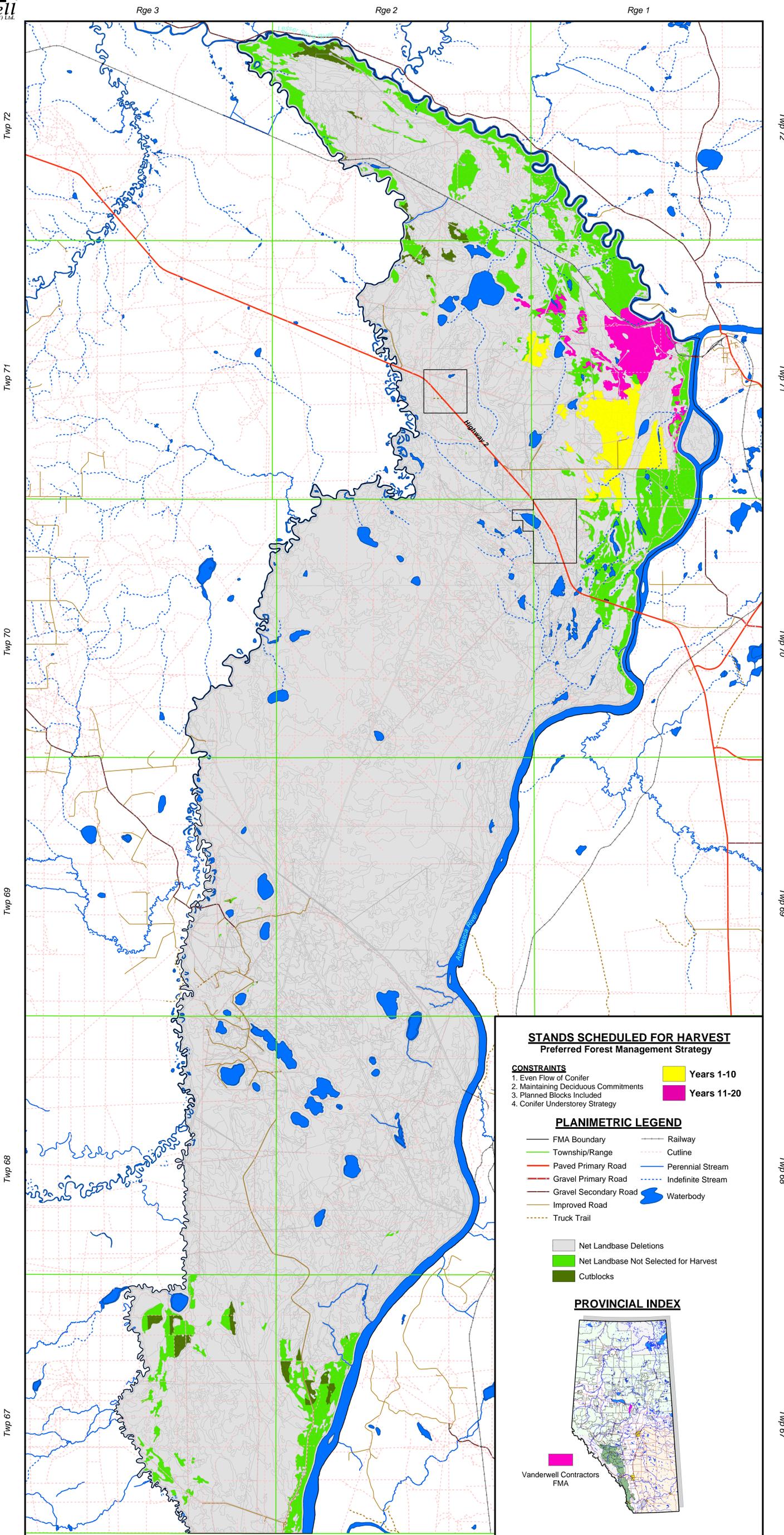
PROVINCIAL INDEX





20 YEAR HARVEST SEQUENCE

Within the Vanderwell FMA



STANDS SCHEDULED FOR HARVEST

Preferred Forest Management Strategy

CONSTRAINTS

1. Even Flow of Conifer
2. Maintaining Deciduous Commitments
3. Planned Blocks Included
4. Conifer Understorey Strategy

- Years 1-10
- Years 11-20

PLANIMETRIC LEGEND

- FMA Boundary
- Township/Range
- Paved Primary Road
- Gravel Primary Road
- Gravel Secondary Road
- Improved Road
- Truck Trail
- Railway
- Cutline
- Perennial Stream
- Indefinite Stream
- Waterbody

- Net Landbase Deletions
- Net Landbase Not Selected for Harvest
- Cutblocks

PROVINCIAL INDEX



Road Development Requirements

As can be seen on the map all of the areas included in the 10 year operational harvest sequence have existing access routes to them. This section is intended to demonstrate the general access route Vanderwell proposes on utilizing for timber extraction.

As stated in Strategy 4.1.4 of the DFMP for the Vanderwell FMA, it is important to utilize existing access where possible. Utilizing existing access helps to meet goals 2, 4, 11, 12 and 14 of the DFMP.

Vanderwell has taken the approach to utilize the highest grade of existing access prior to creating or upgrading other access locations. This will help to minimize the amount of area within the FMA within higher order road systems. Vanderwell also wanted to minimize the amount of stream crossings required to be installed to access the harvest areas. It is felt this approach will help to achieve goal 11 of the DFMP.

As all stands sequenced for harvest within the first ten years of the PFMS are connected to Highway 2 via existing access routes no new access development is required.

Road Development Timeline

This section details the proposed timeline for road development within the FMA. In order to determine the timeline for road development it first had to be determined the sequence with which the 10-year operational harvest sequence would be cut. Due to uncertainty with the exact harvest schedule this document must remain a living document, open to constant improvement. This document will be implemented through the General Development Plan, Final Harvest Plan and Annual Operating Plan. For this reason, changes made to the proposed schedule will not require resubmission on this RCDP. Further to this, Vanderwell has committed to developing a more thorough Access Management Plan for the FMA prior to July 1, 2005. It is expected that this Access Management Plan will include improvements made to this schedule.

The schedule below has been integrated with the Vanderwells' 2004-09 General Development Plan. The years below are the years Vanderwell expects to be conducting harvest operations within the FMA.

2004 Development

To facilitate proposed 2004 harvest activities no new road development is required other than block roads. The reason for this being that existing class III roads are planned to be utilized.

2005 Development

To facilitate proposed 2005 harvest activities no new road development is required other than block roads. The reason for this being that existing class III, IV and V roads are planned to be utilized.

2007 Development

To facilitate proposed 2007 harvest activities no new road development is required other than block roads. The reason for this being that existing class III, IV and V roads are planned to be utilized.

Acceptable Variance

In order to ensure redundant access routes are not created Vanderwell will continually monitor for new access created within the FMA. Where appropriate, Vanderwell will make changes to our proposed route to better meet the goals of management within this FMA.

Plan Implementation

Vanderwell will implement this plan through the General Development Plan, Final Harvest Plan and Annual Operating Plan development process. This plan will be updated and replaced by the Access Development Plan to be submitted prior to July 1, 2005.

Monitoring Procedure

The General Development Plan and Stewardship Report will summarize the implementation of this RCDP. This summary will include the actual road development routes, timelines and reasons for changes that have been made to this plan.

Operating Plan Linkages

Vanderwell will implement this plan through the General Development Plan, Final Harvest Plan and Annual Operating Plan development process. Where appropriate changes to this plan will be detailed.