



Spray Lake Sawmills

FIVE-YEAR ACCESS PLAN **April 1, 2018 to March 30, 2022**

This access plan identifies the company's existing access dispositions and new long-term corridors planned for use or development over the next five years. The plan focuses on roads with an identified period of use greater than two years. Please also note the Alberta Agriculture and Forestry (AAF) converted LOC's to DLO's in 2014. This document and attached table reflect this change to DLO.

New Corridor Planning

A Spatial Harvest Sequence (SHS) and a Long-Term Road Strategy were completed for the FMA as part of the Detailed Forest Management Plan (DFMP) development process. The SHS identifies where and when timber harvesting will take place. The long-term road strategy proposes preliminary access routes for new long-term corridors that are needed to access spatially sequenced timber beyond the currently existing road network. Only routes planned for use or development within the current 5 year period are identified in this plan.

The model used in the development of the road strategy chose new corridor locations based on interpretations of basic terrain features. These include proximity to existing roads, slope, drainage pattern and required road grades. Ground truthing and integration with other forest resources strategies and objectives will determine final road centreline locations.

Within the C5 FMU, since the 2012 closure of the sour gas processing facility in Coleman, Spray Lake Sawmills (SLS) has inherited a number of DLOs from oil and gas companies no longer operating in the area. In 2015, DLO 020767 transferred to SLS from Legacy Oil & Gas Inc. In 2017 DLOs 2992, 5770, and 930663 transferred to SLS from Devon Canada Corporation.

Communications and Integration

SLS promotes opportunities for the exchange of information by seeking public input at various stages of the planning process. In addition, stakeholders are informed of the company's access plans during the development stages of both the final harvest plans and annual operating plans. Copies of the Five Year Access Plan are provided to commercial stakeholders, and government agencies.

The majority of Spray Lake Sawmills' roads are open for public use. Cautionary signs are posted to identify active log haul routes. Public access is limited only where road closure is a condition of the disposition operational approval or as per the "Access Control" section (11.5) of Spray Lake Sawmills and C05 Operating Ground Rules. During the 2016-17 season a new lock has been incorporated into access control gates. This replaces the old lock which was in use for many years. It was deemed necessary to ensure only authorized personnel can gain entry through access controls.

SLS supports joint use of existing access dispositions through reciprocal road use agreements and encourages the coordinated development of new access as a means of minimizing disturbance to the forest landbase. Road use agreements between SLS and commercial operators within the FMA and quota areas are a standard requirement.

FMA DLO Dispositions

DLO 961243

This road is 1.16 km in length. It is located off the western portion of the Stafne Ridge Road and 500m south.

15-30-7-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 020780

This section of road is 1.65 km in length and located in the Coalcamp Ck compartment west of the Coalcamp Rd.

19-32-6-W5

Under the MD co-op program this road was sprayed in the 2011-12 season for noxious weed control as part of the 2011/2012 Road Maintenance & Reclamation Plan. This road will continue to be monitored annually for environmental and safety concerns.

DLO 952365

This road is 3.7km in length located in the Coalcamp Ck compartment. The western end of the Stafne Ridge Rd acts as the starting point for this road.

(25, 36)-32-8-W5

(19, 20, 30)-32-7-W5

During the 2011-12 season some levelling and back sloping work was done on this road. This road was also sprayed for noxious weed control under the MD co-op program as part of the 2011/2012 Road Maintenance & Reclamation Plan. This road will continue to be monitored annually for environmental and safety concerns.

DLO 020754

Located in the Coalcamp Ck compartment south of Guoys Corner road. This road is 3.2km in length and more commonly known as the B road.

(9, 14, 15, 16)-32-7-W5

During the 2011-12 season some levelling and back sloping work was done on this road. Under the MD co-op program this road was also sprayed for noxious weed control. As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 4422

This section of road is 7.08 km long and is located in the Grease Ck and B9 compartments.

(27, 34, 35)-30-7-W5

4-31-7-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 920581

This section of road is 2.92 km in length and located in the B9 compartment.

(28, 33)-30-6-W5.

This road was reclaimed in 2012 and monitored annually since reclamation completed. SLS may look at reactivating this DLO to access spatial harvest sequenced volume.

DLO 4661

This road is 5.3 km in length and is located in the B9 compartment.

(17, 20, 21)-31-6-W5

The native timber bridge on this road was removed in 2015 season due to poor condition and was replaced with new crossing structure as per ground rules and discussion with local ranchers. As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 012845

This section of road is 5 km long and located in the Grease Ck compartment.

(9, 17, 20)-30-8-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 010964

This section of road is 4.7 km long and located in the Grease Ck compartment.

(10, 13, 14)-30-8-W5.

This gate is locked at both ends as per condition of the DLO. SLS continues to monitor this road and gates but has had repeated challenges with vandalism to the lock on the gate. SLS is working on an improved tamper proof lock design but vandalism occurs still. SLS has informed AAF of this issue so that enforcement action could be taken on those individuals doing the vandalism and accessing areas beyond gate closure. During the 2016-17 season a cutblock was harvested adjacent to the eastern gate. A retention patch was left at the gate and several lock blocks installed to prevent unauthorized access around the gate. New culverts were also installed 730m west of the east gate and 1.3km east of the west gate to improve drainage. During the 2017-18 season SLS updated the locks on this gate to limit unauthorized access.

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 801319

Located in the Grease Ck and B9 compartments. This road is 3.0 km long and is an extension off of LOC 810173.

(4, 9, 16)-31-7-W5

The bridge deck on this DLO was pulled several years ago and road has been annually monitored for environmental and safety concerns.

DLO 810173

This 1.1 km road is located in the Grease Ck compartment.

4-31-7-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 910365

This section of road is 0.53 km in length and is located in the Grease Ck compartment.

15-30-7-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 3236

This section of road is 1.1 km long and is located in the Coalcamp and B9 compartments.

(2, 10, 11)-32-7-W5

(35, 36)-31-7-W5

As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

DLO 2872

Located in the Grease Ck and B9 compartments. This road is 3.8 km long and is found at the Fallen Timber and Burnt Timber Gas Plant Road junction.

(21, 27, 28)-30-7-W5

This DLO was used for harvest and haul activities during the 2017-18 season and was subject to road grade improvements. As part of the Road Maintenance & Reclamation Plan this road will continue to be monitored annually for environmental and safety concerns.

C5 Management Unit DLO Dispositions

DLO 770072

This section of road is approximately 7 km in length. It begins at the cattle guard about 300 meters south of the Oldman Falls Recreation area and ends about 300 meters south of the old Gelina Mine turn off.

As part of the 2011/2012 Road Maintenance & Reclamation Plan, SLS replaced an old, rotten timber bridge over Slacker Creek with a 30 ft clear span modular bridge. With the maintenance work completed on this DLO as well as the north DLO's on this same road, SLS installed cautionary signs to inform all users of the road of the ongoing maintenance work. .

The 2013 flood washed out an oversized culvert, destroyed a wooden bridge on Pasque Creek and damaged the approaches to a 30ft modular bridge on Slacker Creek. In August of 2017, SLS removed the 30ft bridge on Slacker Creek, repaired the approaches and reinstalled a 54ft clear span bridge and replaced the washed out oversized culvert. The installation of a 60ft clear span bridge on Pasque Creek is scheduled for the summer of 2018. This road will continue to be monitored annually for environmental and safety concerns.

DLO 830382

This section of road is 4.9 km long and located in the Highwood River compartment. This road is more commonly known as the Lost Creek road and junctions off of HWY 940.

(20, 21, 22, 27)-15-5-W5

Road access is gated. The road begins at Hwy 940 just north of the Cataract Creek recreation area and ends at the old Cataract MLL site. Even though the DLO is within the South FMA, the road has been maintained under the C5 Road Maintenance & Abandonment Plan because of how it is directly linked to DLO 770072 which is within the CTLC050007 timber license within the C5 FMU.

During the spring runoff and flooding event that occurred in 2013, three bridge structures on this DLO were damaged and lifted off of their abutments which eliminated access. This was the

second time in the DLO's existence that high water events have compromised crossing structures. As such a new "re-route" was identified and constructed in the summer of 2015. This new re-route replaces 2.25km of DLO 830382, a section which has historically been susceptible to flood damage. Two of the three bridges compromised in the 2013 flood were retrieved. The re-route section has been constructed under AOP approval. SLS is currently exploring options to amend DLO 830382 to include the newly constructed section. This road along with the re-route will continue to be monitored annually for environmental and safety concerns.

DLO 830723

This section of road is 12.68 km long and located in the Highwood River compartment. This road is more commonly known as the Lost Creek road. It is a continuation south of DLO 830382.

(5, 7, 8, 17, 18, 20)-15-5-W5

(19, 20, 29, 30, 31)-14-5-W5

Road access is gated. The road begins at the old MLL site at Cataract Creek and ends at the cattle guard identifying the Cataract FLUZ boundary. Similar to DLO 830382, the DLO is within the South FMA but the road has been maintained under the C5 Road Maintenance & Abandonment Plan because of how it is directly linked to DLO 770072 which is within the CTLC050007 timber license within the C5 FMU.

As part of the 2011/2012 Road Maintenance & Reclamation Plan, SLS permanently removed three clear span modular bridges as the bridge abutments and the wing walls were beginning to fail and therefore presented a higher risk of sediment to enter into the streams. In addition, two box cribs were removed for the same reasons and five box cribs were repaired and left in. As mentioned in the DLO 770072 comments, with the maintenance work being completed on this DLO as well as the south DLO on this same road, cautionary signs were also installed to inform all users of the road of the ongoing maintenance work.

During the spring runoff and flooding event that occurred in the spring of 2013, a single bridge structure on this DLO was damaged and lifted off of its' abutments. In the summer of 2015, SLS replaced this damaged 50' bridge with an 80' modular bridge. The added length allows this new crossing much more freeboard which will withstand higher waterflow events. This road will continue to be monitored annually for environmental and safety concerns.

DLO 020751

This section of road is approximately 5km in length. The road branches from the Skyline Road in the Porcupine Hills and goes east and south until it connects onto the Beaver Creek Road. The entire road was an old existing road but the first half of the road was upgraded in 2006.

As part of the 2011/2012 Road Maintenance & Reclamation Plan, SLS stabilized the upgraded portion of the road with cross ditches and removed abandoned culverts along the RoW.

This road will continue to be monitored annually for environmental and safety concerns. Flood damage to the Skyline road held under MD jurisdiction experienced flood damage, which restricted SLS monitoring activities in 2013. Road upgrades and culvert reinstallations were conducted in February 2017 to access volume within the CTLC050005 license. Monitoring will continue in 2018.

DLO 871078

This DLO consists of two separate roads. The west section of road starts off the Sharples Creek road and goes east through an open fescue meadow for approximately 2.5km. The east section of road started off the Skyline Road and travelled west for about 1km.

As part of the 2011/2012 Road Maintenance & Reclamation Plan, SLS removed two abandoned culverts on the west road and stabilized two ephemeral crossings on the east road. Both roads were upgraded in February 2017 to access timber harvest plans in the CTLC050005 license. This road will continue to be monitored annually for environmental and safety concerns.

DLO 020747

According to AAF's LOC inspections followed by SLS inspections, the DLO was never constructed. SLS had requested that this disposition be cancelled in 2012. SLS has not yet received a letter of acceptance from AAF for cancellation of this DLO disposition so this still remains on the DLO Access Plan table awaiting confirmation of cancellation.

DLO 960828

The DLO starts off the Hwy #940 at about the 67km sign and crosses the Oldman River to access some older cut blocks. The entire road is approximately 800 meters in length – about 300 meters consists of the old bridge crossings over the river and flood plain which have since been removed. As requested in an AAF letter dated May 8, 2009, SLS reclaimed the initial 150 meter of road and stabilized the west bank of the Oldman River to prevent further slumping of the bank the same year the AAF letter was issued. In addition, SLS and AAF staff was flown onto the east side of the Oldman River to determine the status of the remainder of the DLO. The road was deemed stable and partially vegetated and therefore, SLS had requested cancellation of this DLO in 2012.

DLO 931256

The DLO is 2.21kms long and located along isolation creek in Sec 26-27 Twp 13 Rge 4 W5m. The DLO was transferred from Husky to Spray Lake Sawmills in 2009. The road was inspected in 2011 as per the Road Maintenance & Reclamation Plan and there were no findings that required action. As per the General Development Plan Production Table, the road will be maintained for harvesting planned in 2015-16 and 2016-17 seasons. Road maintenance and monitoring will continue until Spray Lake Sawmills silvicultural obligations are met which will likely extend to the 2018/2019 timber year. In 2018, Spray Lake Sawmills will reclaim this road if it is not identified as a recreational trail within the yet to be released public land use zone for the Livingstone and Porcupine Hills.

DLO 1198

This DLO is approximately 42km and is referred to as the Atlas Road. Due to the historical use of the road by other users, Spray Lake Sawmills tried to create a "maintenance cost sharing" proposal with key stakeholders that used the road. The reasoning for the proposal was Spray Lake Sawmills plan to harvest the remaining available timber along this road in 2014 (deferred from 2012) and at the completion of this last remaining volume, there is no need for the road from a timber extraction perspective, which would typically trigger a decommissioning plan of the DLO. At the conclusion of three working sessions with our Atlas Road Stakeholder Committee, it was apparent that there was a lack of support to have a "cost sharing" maintenance plan and as a result, SLS started a 3yr decommissioning plan of the road that commenced in

2012. In 2012, the Smith Creek Bridge at km 19.5 was removed and an ATV bridge was installed. Planned for 2013, 19km to 34km was to be decommissioned and that portion of the DLO cancelled to accommodate ATV access as per AAF direction. The 2013 flood event delayed the planned decommissioning work ofr 2013 and 2014. In 2014, it was planned that the remaining 34km to 42km would be decommissioned and that portion of the DLO cancelled. The June 2013 flood damaged a culvert located at km8 and the wooden bridge on Dutch Creek. This culvert was cleaned and is functioning properly on inspections. In the summer of 2015 The wooden bridge spanning Dutch Creek was replaced with a 50ft clear span steel bridge. In 2016 clear span bridges on First and North Racehorse were repaired. In 2017 The ATV bridge on Smith Creek was removed and replaced with a clear span truck accessible bridge, a clear span bridge was installed on Bunny Creek,, and a double oversized culvert on a fish bearing stream was removed and replace with a clear span bridge near Joseph Lake. The portion of the DLO 34km to 42km located north of FRD620042 (Dutch Creek Road) was decommissioned. The portion of this DLO from 0km to 19km requires culvert repairs and ditch maintenance in 2018 to be transferred to the Crown. The DLO will continue to be monitored for environmental and safety issues.

DLO 020676

This DLO is approximately 4.52km and is located in Sec.19, 29, 30, and 32 of Twp.13 Rge.01 W5M. In 2014, Legacy Oil + Gas Inc. issued SLS a road use agreement and transferred the DLO to SLS in 2015. Road maintenance was required to access timber within the CTLC050005 license in 2014 and 2015. Road maintenance continued in 2016 and 2017for reforestation activities. Reclamation of the DLO will commence once Legacy Oil + Gas receives a reclamation certificate on a MSL 020956 located at the end of DLO 020676. This road will continue to be monitored for environmental and safety concerns.

DLO 5770

This DLO is approximately 8.92km and is located in Sec.15, 16, 17 22, 27, 28, and 33 of Twp.10 Rge.04 W5M. In December 2017, Devon Canada Corporation transferred this DLO to SLS. The DLO was required to access timber in the CTLC050008 license. In 2017, the DLO was maintained for active harvesting and log haul activities and maintenance will continue in 2018.

DLO 2992

This DLO is approximately 9.19km and is located in Sec. 04, 09, 16, and 17 of Twp.10 Rge.04 W5M. In December 2017, Devon Canada Corporation transferred this DLO to SLS. The DLO was required to access timber in the CTLC050008 license. In 2017, the DLO was maintained for active harvesting and log haul activities and maintenance will continue in 2018.

DLO930663

This DLO is approximately 1.71km and is located in Sec. 22 of Twp.10 Rge.04 W5M. In December 2017, Devon Canada Corporation transferred this DLO to SLS. The DLO was required to access timber in the CTLC050008 license. This DLO is currently reclaimed; in 2018 the DLO will be reconstructed for timber harvesting and log haul activities.

Maps and Table

The table lists the individual timber planning areas that have been scheduled for operations, and all SLS disposition roads planned for use or being maintained during this five year period. Required access controls are identified and the access control authority is indicated.

Operational Phases

Construction:	C	Clearing and grade construction
Maintenance:	M	Upkeep of running surface, crossings and erosion controls
Reclamation:	R	May include any or all options: Berms, bridge removal, cross-ditches, rollback of surface stripping, re-contouring
Agreement:	RUA	Road Use Agreement is required for commercial activities
Seasonal Authority:	SA	Required to enter and use road during OIC seasonal closure period