

1 **Roads Supplementary Documentation**

2
3 This roads supplementary documentation is organized into four parts:

- 4
5 A: Primary Road Corridors
6 B: Branch Road Corridors
7 C: Operational Roads
8 D: Existing Roads or Road Networks
9

10 Part A of the roads supplementary documentation has been completed at stage 2 of the
11 planning process. Parts B, C and D will be completed at stage 3 of the planning process –
12 planned operations.
13

14 Maps of the proposed alternative primary road corridors are presented at the end of this
15 documentation.
16

17 **A: PRIMARY ROAD CORRIDORS**

18
19 The Algonquin Park Forest Management Unit has had an approved permanent forest
20 management road system strategy since 1981. The road system has been completed to provide
21 for economical transportation of forest products to processing facilities and access for renewal
22 and tending activities.
23

24 The Algonquin Park Forest Independent Forest Audit 1997-2002 recommended that the roads
25 strategy be reviewed. An updated *Forest Management Access Roads Strategy for the*
26 *Algonquin Park Forest* has been developed as an internal policy document by Ontario Parks
27 in partnership with the Algonquin Forestry Authority in order to meet this IFA
28 recommendation.
29

30 A major part of the Roads Strategy deals with the division of the management unit into
31 “Forest Access Management Areas” (FAMA’s) which are based, to the extent possible, on the
32 existing road system. Primary and/or branch roads form the backbone of access to a FAMA.
33 A number of permanent and temporary breaks in the permanent road system were also
34 mapped in support of the objectives and strategies contained in the Road Strategy. It is
35 recognized that refinements to FAMA boundaries and locations of road breaks may be made
36 based on improved information.
37

38 Incorporation of any components of the Roads Strategy into the FMP are subject to review
39 and discussion by the planning team.
40

41 Four changes to the Primary Road system are proposed for construction during the term of the
42 FMP. One kilometre wide corridors have been developed as per the FMPM.
43
44
45

1 **ROAD NAME/IDENTIFIER: Billy Lake Road**

2
3 **1. Alternative Corridors**

4 This change to the Primary road system to provide access to areas in Preston and Sproule
5 townships (FAM Area 25) currently accessed by the Cameron Lake Road is necessitated by
6 two factors:

- 7 1. The replacement of the Annie Bay dam will not provide a bridge over the Opeongo
8 River, eliminating access from the north.
- 9 2. The *Forest Management Access Roads Strategy for the Algonquin Park Forest* shows
10 a permanent break in the road system at the south end of the Cameron Lake road
11 where it meets the Opeongo Lake Rd.

12 Loss of these road connections leaves FAM area 25 without road access. It is proposed that
13 access to this area is from the east, off the Shirley Lake Road via an extension of the Billy
14 Lake Road. Both alternatives include some sections of operational road from past harvest
15 cycles. The new section of road will connect with existing roads at its western end.
16

17
18 **2. Environmental Analysis of Alternative Corridors**

- 19 (a) Alternative corridor number: **Alternative 1**
- 20 (b) Description (attach map): This alternative passes south of Booth, Mole and
21 Godda Lakes.
- 22 (c) Environmental analysis (Part A, Section 1.2.7):
 - 23 (i) Advantages and disadvantages:
24 There will be less new road to be built using this alternative and overall fewer
25 water crossings and wet areas to cross. Less distance inside Brook Trout AOC
26 than Alternative 2. Three bridges to be built vs. four in Alternative 2. There is
27 potential for gravel sources along this route.
28
29

30 This route is closer to Booth Lake, which is a heavily used canoe route. Terrain
31 contains more adverse hills than Alternative 2. Road will be within 35m. of
32 Mole Lake to Raja Lake portage for a considerable distance.
33

- 34 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):
35 Maintenance – General road maintenance will consist of the following
36 activities:

- 37 - road base improvements – gravelling and grading, ditching
- 38 - repair of washouts
- 39 - clearing of obstacles from right-of-way
- 40 - brushing along roadsides, around signs, line of sight etc.
- 41 - snowplowing and sanding
- 42 - dust control
- 43 - signage and safety structure repairs
- 44 - culvert repairs and cleaning
- 45 - minor bridge work to preserve structural integrity, serviceability
46 and safety

- bridge and culvert replacement

Monitoring – roads and water crossings will be monitored annually by the Algonquin Forestry Authority.

Access Restrictions – As is the case with most interior roads in Algonquin Park, this road is closed to the public.

Road Responsibility Transfer – As it is anticipated that this road will be used by the forest industry for the next 20 years there are no plans to transfer responsibility.

(iii) Estimated costs of construction and use management:

Construction of this alternative would be less costly than Alternative 2.

- (a) Alternative corridor number: **Alternative 2**
- (b) Description (attach map): This alternative passes north of Boot Lake and south of Raja and Sandmartin Lakes.
- (c) Environmental analysis (Part A, Section 1.2.7):

(i) Advantages and disadvantages:

This route is farther away from heavily used canoe routes. Rough terrain, but grades are generally favourable.

This route is within the Brook Trout AOC on Boot and Bailey Lakes for a considerable distance. There is currently no road access near these lakes. The watercrossing at the north end of Boot Lake requires a causeway and 30' bridge. Four bridges are needed for this alternative. Extensive rock blasting will be necessary west of Raja Lake. Gravel sources are very limited.

(ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):

Maintenance – General road maintenance will consist of the following activities:

- road base improvements – gravelling and grading, ditching
- repair of washouts
- clearing of obstacles from right-of-way
- brushing along roadsides, around signs, line of sight etc.
- snowplowing and sanding
- dust control
- signage and safety structure repairs
- culvert repairs and cleaning
- minor bridge work to preserve structural integrity, serviceability and safety
- bridge and culvert replacement

1 Monitoring – roads and water crossings will be monitored annually by the
2 Algonquin Forestry Authority.

3
4 Access Restrictions – As is the case with most interior roads in Algonquin
5 Park, this road is closed to the public.

6
7 Road Responsibility Transfer – As it is anticipated that this road will be used
8 by the forest industry for the next 20 years there are no plans to transfer
9 responsibility.

10
11 (iii) Estimated costs of construction and use management
12 Construction of this route would be more costly than Alternative 1 due to
13 longer length, longer gravel haul distances, more bridges and blasting.

14
15 **3. Summary of Public Comments**

16
17 Complete this section after Phase I: Stage Two of consultation.

18
19 **4. Proposed Corridor**

20
21 Complete this section prior to Phase I: Stage Three of consultation.

- 22
23 (a) Description (attach map):
24 (b) Use management strategy:
25 (c) Rationale:

26
27 **5. Summary of Public Comments**

28
29 Complete this section after Phase I: Stage Three of consultation.

30
31 **6. Selected Corridor**

32
33 If the proposed corridor and use management strategy are selected, no further documentation
34 is required.

35
36 If the selected corridor and/or use management strategy is different from the proposed
37 corridor and/or use management strategy, complete the applicable requirements of sections
38 4(a), (b) and (c) for the selected corridor an/or use management strategy.

39
40

1 **ROAD NAME/IDENTIFIER: Manta Lake Road**

2
3 **1. Alternative Corridors**

4 In the last cycle the area bounded by Burntroot, Manta and Hogan Lakes (FAM Area 32) was
5 accessed via the Hogan Lake Road and a crossing of the Hogan Lake marsh at the south end
6 of Hogan Lake. This crossing no longer exists and for several reasons will not be rebuilt.
7 Primary access to the area must be developed either south from the Narrowbag road or west
8 from the Bisset Creek Road.

9
10 **2. Environmental Analysis of Alternative Corridors**

- 11
- 12 (a) Alternative corridor number: **Alternative 1 – Manta Lake Road**
- 13 (b) Description (attach map): This alternative involves constructing approximately
14 3km of new road to connect the existing road to the south with the Narrowbag
15 Road to the north
- 16 (c) Environmental analysis (Part A, Section 1.2.7):
- 17 (i) Advantages and disadvantages: Alternative 1 has a lesser
18 environmental impact with respect to water crossings, as all are over relatively
19 small creeks, and is the most efficient route, minimizing overall trucking
20 related environmental impacts.
- 21
- 22 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):
23 Maintenance – General road maintenance will consist of the following
24 activities:
- 25 - road base improvements – gravelling and grading, ditching
 - 26 - repair of washouts
 - 27 - clearing of obstacles from right-of-way
 - 28 - brushing along roadsides, around signs, line of sight etc.
 - 29 - snowplowing and sanding
 - 30 - dust control
 - 31 - signage and safety structure repairs
 - 32 - culvert repairs and cleaning
 - 33 - minor bridge work to preserve structural integrity, serviceability
34 and safety
 - 35 - bridge and culvert replacement
- 36

37 Monitoring – roads and water crossings will be monitored annually by the
38 Algonquin Forestry Authority.

39

40 Access Restrictions – As is the case with most interior roads in Algonquin
41 Park, this road is closed to the public.

42

43 Road Responsibility Transfer – As it is anticipated that this road will be used
44 by the forest industry for the next 20 years there are no plans to transfer
45 responsibility.

46

1 (iii) Estimated costs of construction and use management:
2 Alternative 1 would be the most direct route, with the lower construction and
3 haul costs of the two alternatives. No major bridges are required, as all water
4 crossings are over small creeks. This alternative also has the least impact on
5 canoe routes as it only crosses the Manta Lake portage.
6

7
8 (a) Alternative corridor number: **Alternative 2 - Charles Lake Rd Extension**
9

10 (b) Description (attach map): This alternative involves the upgrading of
11 approximately 10.4 km of road from the Bissett Creek Road near Charles lake
12 to the Little Madawaska River to the west. A major crossing of the Little
13 Madawaska River north of Hogan Lake would require a bridge with a span of
14 at least 16 metres (50'). Approximately 3.6 km of major upgrades and new
15 road construction would be required between the Little Madawaska river and
16 the existing Manta Lake road to the west.
17

18 (c) Environmental analysis (Part A, Section 1.2.7):

19 (i) Advantages and disadvantages:

20 Alternative 2 has greater environmental impacts due to much more significant
21 road construction, longer haul routes and a major water crossing.
22

23 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):

24 Maintenance – General road maintenance will consist of the following
25 activities:

- 26 - road base improvements – gravelling and grading, ditching
- 27 - repair of washouts
- 28 - clearing of obstacles from right-of-way
- 29 - brushing along roadsides, around signs, line of sight etc.
- 30 - snowplowing and sanding
- 31 - dust control
- 32 - signage and safety structure repairs
- 33 - culvert repairs and cleaning
- 34 - minor bridge work to preserve structural integrity, serviceability
35 and safety
- 36 - bridge and culvert replacement
37

38 Monitoring – roads and water crossings will be monitored annually by the
39 Algonquin Forestry Authority.
40

41 Access Restrictions – As is the case with most interior roads in Algonquin
42 Park, this road is closed to the public.
43

44 Road Responsibility Transfer – As it is anticipated that this road will be used
45 by the forest industry for the next 20 years there are no plans to transfer
46 responsibility.

1
2 (iv) Estimated costs of construction and use management
3 Alternative 2 would result in significantly higher construction costs,
4 approximately \$250,000 above Alternative 1. Alternative 2 also results in
5 higher hauling costs due to the less direct route. Alternative 2 is also less
6 desirable from a social perspective as the route necessitates the crossing of the
7 canoe route on the Little Madawaska River.
8

9 **3. Summary of Public Comments**

10
11 Complete this section after Phase I: Stage Two of consultation.
12

13 **4. Proposed Corridor**

14
15 Complete this section prior to Phase I: Stage Three of consultation.
16

- 17 (a) Description (attach map):
18 (b) Use management strategy:
19 (c) Rationale:
20

21 **5. Summary of Public Comments**

22
23 Complete this section after Phase I: Stage Three of consultation.
24

25 **6. Selected Corridor**

26
27 If the proposed corridor and use management strategy are selected, no further documentation
28 is required.
29

30 If the selected corridor and/or use management strategy is different from the proposed
31 corridor and/or use management strategy, complete the applicable requirements of sections
32 4(a), (b) and (c) for the selected corridor an/or use management strategy.
33
34

1 **ROAD NAME/IDENTIFIER: Three Mile Lake Road**

2
3 **1. Alternative Corridors**

4 In the last cycle the Three Mile Lake Road ran down the west side of Three Mile Lake, at
5 some points along the shore. Access to the area south of Three Mile Lake (currently
6 designated as FAM Area 2 or 3) was via this road. The road is currently not driveable and
7 options are being looked at to avoid rebuilding the road along the shoreline of Three Mile
8 Lake.

9
10 **2. Environmental Analysis of Alternative Corridors**

- 11
- 12 (a) Alternative corridor number: **Alternative 1 – Original route**
- 13 (b) Description (attach map): The original route used in the previous harvest cycle.
14 The current road location is close to Three Mile Lake, often within 500m.
- 15 (c) Environmental analysis (Part A, Section 1.2.7):
- 16 (i) Advantages and disadvantages:
- 17 Alternative 1 has disadvantages associated with being located close to Three
18 Mile Lake, but would require the least use of aggregate and construction
19 related disturbance, since the entire length would be reconstructed upon the
20 footprint of the existing road. It also has the social disadvantage of using the
21 portage between Manitou Lake and Three Mile Lake as the road for
22 approximately 1 km.
- 23
- 24 (iii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):
25 Maintenance – General road maintenance will consist of the following
26 activities:
- 27 - road base improvements – gravelling and grading, ditching
 - 28 - repair of washouts
 - 29 - clearing of obstacles from right-of-way
 - 30 - brushing along roadsides, around signs, line of sight etc.
 - 31 - snowplowing and sanding
 - 32 - dust control
 - 33 - signage and safety structure repairs
 - 34 - culvert repairs and cleaning
 - 35 - minor bridge work to preserve structural integrity, serviceability
36 and safety
 - 37 - bridge and culvert replacement

38

39 Monitoring – roads and water crossings will be monitored annually by the
40 Algonquin Forestry Authority.

41

42 Access Restrictions – As is the case with most interior roads in Algonquin
43 Park, this road is closed to the public.

44

1 Road Responsibility Transfer – As it is anticipated that this road will be used
2 by the forest industry for the next 20 years there are no plans to transfer
3 responsibility.
4

5 (iv) Estimated costs of construction and use management:
6 Alternative 1 would result in road construction costs approximately 13 to 18
7 percent less than the other alternatives.
8

9
10 (a) Alternative corridor number: **Alternative 2- Three Mile Lake Bypass**

11
12 (b) Description (attach map): The new proposed location for Three Mile Lake
13 Road with three new bypass sections located outside the 2005 FMP Brook
14 Trout AOC on Three Mile Lake. A total of approximately 9 km of new road
15 construction would be required to locate the road further from the lake, in
16 addition to the use of sections of rebuilt road from the previous harvest cycle.

17 (c) Environmental analysis (Part A, Section 1.2.7):

18 (i) Advantages and disadvantages:
19 Alternative 2 is approximately 1 km shorter than Alternative 1, resulting in
20 lesser environmental impacts related to trucking (noise, wildlife collisions, air
21 pollution). Alternative 2 also has the advantage of avoiding five small water
22 crossings associated with Alternative 1, south of Three Mile Lake.
23

24 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):
25 Maintenance – General road maintenance will consist of the following
26 activities:

- 27 - road base improvements – gravelling and grading, ditching
- 28 - repair of washouts
- 29 - clearing of obstacles from right-of-way
- 30 - brushing along roadsides, around signs, line of sight etc.
- 31 - snowplowing and sanding
- 32 - dust control
- 33 - signage and safety structure repairs
- 34 - culvert repairs and cleaning
- 35 - minor bridge work to preserve structural integrity, serviceability
36 and safety
- 37 - bridge and culvert replacement

38
39 Monitoring – roads and water crossings will be monitored annually by the
40 Algonquin Forestry Authority.
41

42 Access Restrictions – As is the case with most interior roads in Algonquin
43 Park, this road is closed to the public.
44

1 Road Responsibility Transfer – As it is anticipated that this road will be used
2 by the forest industry for the next 20 years there are no plans to transfer
3 responsibility.
4

5 (iii) Estimated costs of construction and use management:
6 Alternative 2 - would result in similar construction costs to Alternative 3, but
7 would result in slightly higher trucking costs due to the longer haul distance.
8
9

10 (a) Alternative corridor number: **Alternative 3- Totem Lake Road**

11
12 (b) Description (attach map): Alternative 3 would involve the construction of
13 approximately 6.3 km of new road on the east side of Three Mile Lake, linking
14 the Maple Lake road with the southern portion of the existing Three Mile Lake
15 road.

16 (c) Environmental analysis (Part A, Section 1.2.7):

17 (i) Advantages and disadvantages:

18 Alternative 3 is approximately 1 km shorter than Alternative 2, and 2.5 km
19 shorter than Alternative 1, resulting in lesser environmental impacts related to
20 trucking (noise, wildlife collisions, air pollution). This alternative has the
21 social advantage of avoiding the crossing of the portage between Kawa and
22 Upper Kawa lakes, but does require the crossing of the low use portage
23 between Upper Kawa and Totem lakes.
24

25 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):

26 Maintenance – General road maintenance will consist of the following
27 activities:

- 28 - road base improvements – gravelling and grading, ditching
- 29 - repair of washouts
- 30 - clearing of obstacles from right-of-way
- 31 - brushing along roadsides, around signs, line of sight etc.
- 32 - snowplowing and sanding
- 33 - dust control
- 34 - signage and safety structure repairs
- 35 - culvert repairs and cleaning
- 36 - minor bridge work to preserve structural integrity, serviceability
37 and safety
- 38 - bridge and culvert replacement
39

40 Monitoring – roads and water crossings will be monitored annually by the
41 Algonquin Forestry Authority.
42

43 Access Restrictions – As is the case with most interior roads in Algonquin
44 Park, this road is closed to the public.
45

1 Road Responsibility Transfer – As it is anticipated that this road will be used
2 by the forest industry for the next 20 years there are no plans to transfer
3 responsibility.
4

5 (iii) Estimated costs of construction and use management:
6 Alternative 3 would result in the lowest overall haul costs and would have
7 similar construction costs to Alternative 2.
8

9 **3. Summary of Public Comments**

10
11 Complete this section after Phase I: Stage Two of consultation.
12

13 **4. Proposed Corridor**

14
15 Complete this section prior to Phase I: Stage Three of consultation.
16

- 17 (a) Description (attach map):
18 (b) Use management strategy:
19 (c) Rationale:
20

21 **5. Summary of Public Comments**

22
23 Complete this section after Phase I: Stage Three of consultation.
24

25 **6. Selected Corridor**

26
27 If the proposed corridor and use management strategy are selected, no further documentation
28 is required.
29

30 If the selected corridor and/or use management strategy is different from the proposed
31 corridor and/or use management strategy, complete the applicable requirements of sections
32 4(a), (b) and (c) for the selected corridor an/or use management strategy.
33
34

1 **ROAD NAME/IDENTIFIER: Thompson Lake Road**

2
3 **1. Alternative Corridors**

4 The Thompson Lake Road is existing, but not drivable. Options for accessing FAM area 5 are
5 being investigated.

6
7 **2. Environmental Analysis of Alternative Corridors**

8
9 (a) Alternative corridor number: **Alternative 1 – Original Route**

10 (b) Description (attach map): Alternative 1 is the original route used in the
11 previous harvest cycle. This alternative would require the rebuilding of
12 approximately 4.1 km of old road outside Algonquin park, from the Daventry
13 Road to the park boundary near Thompson Lake, and another 1 km inside the
14 park, with the remainder of the road inside the park shared with alternative 2.
15 This alternative would require a new bridge with a span of approximately 10
16 metres (30') over Pautois Creek just off of Daventry Road at km 8, and a new
17 bridge with span of approximately 14 metres (40') between Thompson and
18 Little Thompson Lakes.

19 (c) Environmental analysis (Part A, Section 1.2.7):

20 (i) Advantages and disadvantages: Alternative 1 results in the shortest haul
21 distance, which reduces trucking related environmental impacts, but
22 requires more road construction work (and related environmental
23 disturbance) than alternative 2. Alternative 1 requires the construction
24 of two significant permanent bridges, which is the most significant
25 environmental impact of the three alternatives considered.

26 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):
27 Maintenance – General road maintenance will consist of the following
28 activities:

- 29 - road base improvements – gravelling and grading, ditching
- 30 - repair of washouts
- 31 - clearing of obstacles from right-of-way
- 32 - brushing along roadsides, around signs, line of sight etc.
- 33 - snowplowing and sanding
- 34 - dust control
- 35 - signage and safety structure repairs
- 36 - culvert repairs and cleaning
- 37 - minor bridge work to preserve structural integrity, serviceability
38 and safety
- 39 - bridge and culvert replacement

40
41 Monitoring – roads and water crossings will be monitored annually by the
42 Algonquin Forestry Authority.

43
44 Access Restrictions – As is the case with most interior roads in Algonquin
45 Park, this road is closed to the public.

1 Road Responsibility Transfer – As it is anticipated that this road will be used
2 by the forest industry for the next 20 years there are no plans to transfer
3 responsibility.
4

5 (iii) Estimated costs of construction and use management:
6 Due to the length of road to upgrade and the two large bridges required, the
7 construction of Alternative 1 would be 10% to 80% more costly than
8 alternative 2. The wide range in cost difference is related to the uncertainty of
9 adjacent work that may be undertaken by operators on the Nipissing Forest.
10

11
12 (a) Alternative corridor number: **Alternative 2- Thompson Lake Bypass-North**
13

14 (b) Description (attach map): Alternative 2 would require a new section of road
15 connecting the original route inside the park with the Daventry Road directly
16 to the East. This alternative would avoid the need for the two significant
17 permanent bridges required for Alternative 1. In order to harvest the area to
18 the north of Little Thompson Lake, a portable bridge would be required
19 between Thompson Lake and Little Thompson Lake, or skid trails could be
20 used to cross the park boundary from the north, if work on the adjacent
21 Nipissing Forest permitted access to that area.

22 (c) Environmental analysis (Part A, Section 1.2.7):

23 (i) Advantages and disadvantages: Compared to Alternative 1, this
24 alternative would have less environmental impact as there are no major
25 permanent bridges required, but would add approximately 4km to the
26 distance to be travelled by log trucks.

27 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) – (e)):

28 Maintenance – General road maintenance will consist of the following
29 activities:

- 30 - road base improvements – gravelling and grading, ditching
- 31 - repair of washouts
- 32 - clearing of obstacles from right-of-way
- 33 - brushing along roadsides, around signs, line of sight etc.
- 34 - snowplowing and sanding
- 35 - dust control
- 36 - signage and safety structure repairs
- 37 - culvert repairs and cleaning
- 38 - minor bridge work to preserve structural integrity, serviceability
39 and safety
- 40 - bridge and culvert replacement

41
42 Monitoring – roads and water crossings will be monitored annually by the
43 Algonquin Forestry Authority.
44

45 Access Restrictions – As is the case with most interior roads in Algonquin
46 Park, this road is closed to the public.

1
2 Road Responsibility Transfer – As it is anticipated that this road will be used
3 by the forest industry for the next 20 years there are no plans to transfer
4 responsibility.

5 (iii) Estimated costs of construction and use management:

6 Alternative 2 is the least costly alternative to construct, but would result in
7 slightly higher wood hauling costs due to the increase in total trucking distance
8 compared to Alternative 1.
9

10
11
12 (a) Alternative corridor number: **Alternative 3 – Thompson Lake Bypass -**
13 **South**

14
15 (b) Description (attach map): Alternative 3 is the construction of approximately 10
16 km of new and existing road, linking the Daventry road south of Brain lake
17 with the operating units to the northwest by following a route entirely within
18 Algonquin Park. In order to harvest the area to the north of Little Thompson
19 Lake, a portable bridge would be required between Thompson Lake and Little
20 Thompson Lake, or skid trails could be used to cross the park boundary from
21 the north, if work on the adjacent Nipissing Forest permitted access to that
22 area.

23 (c) Environmental analysis (Part A, Section 1.2.7):

24 (i) Advantages and disadvantages: This alternative would require a new
25 bridge with a span of approximately 10 metres (30') over Cauchon Creek, as
26 well as several culverts over smaller creeks. Compared to Alternative 2, the
27 indirect route created by this alternative would require 3 km of additional road
28 construction and would add 12 km to the log haul route. The combination of
29 water crossings, road construction and additional trucking required by this
30 alternative contribute to a significantly higher environmental impact than the
31 other two alternatives.

32 (ii) Use management strategy (Part A, Section 1.3.6.6, items (a) –(e)):
33

34 Maintenance – General road maintenance will consist of the following
35 activities:

- 36 - road base improvements – gravelling and grading, ditching
- 37 - repair of washouts
- 38 - clearing of obstacles from right-of-way
- 39 - brushing along roadsides, around signs, line of sight etc.
- 40 - snowplowing and sanding
- 41 - dust control
- 42 - signage and safety structure repairs
- 43 - culvert repairs and cleaning
- 44 - minor bridge work to preserve structural integrity, serviceability
45 and safety
- 46 - bridge and culvert replacement

1 Monitoring – roads and water crossings will be monitored annually by the
2 Algonquin Forestry Authority.

3
4 Access Restrictions – As is the case with most interior roads in Algonquin
5 Park, this road is closed to the public.

6
7 Road Responsibility Transfer – As it is anticipated that this road will be used
8 by the forest industry for the next 20 years there are no plans to transfer
9 responsibility.

10
11 (iii) Estimated costs of construction and use management:
12 Construction of this alternative would cost two to three times more than the
13 others, and would result in additional log hauling costs of \$165,000 and
14 \$120,000 for Alternatives 1 and 2 respectively.

15
16 **3. Summary of Public Comments**

17
18 Complete this section after Phase I: Stage Two of consultation.

19
20 **4. Proposed Corridor**

21
22 Complete this section prior to Phase I: Stage Three of consultation.

- 23
24 (a) Description (attach map):
25 (b) Use management strategy:
26 (c) Rationale:

27
28 **5. Summary of Public Comments**

29
30 Complete this section after Phase I: Stage Three of consultation.

31
32 **6. Selected Corridor**

33
34 If the proposed corridor and use management strategy are selected, no further documentation
35 is required.

36
37 If the selected corridor and/or use management strategy is different from the proposed
38 corridor and/or use management strategy, complete the applicable requirements of sections
39 4(a), (b) and (c) for the selected corridor an/or use management strategy.
40

Algonquin Park Forest (MU #451)
 2010 FMP Road Planning
 2010 - 2020 Forest Management Plan

Billy Lake Road

Legend

Road Classification

- Primary (Solid red line)
- Branch (Solid orange line)

Proposed New Primary/Branch

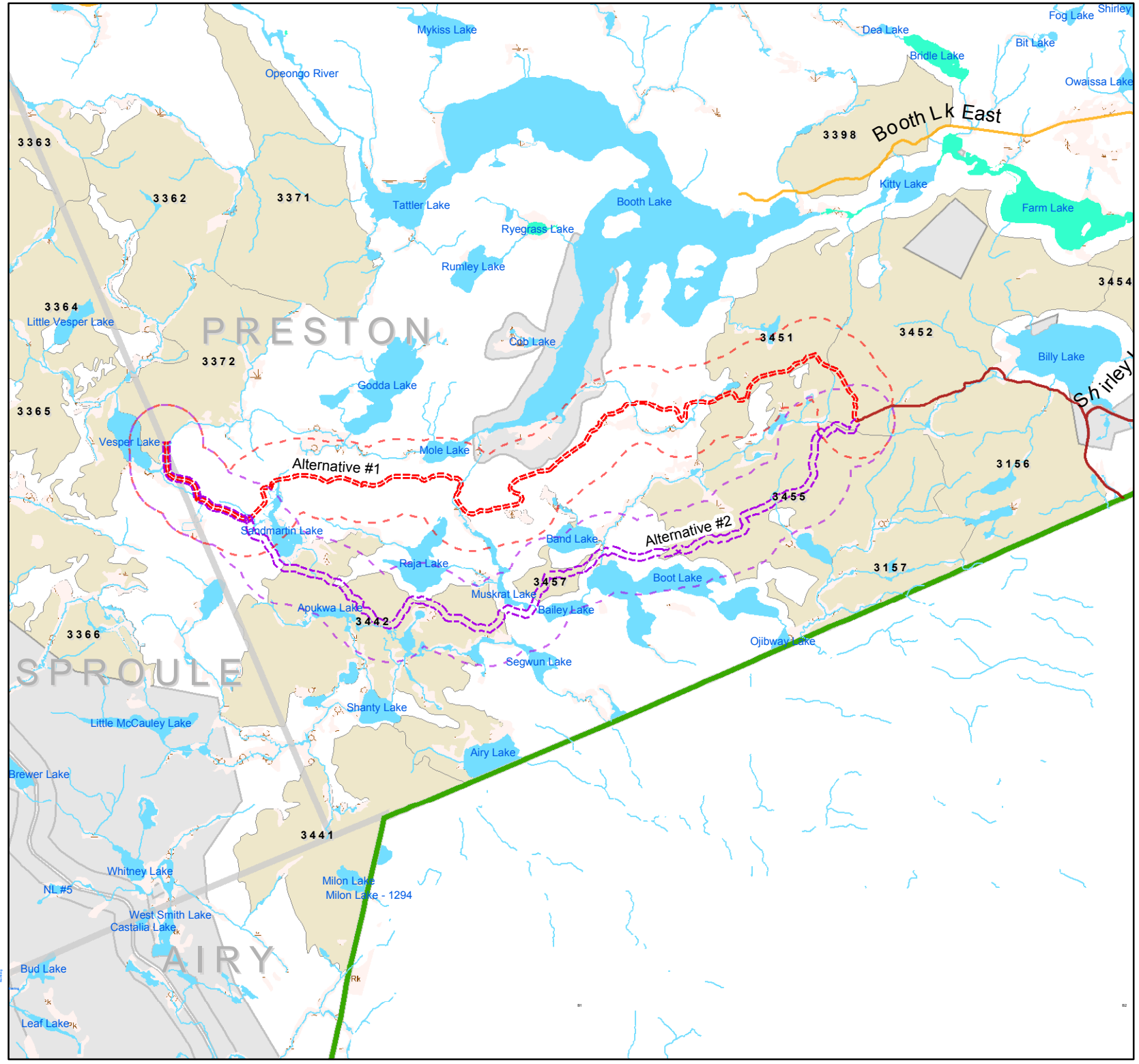
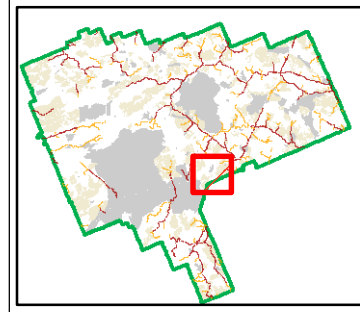
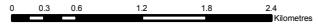
- Primary, Alternative #1 (Dashed red line)
- Primary, Alternative #2 (Dashed purple line)
- Primary, Alternative #3 (Dashed green line)

2005 FMP Area (Light tan background)

Natural Zones	Water Thermal Regime
Treed Muskeg	Cold Water
Open Muskeg	Warm Water
Brush and Alder	Intermittent Stream
Rock	Permanent Stream



1:70,000



Algonquin Park Forest (MU #451)
 2010 FMP Road Planning
 2010 - 2020 Forest Management Plan

Manta Lake Road

Legend

Road Classification

- Primary
- Branch

Proposed New Primary/Branch

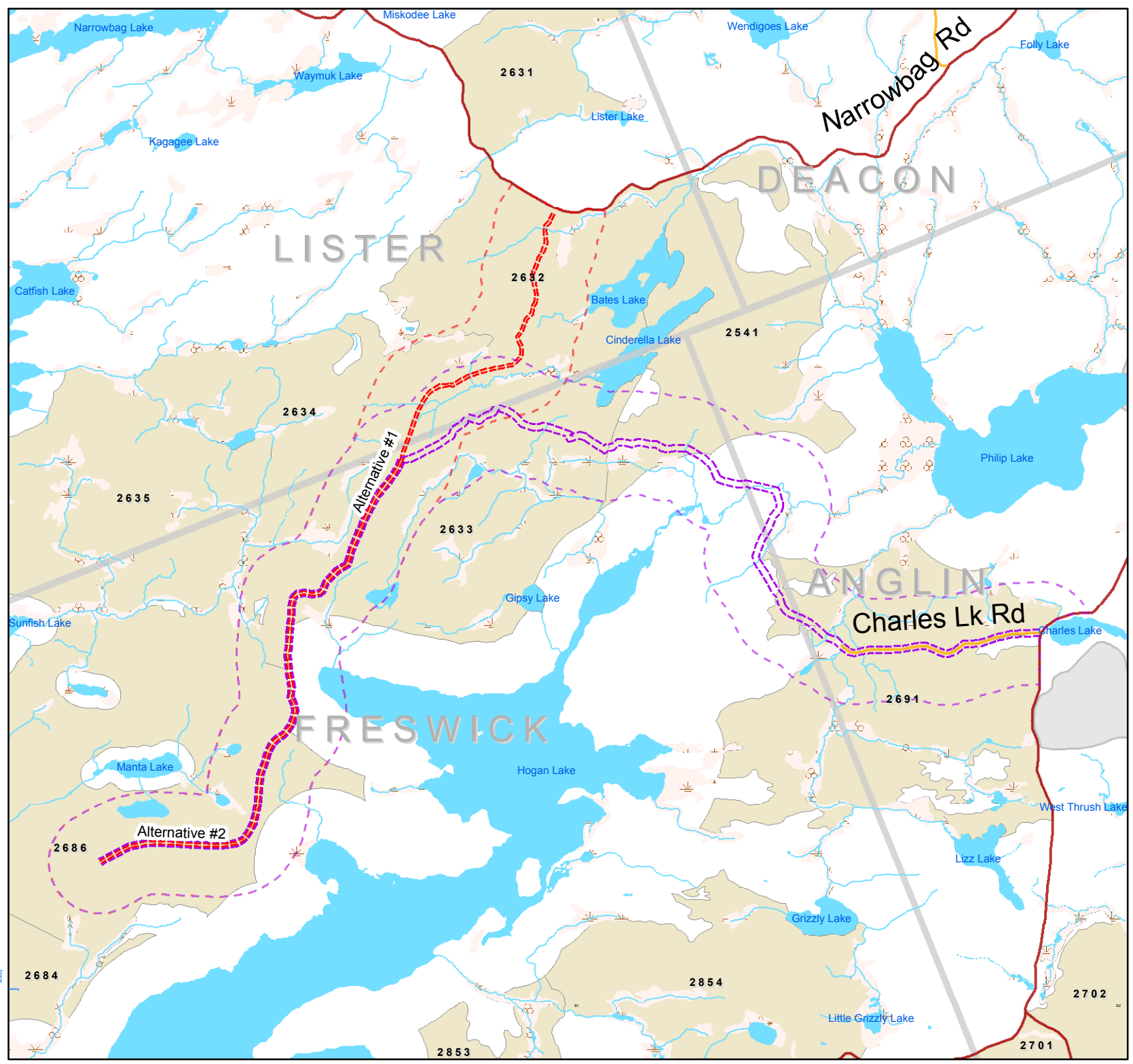
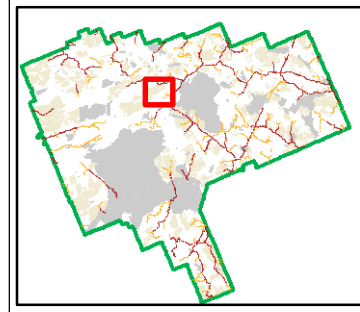
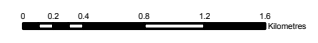
- Primary, Alternative #1
- Primary, Alternative #2
- Primary, Alternative #3

2005 FMP Area

Natural Zones	Water Thermal Regime
Treed Muskeg	Cold Water
Open Muskeg	Warm Water
Brush and Alder	Intermittent Stream
Rock	Permanent Stream



1:50,000



Map Data: 2009

Three Mile Lake Road

Legend

Road Classification

- Primary
- Branch

Proposed New Primary/Branch

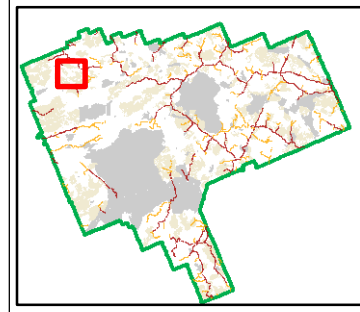
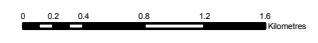
- Primary, Alternative #1
- Primary, Alternative #2
- Primary, Alternative #3

2005 FMP Area

Natural Zones	Water Thermal Regime
Treed Muskeg	Cold Water
Open Muskeg	Warm Water
Brush and Alder	Intermittent Stream
Rock	Permanent Stream



1:50,000



Thompson Lake Road

Legend

Road Classification

- Primary
- Branch

Proposed New Primary/Branch

- Primary, Alternative #1
- Primary, Alternative #2
- Primary, Alternative #3

2005 FMP Area

Natural Zones

- Treed Muskeg
- Open Muskeg
- Brush and Alder
- Rock

Water Thermal Regime

- Cold Water
- Warm Water
- Intermittent Stream
- Permanent Stream



1:50,000

