

# Lake Winnipeg East System Improvement Transmission Project Operational Access Management Plan





## Table of Contents

1.	Introduction.....	1
2.	Purpose and Objectives.....	3
2.1	Access Management Plan Coverage.....	3
3.	Environment Act Licence Conditions .....	4
4.	Indigenous and Stakeholder Interests and Issues.....	5
5.	Visual Barriers.....	5
6.	Approved Access Routes and By-pass Trails.....	5
7.	Access Decommissioning.....	5
8.	Right of way Vegetation Management.....	6
8.1	Treatment Options.....	7

## Appendices

APPENDIX A ACCESS ROUTE AND BYPASS TRAIL PHOTOS.....	8
APPENDIX B MAP BOOK.....	9
APPENDIX C DECOMMISSIONING PRESCRIPTIONS .....	10

## **1. Introduction**

Consistent with its corporate Environmental Management Policy, Manitoba Hydro has committed, within the Lake Winnipeg East System Improvement Environmental Assessment Report (EA), to developing an operational access management plan (AMP) as part of a larger suite of mitigation measures to minimize potential negative environmental and socio-economic effects. The AMP is a direct response to recommendations made by Project study team specialists in supporting technical reports, key person interviews, stakeholder, public and Aboriginal engagement and Aboriginal Traditional Knowledge (ATK) studies. This AMP is a component of the overall Lake Winnipeg East System Improvement Operational and Maintenance Environmental Protection Program.

# Lake Winnipeg East System Improvement Transmission Project

## Project Infrastructure

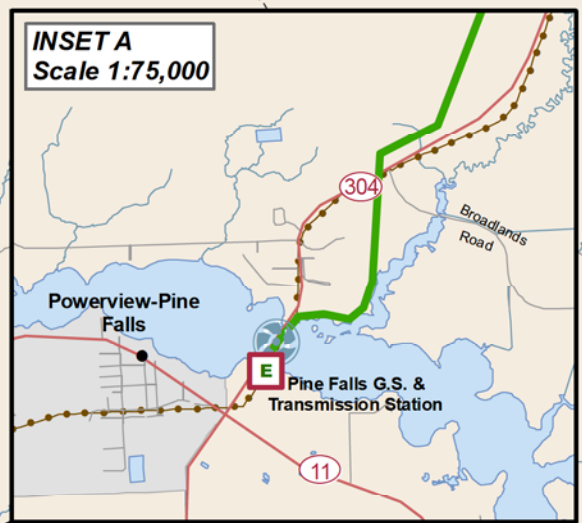
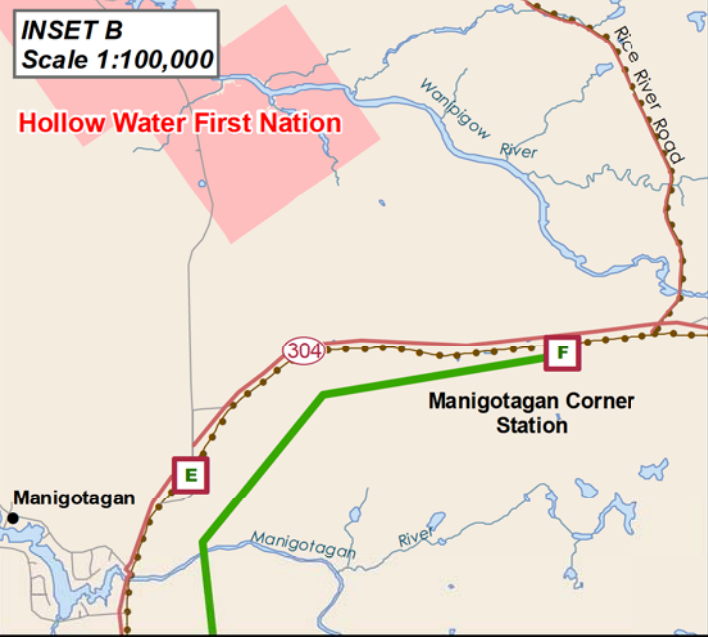
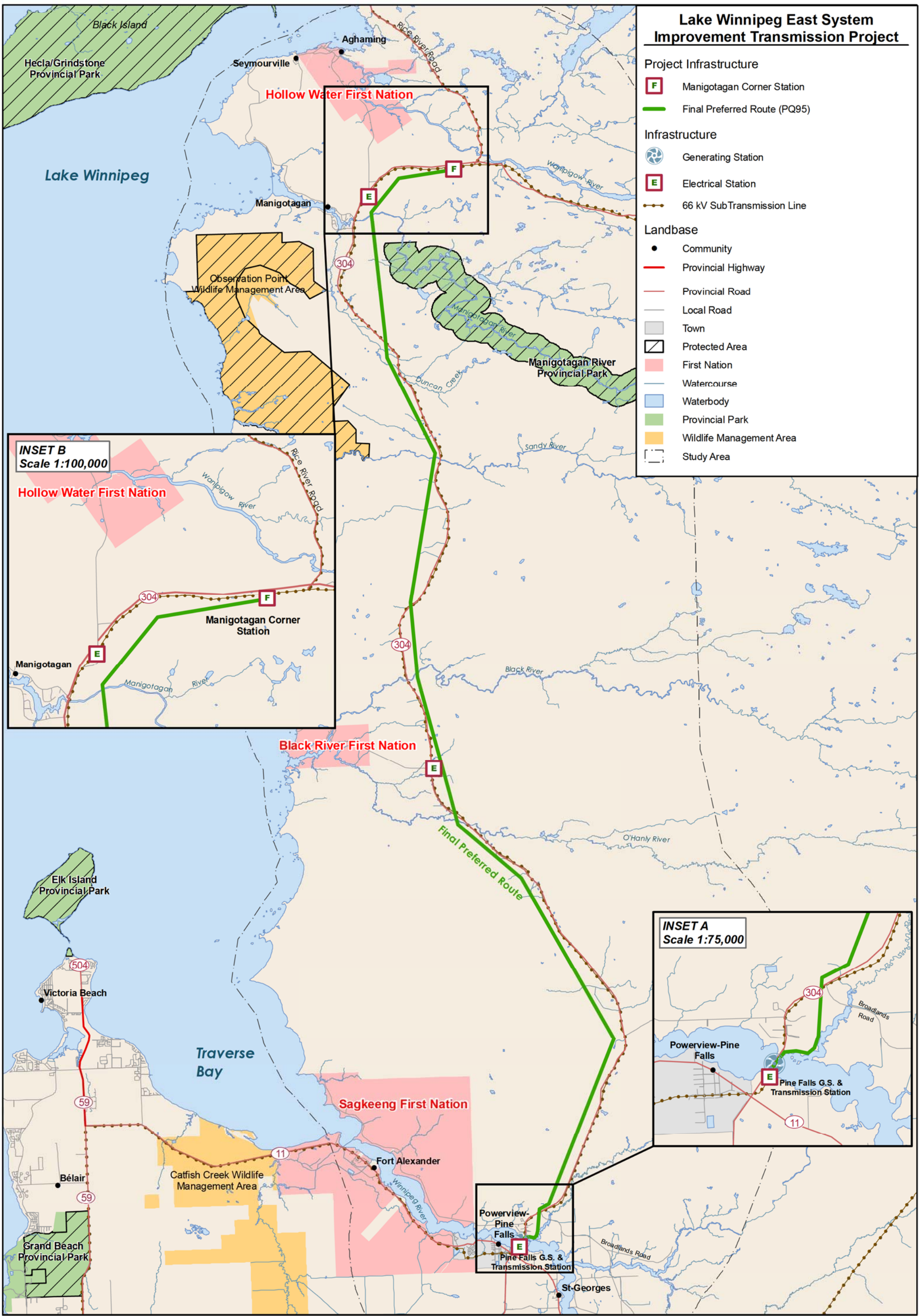
- F Manigotagan Corner Station
- Final Preferred Route (PQ95)

## Infrastructure

- Generating Station
- E Electrical Station
- 66 kV SubTransmission Line

## Landbase

- Community
- Provincial Highway
- Provincial Road
- Local Road
- Town
- Protected Area
- First Nation
- Watercourse
- Waterbody
- Provincial Park
- Wildlife Management Area
- Study Area



Coordinate System: UTM Zone 14N NAD83  
 Data Source: MB Hydro, ProvMB, NRCAN  
 Date Created: January 02, 2013

0 6 12 Kilometres  
 0 4 8 Miles

1:200,000

## Project Study Area

## **2. Purpose and Objectives**

The purpose of this AMP is to address issues of concern expressed by stakeholders, the public, and Aboriginal peoples during Project engagement, and by the environmental assessment team. The focus of this AMP is on the Operations and Maintenance phase of the Project.

The objectives of the AMP are to:

- Provide for safe, coordinated access onto and along the Project workers;
- Support sustainable use through the protection of natural resources within the Project area;
- Support the preservation of socio-economic, cultural, spiritual and heritage values within the Project area;
- Allow Manitoba Hydro staff and contractors to operate and maintain the Project year round (where applicable);
- Provide security for Project personnel and property; and
- Prescribe strategies and mitigation measures to minimize potential negative direct and indirect effects of Project access.

### **2.1 Access Management Plan Coverage**

From a geographic perspective the scope of this AMP includes the Project's transmission right of way (ROW) and access routes and bypass trails as delineated in map book Appendix A.

### 3. Environment Act Licence Conditions

There are numerous licence conditions that apply to the operation and maintenance of the Project and can be found on the Manitoba Sustainable Development Public Registry

[http://www.gov.mb.ca/sd/eal/registries/5624lake\\_winnipeg/licence3120.pdf](http://www.gov.mb.ca/sd/eal/registries/5624lake_winnipeg/licence3120.pdf) or from the Manitoba Hydro Licensing and Environmental Assessment Department. Below is a list of those licence conditions that apply to operational access management:

8. *The Licencee shall, prior to completion of construction of the transmission line component of the Development, submit an operations and maintenance-phase access management plan for approval of the Director. The operations and maintenance access management plan shall include, but not be limited to:
 
  - a) *the location of roads, trails, and water crossings required to access the right-of-way of the Development for maintenance and ongoing operations purposes;*
  - b) *the identification of roads, trails, and water crossings to be decommissioned at the completion of construction, and the methods and timeframes for conducting decommissioning and rehabilitation works; and*
  - c) *methods to be used for managing vegetation along the right-of-way of the Development.**
  
24. *The Licencee shall, during construction and maintenance of the Development, prevent the introduction and spread of foreign biota (e.g., weeds, non-native species) on land and to surface waters. All equipment used for the construction of the Development shall be cleaned prior to entering the construction area. Monitoring for incursion of invasive plant species as a result of the project, and control programs for invasive plants, shall be conducted as described in the Proposal dated January 2, 2013.*
  
28. *The Licencee shall maintain or enhance existing visual barriers using vegetation composition and/or terrain features at all points where the transmission right-of-way of the Development intersects PR 304, to limit the ability of humans and predators to observe wildlife along the right-of-way. The length of the individual visual vegetation barriers shall be as indicated in the in the access management plans approved pursuant to Clause 7 and 8 of this Licence, unless otherwise approved by the IRMT.*
  
29. *The Licencee shall not create or improve any roads, trails, or other access routes for construction and/or maintenance of the transmission line component of Development unless approved in the access management plans pursuant to Clause 7 and 8 of this Licence, or as otherwise approved by the IRMT.*
  
30. *The Licensee shall design and maintain access routes to the transmission line right-of-way originating from PR 304 for a maximum line-of-sight of 50 metres from the centreline of PR 304 where possible, unless otherwise approved by the IRMT.*
  
31. *The Licencee shall decommission and rehabilitate any access routes created or improved in association with the transmission line component Development that are not required for maintenance or operation upon completion of construction of the Development, as indicated*

*in the operations and maintenance access management plan approved pursuant to Clause 8 of this Licence.*

The above licence conditions are to be upheld during any and all operations and maintenance activities, if you require any assistance in interpreting or implementing these conditions please contact your departments Environmental Specialist or Licensing and Environmental Assessment Department at [LEAProjects@hydro.mb.ca](mailto:LEAProjects@hydro.mb.ca) or 1-877-343-1631

#### **4. Indigenous and Stakeholder Interests and Issues**

The primary concerns from indigenous organizations, stakeholders, regulators and environmental assessment team are protection of the environment, wildlife species, interference with resource use practices/activities, and safety. It is important to note that the majority of access routes to the ROW were pre-existing of the Project development and are of great interest to variety of resource users, Manitoba Hydro staff and contractors must exercise due care when conducting its maintenance activities with respect to these pre-existing access routes and the resource users ability to utilize them.

#### **5. Visual Barriers**

Manitoba Hydro will maintain or enhance existing visual barriers using vegetation composition and/or terrain features at all points where the transmission line right-of-way intersects Provincial Road 304, to limit the line of sight of humans and predators along the right-of-way, unless otherwise approved by the Integrated Resource Management Team (IRMT) of Manitoba Sustainable Development (SD).

#### **6. Approved Access Routes and By-pass Trails**

In the attached map book (Appendix A) approved access routes and bypass trails are identified, if additional access routes or by-pass trails are required to be cleared and/or constructed on Crown Land please contact the SD Eastern Region IRMT in Lac Du Bonnet, MB. For additional access routes or by-pass trails on private lands seek authorization from landowner.

#### **7. Access Decommissioning**

Transmission development on the landscape often requires the creation of or improving of existing access roads and trails to facilitate construction and operation of the development. Manitoba Hydro's preference is to utilize existing roads and trails to the extent possible prior to development of any new access routes. The use of existing access routes may result in vegetation removal and road base improvements. Where access is not required for operations those access routes will be allowed to return to their previous state or decommissioned through a trench and berm technique, each access decommissioning prescription is identified in Appendix A.



- 1) Trench and berm technique –The access route is dug out and usually a culvert removed, the cut is then extended to treed edge or up to 100 meters on each side of the route to discourage travel by 4WD trucks. The berm is on the main access side of the cut, two “Closed” signs (approx. 10” x 12”), and two white/orange barricade panels will be installed on either side of trench and berm.
- 2) Rock Boulders technique- Boulders of sufficient number and size that heavy equipment is required to move them will be installed across the access route to the treed edge or up to 100m on each side of the route to discourage travel by 4WD trucks. Two “Closed” signs (approx. 10” x 12”), and two white/orange barricade panels will be installed on either side of boulders when this technique is installed in place of trench and berm technique due to bedrock ground conditions.

## **8. Right of way Vegetation Management**

The long-term objective of the Vegetation Management Program is the conversion of the right of way from dense stands of tall growing vegetation, into low-growing stable plant communities compatible with the safe and reliable operation of the Transmission System. Manitoba Hydro uses a variety of industry standard techniques to manage target vegetation on and off the ROW. Specifically; the integrated vegetation management practices focus on vegetation that can or have the potential to grow and/or fall, into or within the arcing distance of the transmission lines and or facilities. The natural regeneration of woody incompatible tree species must be controlled to maintain a safe and reliable transmission system.

The Programs goals are:

- To maintain the integrity of the transmission system to ensure that there are no outages due to interference and/or contact with the conductors from vegetation;
- To provide access, where reasonable to all structures in the transmission system;
- Reduce the risk of fires caused by trees contacting lines;
- Respect traditional land uses, practices and indigenous rights;
- Utilize maintenance methods which are legal, safe, and economically feasible to the utility industry;
- Develop and promote land use practices with land owners which discourage development of incompatible tree species (e.g. pastures, wildlife food plots and habitat, , agriculture, etc.).

This Program also strives to:

- Encourage a stable, low growing plant community;
- Selectively control only non-compatible species;
- Reduce environmental effects of vegetation maintenance operations; and
- Enhance biodiversity.

There are four primary ways of managing the ROW to achieve the objective of a stable low growing plant Community:

- Selective control - Wherever possible, control methods target only tall-growing vegetation and retain, encourage or introduce desirable low-growing species, particularly shrubs and indigenous plants that are naturally present on the site, since this helps to suppress tall-growing species.
- Compatible use - Encourage the use of ROWs for activities that will not conflict with transmission lines and that control or prevent the growth of tall trees, such as recreational or agricultural uses.
- No clearing required (NCR) - Areas not cleared are where trees at their mature height will never come within the “limits of approach” (minimum allowable distance between vegetation and the conductor) at the maximum “conductor sag” (degree to which the line could sag towards the ground). NCR sites are those that will likely never require vegetation maintenance because they pose no threat to transmission lines.
- Altering existing vegetation - In rare cases where it is impractical to remove undesirable species from along the edges of the ROW, existing vegetation can be modified by pruning or trimming to maintain clearances from transmission lines.

## 8.1 Treatment Options

To prevent vegetation related electrical grounding, and/or outages, trees on and off the ROW must not be permitted to grow or fall within the minimum wire clearance standard. Right of way design criteria (permissible tree heights and side distances) account for maximum designed conductor sag and sway. Trees are managed by measuring the tree height from the ground up, rather than measuring the distance from the vegetation to the wires.

Control practices include either and/or a combination of the following:

- Manual clearing;
- Mechanical clearing;
- Cultural; and
- Herbicide.

Vegetation control on Manitoba Hydro’s ROWs are achieved primarily through mechanical control (wheeled or tracked prime movers with drum or rotary cutters, mulcher, feller-bunchers, bulldozers with modified brush blades, etc.), herbicides, and manual control (chain saws, brush saws, and brush axes).

The method and timing chosen depends on the species, growing conditions, and density of the non-compatible species; the existing plant community; the terrain; economic feasibility; environmental sensitivity; and the ownership of the ROW and adjacent property.

# APPENDIX A ACCESS ROUTE AND BYPASS TRAIL PHOTOS



Date & Time: Fri Feb 9 09:41:11 CST 2018  
Position: 14 N 701288 5607515  
Altitude: 756ft  
Datum: WGS-84  
Azimuth/Bearing: 072° N72E 1280mils (True)  
Elevation Angle: -02.2°  
Horizon Angle: -00.6°  
Zoom: 1X  
Access 6

Access 6



Date & Time: Fri Feb 9 13:57:16 CST 2018  
Position: 14 N 703921 5612202  
Altitude: 843ft  
Datum: WGS-84  
Azimuth/Bearing: 215° S35W 3822mils (True)  
Elevation Angle: -01.6°  
Horizon Angle: -00.4°  
Zoom: 1X  
Access 7

Access 7



Date & Time: Fri Feb 9 10:07:57 CST 2018  
Position: 14 N 705503 5618398  
Altitude: 802ft  
Datum: WGS-84  
Azimuth/Bearing: 323° N37W 5742mils (True)  
Elevation Angle: -00.8°  
Horizon Angle: -01.1°  
Zoom: 1X  
Access 8

Access 8



Date & Time: Fri Feb 9 10:31:41 CST 2018  
Position: 14 N 703403 5621833  
Altitude: 810ft  
Datum: WGS-84  
Azimuth/Bearing: 227° S47W 4036mils (True)  
Elevation Angle: +03.6°  
Horizon Angle: -00.3°  
Zoom: 1X  
Access 9

Access 9



Date & Time: Fri Feb 9 10:46:21 CST 2018  
Position: 14 N 702043 5623347  
Altitude: 812ft  
Datum: WGS-84  
Azimuth/Bearing: 265° S75W 4533mils (True)  
Elevation Angle: +00.0°  
Horizon Angle: -00.5°  
Zoom: 1X  
Access 10

Access 10



Date & Time: Fri Feb 9 11:47:39 CST 2018  
Position: 14 N 697610 5628836  
Altitude: 786ft  
Datum: WGS-84  
Azimuth/Bearing: 268° S88W 4764mils (True)  
Elevation Angle: -01.5°  
Horizon Angle: -00.2°  
Zoom: 1X  
Access 11

Access 11



Date & Time: Fri Feb 9 12:10:36 CST 2018  
Position: 14 N 694660 5632966  
Altitude: 761ft  
Datum: WGS-84  
Azimuth/Bearing: 154° S26E 2738mils (True)  
Elevation Angle: -03.8°  
Horizon Angle: +00.3°  
Zoom: 1X  
Access 13

Access 13



Date & Time: Fri Feb 9 12:28:27 CST 2018  
Position: 14 N 695051 5650550  
Altitude: 783ft  
Datum: WGS-84  
Azimuth/Bearing: 284° N76W 5049mils (True)  
Elevation Angle: -00.2°  
Horizon Angle: +01.6°  
Zoom: 1X  
Access 18

Access 18



Date & Time: Fri Feb 9 12:32:27 CST 2018  
Position: 14 N 694796 5651886  
Altitude: 780ft  
Datum: WGS-84  
Azimuth/Bearing: 276° N84W 4907mils (True)  
Elevation Angle: +03.0°  
Horizon Angle: -00.8°  
Zoom: 1X  
Access 19

Access 19



Date & Time: Fri Feb 9 12:39:58 CST 2018  
Position: 14 N 692740 5655886  
Altitude: 781ft  
Datum: WGS-84  
Azimuth/Bearing: 240° S60W 4267mils (True)  
Elevation Angle: -01.5°  
Horizon Angle: +00.4°  
Zoom: 1X  
Access 20

Access 20



Date & Time: Fri Feb 9 12:43:43 CST 2018  
Position: 14 N 692730 5656321  
Altitude: 795ft  
Datum: WGS-84  
Azimuth/Bearing: 292° N68W 5191mils (True)  
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Horizon Angle: +00.9°  
Zoom: 1X  
Access 21

Access 21



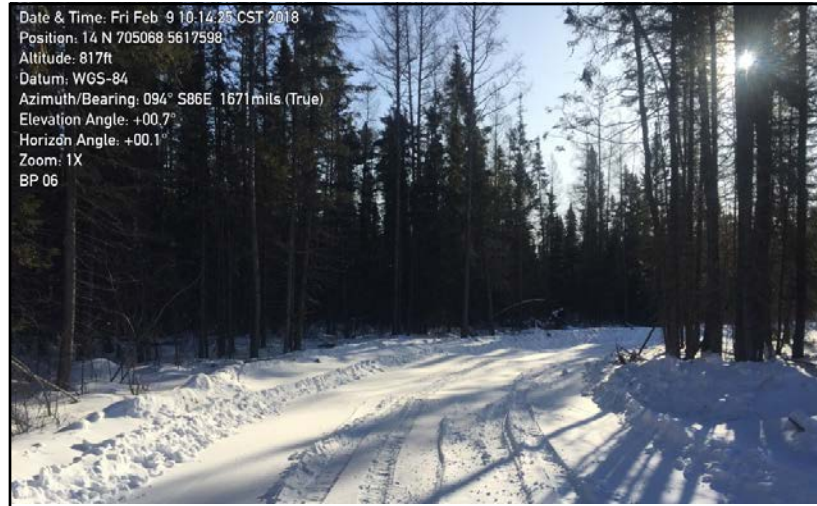
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Elevation Angle: +03.3°  
Horizon Angle: -02.2°  
Zoom: 1X  
Access 22 A gale

Access 22



Date & Time: Tue Feb 6 14:37:16 CST 2018  
Position: 14 N 690162 5664672  
Altitude: 742ft  
Datum: WGS-84  
Azimuth/Bearing: 263° S83W 4670mils (True)  
Elevation Angle: +00.4°  
Horizon Angle: +00.1°  
Zoom: 1X  
access 24

Access 24



Date & Time: Fri Feb 9 10:14:25 CST 2018  
Position: 14 N 705068 5617599  
Altitude: 817ft  
Datum: WGS-84  
Azimuth/Bearing: 094° S86E 1671mils (True)  
Elevation Angle: +00.7°  
Horizon Angle: +00.1°  
Zoom: 1X  
BP 06

Bypass 6N



Date & Time: Fri Feb 9 10:17:06 CST 2018  
Position: 14 N 705180 5617399  
Altitude: 762ft  
Datum: WGS-84  
Azimuth/Bearing: 062° N62E 1102mils (True)  
Elevation Angle: -00.1°  
Horizon Angle: -02.0°  
Zoom: 1X  
BP 06 South

Bypass 6S



Date & Time: Fri Feb 9 10:39:16 CST 2018  
Position: 14 N 702608 5621589  
Altitude: 799ft  
Datum: WGS-84  
Azimuth/Bearing: 219° S39W 3898mils (True)  
Elevation Angle: +00.3°  
Horizon Angle: +00.5°  
Zoom: 1X  
BP 07 North

Bypass 7N



Date & Time: Fri Feb 9 10:36:35 CST 2018  
Position: 14 N 702685 5621588  
Altitude: 813ft  
Datum: WGS-84  
Azimuth/Bearing: 270° N90W 4800mils (True)  
Elevation Angle: -01.4°  
Horizon Angle: +00.8°  
Zoom: 1X  
BP 07 South

Bypass 7S



Date & Time: Fri Feb 9 10:53:27 CST 2018  
Position: 14 N 705275 5623407  
Altitude: 803ft  
Datum: WGS-84  
Azimuth/Bearing: 178° S02E 3164mils (True)  
Elevation Angle: +02.2°  
Horizon Angle: +00.0°  
Zoom: 1X  
BP 08 N

Bypass 8N



Date & Time: Fri Feb 9 10:50:49 CST 2018  
Position: 14 N 701603 5623460  
Altitude: 792ft  
Datum: WGS-84  
Azimuth/Bearing: 298° N62W 5298mils (True)  
Elevation Angle: +03.7°  
Horizon Angle: +01.5°  
Zoom: 1X  
BP 08 S

Bypass 8S



Date & Time: Fri Feb 9 11:13:46 CST 2018  
Position: 14 N 700749 5625082  
Altitude: 819ft  
Datum: WGS-84  
Azimuth/Bearing: 350° N10W 6222mils (True)  
Elevation Angle: +00.4°  
Horizon Angle: +01.1°  
Zoom: 1X  
BP 09 N

Bypass 9N



Date & Time: Fri Feb 9 11:10:58 CST 2018  
Position: 14 N 700975 5625017  
Altitude: 822ft  
Datum: WGS-84  
Azimuth/Bearing: 099° S81E 1760mils (True)  
Elevation Angle: +01.4°  
Horizon Angle: -01.2°  
Zoom: 1X  
BP 09 S

Bypass 9S



Date & Time: Fri Feb 9 11:23:44 CST 2018  
Position: 14 N 699771 5626718  
Altitude: 806ft  
Datum: WGS-84  
Azimuth/Bearing: 071° N71E 1262mils (True)  
Elevation Angle: -00.0°  
Horizon Angle: +00.6°  
Zoom: 1X  
BP 10 N

Bypass 10N



Date & Time: Fri Feb 9 11:18:42 CST 2018  
Position: 14 N 699897 5626540  
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Datum: WGS-84  
Azimuth/Bearing: 056° N56E 0996mils (True)  
Elevation Angle: +00.2°  
Horizon Angle: -00.6°  
Zoom: 1X  
BP 10 S

Bypass 10S



Date & Time: Fri Feb 9 11:30:57 CST 2018  
Position: 14 N 699061 5627319  
Altitude: 813ft  
Datum: WGS-84  
Azimuth/Bearing: 061° N61E 1084mils (True)  
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Horizon Angle: +00.2°  
Zoom: 1X  
BP 11 N

Bypass 11N



Date & Time: Fri Feb 9 11:27:55 CST 2018  
Position: 14 N 699297 5627116  
Altitude: 834ft  
Datum: WGS-84  
Azimuth/Bearing: 010° N10E 0178mils (True)  
Elevation Angle: +00.9°  
Horizon Angle: -01.5°  
Zoom: 1X  
BP 11 S

Bypass 11S



Date & Time: Fri Feb 9 11:39:21 CST 2018  
Position: 14 N 698728 5627593  
Altitude: 797ft  
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BP 12 N

Bypass 12N



Date & Time: Fri Feb 9 11:32:59 CST 2018  
Position: 14 N 698813 5627526  
Altitude: 823ft  
Datum: WGS-84  
Azimuth/Bearing: 006° N06E 0107mils (True)  
Elevation Angle: -00.9°  
Horizon Angle: -01.1°  
Zoom: 1X  
BP 12 S

Bypass 12S



Date & Time: Fri Feb 9 11:51:16 CST 2018  
Position: 14 N 697275 5628804  
Altitude: 776ft  
Datum: WGS-84  
Azimuth/Bearing: 068° N68E 1209mils (True)  
Elevation Angle: -02.6°  
Horizon Angle: 00.2°  
Zoom: 1X  
BP 13 N

Bypass 13N



Date & Time: Fri Feb 9 11:44:19 CST 2018  
Position: 14 N 697437 5628766  
Altitude: 773ft  
Datum: WGS-84  
Azimuth/Bearing: 007° N07E 0124mils (True)  
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Horizon Angle: -00.1°  
Zoom: 1X  
BP 13 S

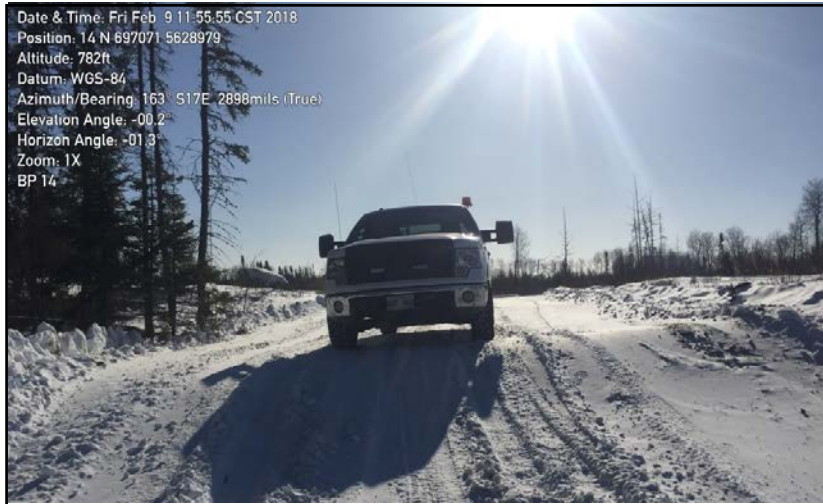
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Altitude: 795ft  
Datum: WGS-84  
Azimuth/Bearing: 322° N38W 5724mils (True)  
Elevation Angle: +01.8°  
Horizon Angle: -01.1°  
Zoom: 1X  
BP 14

Bypass 14N





Date & Time: Fri Feb 9 11:55:55 CST 2018  
Position: 14 N 697071 5628979  
Altitude: 782ft  
Datum: WGS-84  
Azimuth/Bearing: 163° S17E 2898mils (True)  
Elevation Angle: -00.2°  
Horizon Angle: -01.3°  
Zoom: 1X  
BP 14 S

Bypass 14S



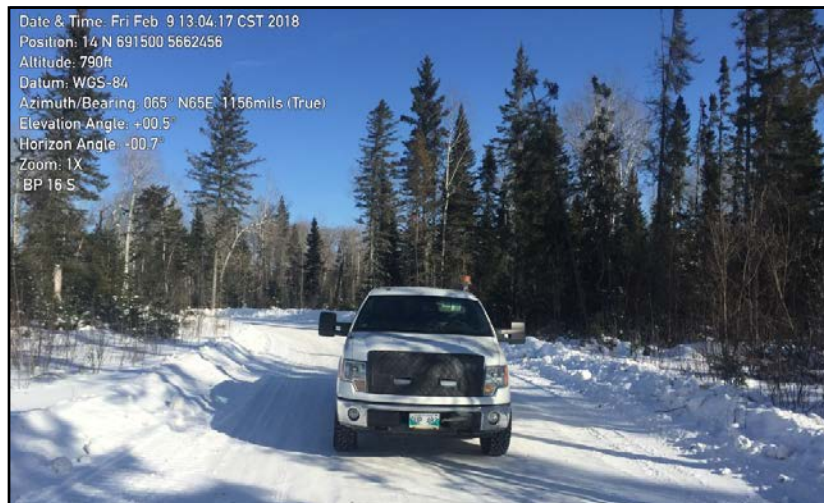
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Altitude: 782ft  
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Elevation Angle: -02.9°  
Horizon Angle: -00.8°  
Zoom: 1X  
BP 15 S

Bypass 15S



Date & Time: Fri Feb 9 13:02:49 CST 2018  
Position: 14 N 691497 5662551  
Altitude: 785ft  
Datum: WGS-84  
Azimuth/Bearing: 117° S63E 2080mils (True)  
Elevation Angle: +01.9°  
Horizon Angle: +00.1°  
Zoom: 1X  
BP 16 N

Bypass 16N



Date & Time: Fri Feb 9 13:04:17 CST 2018  
Position: 14 N 691500 5662456  
Altitude: 790ft  
Datum: WGS-84  
Azimuth/Bearing: 065° N65E 1156mils (True)  
Elevation Angle: +00.5°  
Horizon Angle: -00.7°  
Zoom: 1X  
BP 16 S

Bypass 16S



Date & Time: Fri Feb 9 12:58:09 CST 2018  
Position: 14 N 691355 5663372  
Altitude: 774ft  
Datum: WGS-84  
Azimuth/Bearing: 297° S57W 4213mils (True)  
Elevation Angle: -02.7°  
Horizon Angle: -02.5°  
Zoom: 1X  
BP 17 N

Bypass 17N



Date & Time: Fri Feb 9 13:00:17 CST 2018  
Position: 14 N 691369 5663136  
Altitude: 758ft  
Datum: WGS-84  
Azimuth/Bearing: 126° S54E 2240mils (True)  
Elevation Angle: +00.9°  
Horizon Angle: +00.0°  
Zoom: 1X  
BP 17 S

Bypass 17S



Date & Time: Fri Feb 9 11:06:07 CST 2018  
Position: 14 N 700938 562498  
Altitude: 827ft  
Datum: WGS-84  
Azimuth/Bearing: 201 S21W 3573mils (True)  
Elevation Angle: +02.4  
Horizon Angle: +00.3°  
Zoom: 1X  
SA 08 N

Bypass 18N



Date & Time: Fri Feb 9 11:01:51 CST 2018  
Position: 14 N 701425 5623785  
Altitude: 842ft  
Datum: WGS-84  
Azimuth/Bearing: 249 S69W 4427mils (True)  
Elevation Angle: +01.8  
Horizon Angle: +00.5  
Zoom: 1X  
SA 08 S

Bypass 18S

# APPENDIX B MAP BOOK

## LWESI Transmission Project

### Project Infrastructure

- Tower
- Final Preferred Route
- 60m Right-of way
- Manigotagan Corner Station Footprint
- Major Water Crossing

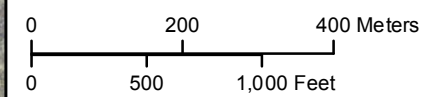
### Access Route Decommissioning Method

- Access Route
- Tank Trench
- Rebuild Berm on Existing Tank Trench
- Replace Boulders

### Bypass Route Decommissioning Method

- Bypass trail
- Move debris and/or fell trees at various locations along length of bypass

Coordinate System: UTM Zone 14N NAD83  
 Data Source: MBHydro, ProvMB  
 Date Created: February 27, 2018  
 Version: Draft 1.00



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## Operational Access Management Plan

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## LWESI Transmission Project

### Project Infrastructure

- Tower
- Final Preferred Route
- 60m Right-of way
- Manigotagan Corner Station Footprint
- Major Water Crossing

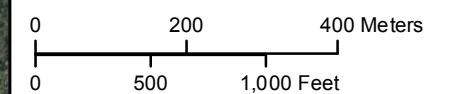
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- Access Route
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- Rebuild Berm on Existing Tank Trench
- Replace Boulders

### Bypass Route Decommissioning Method

- Bypass trail
- Move debris and/or fell trees at various locations along length of bypass

Coordinate System: UTM Zone 14N NAD83  
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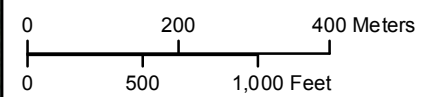
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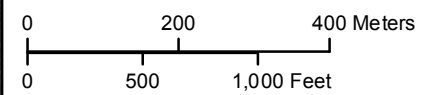
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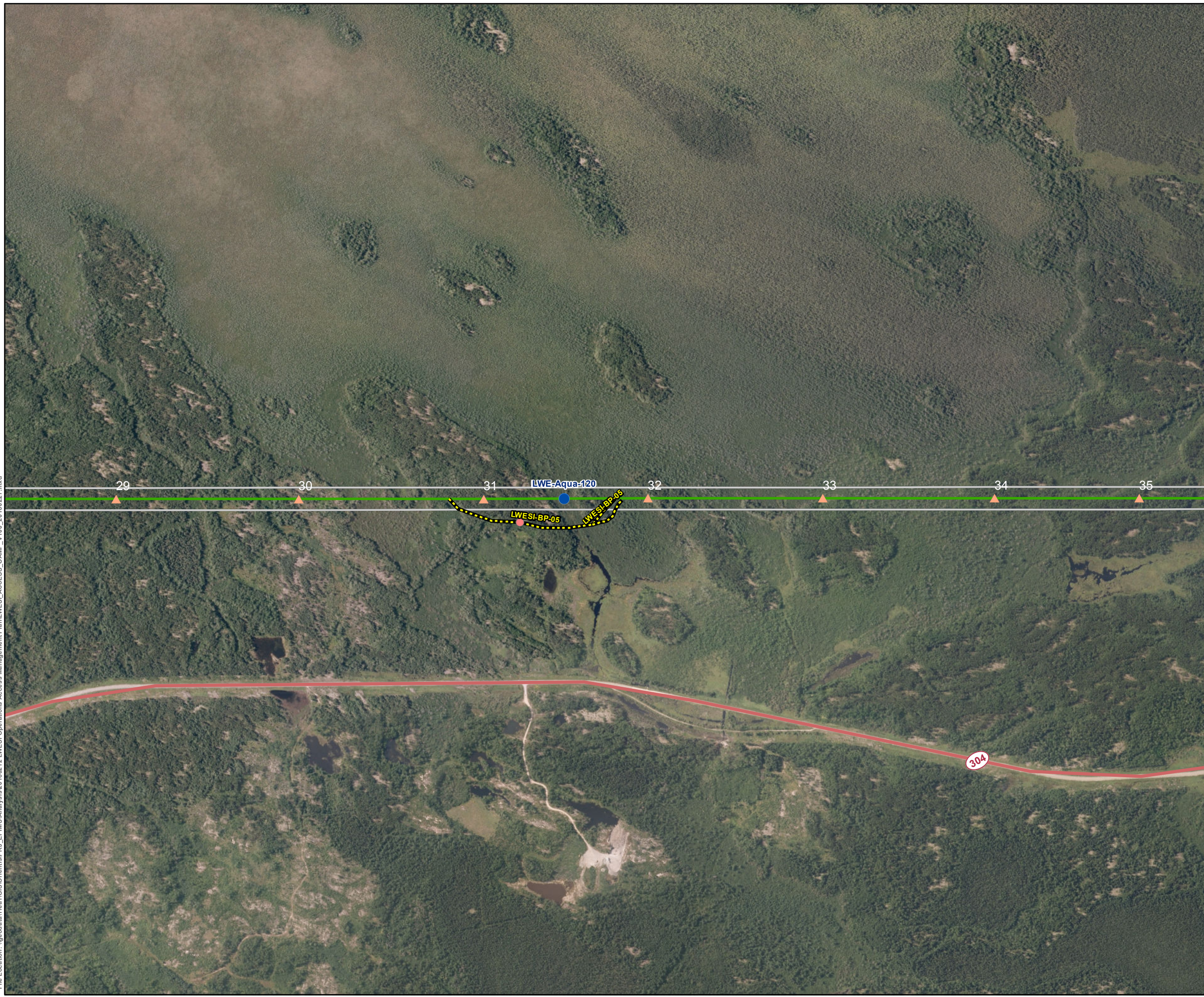
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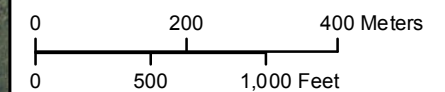
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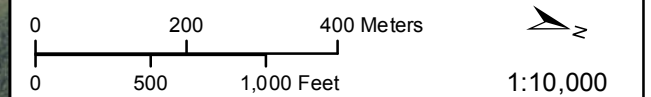
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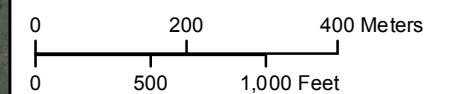
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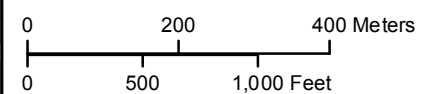
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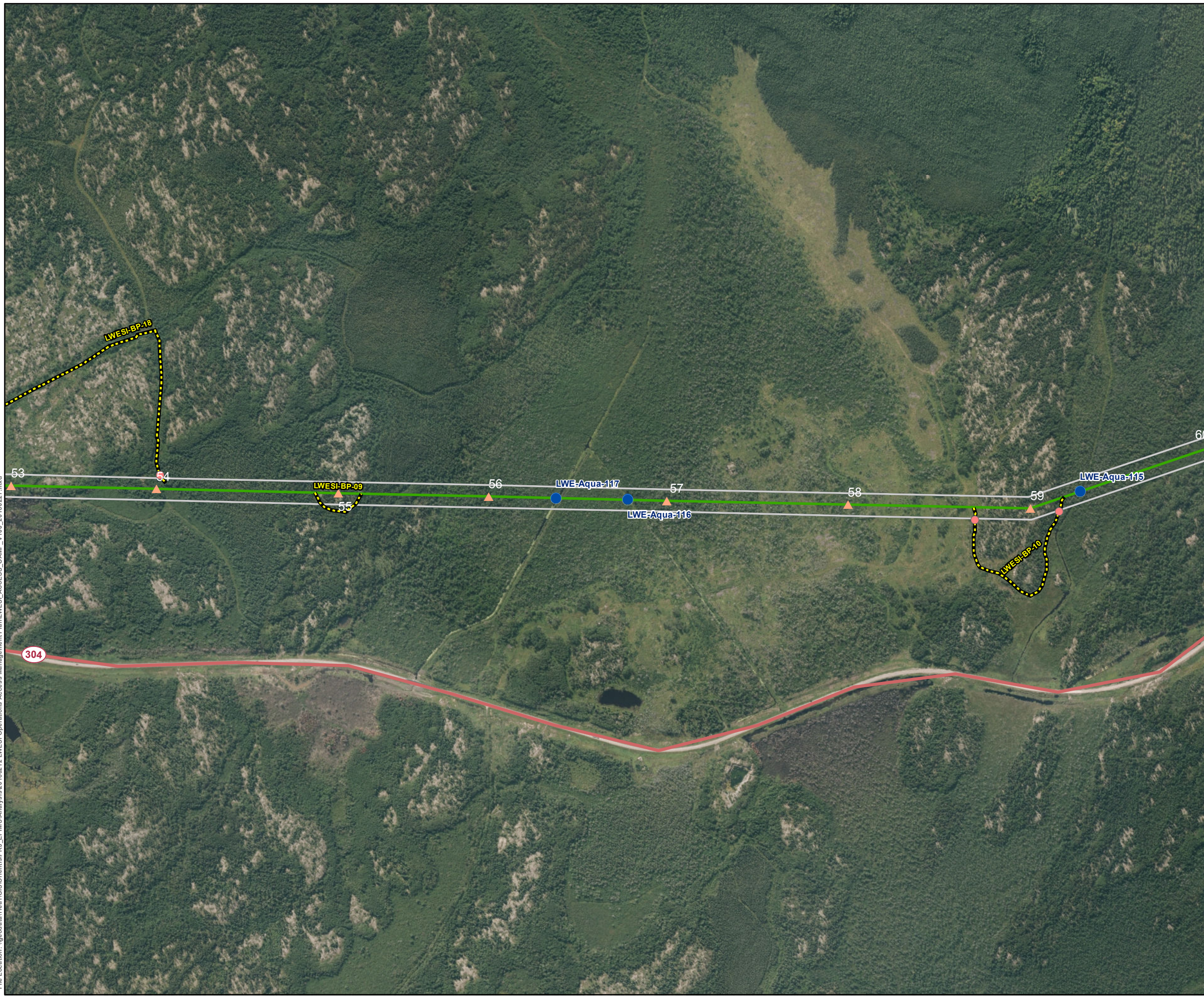
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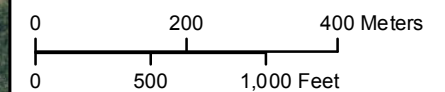
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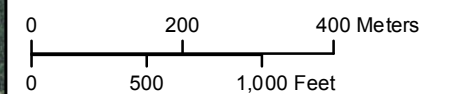
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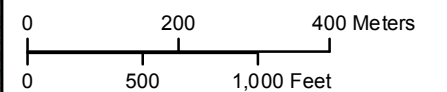
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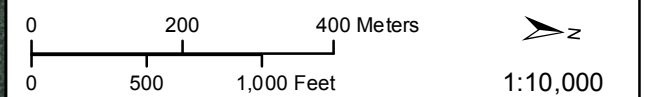
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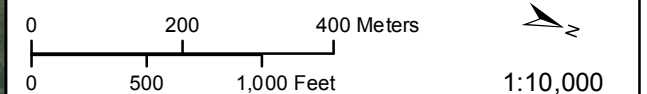
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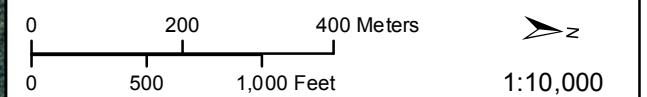
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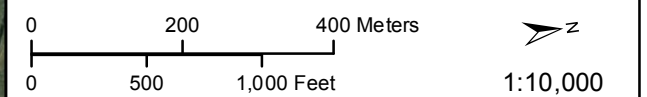
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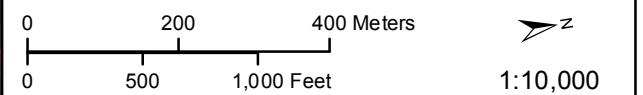
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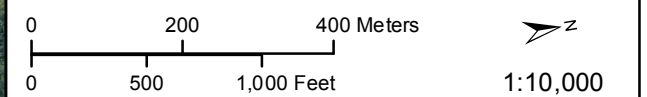
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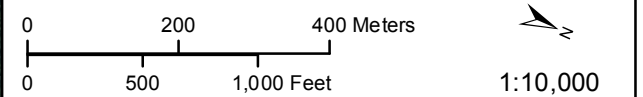
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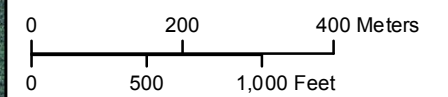
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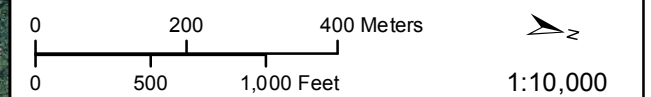
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MANIGOTAGAN RIVER PROVINCIAL PARK

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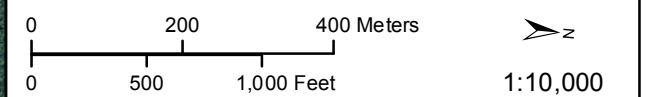
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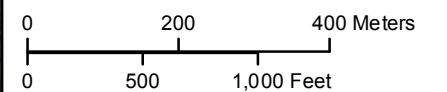
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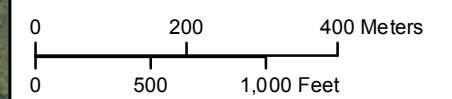
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## APPENDIX C DECOMMISSIONING PRESCRIPTIONS

### Access Route Decommissioning

Access_ID	Easting	Northing	Access Type	Decommission Method	Decommission Comments	Required for Operations
1R	699643.4	5605293.0	Private Road	No Decommissioning Prescribed		Yes
2R	700040.2	5605956.3	Private Road	No Decommissioning Prescribed		Yes
4R	701304.3	5606888.7	Private Property off of Broadlands Road	No Decommissioning Prescribed		Yes
6R	701288.0	5607511.8	Private Road/Crown Land	No Decommissioning Prescribed		No
7R	703310.1	5612169.9	Crown Land-Former Tembec Laydown-Forestry Trail/Rd	Replace Boulders at PTH Entrance/Tank Trench at ROW Access		Yes
8R	705508.3	5618398.3	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
9R	703407.9	5621823.8	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		No
10R	702036.7	5623343.8	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
11R	697613.3	5628830.3	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
13R	694694.2	5632934.2	Crown Land - MH Black River substation	No Decommissioning Prescribed		Yes
16R	693061.8	5638695.2	Crown Land-Existing/Former Forestry Road/Trail	Rebuild Berm on Existing Tank Trench	Pre-existing Tank Trench installed by Sustainable Development	Yes
18R	695050.4	5650547.8	Crown Land-Existing/Former Forestry Road/Trail	No Decommissioning Prescribed		Yes
19R	694801.7	5651858.7	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
20R	692739.9	5655891.3	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
21R	692687.9	5656334.7	Crown Land-Existing/Former Forestry Road/Trail	Rebuild Berm on Existing Tank Trench	Pre-existing Tank Trench installed by Sustainable Development	Yes
22A	690165.0	5663910.0	Private Road/Crown Land	No Decommissioning Prescribed	Existing Gate on Private Land, need Confirmation from SD on CrownLand Location	Yes
23R	691050.0	5666141.0	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		Yes
24R	690162.0	5664672.0	Crown Land-Existing/Former Forestry Road/Trail	Tank Trench		No
25R	695920.0	5667735.2	Crown Land-Existing/Former Forestry Road/Trail	No Decommissioning Prescribed	Station Entrance	Yes

### Bypass Route Decommissioning

Bypass ID	Decomissioning Prescription	Comments
LWESI-BP-01	Move and/or Fell trees across trail	
LWESI-BP-05	Move and/or Fell trees across trail	
LWESI-BP-06	Move and/or Fell trees across trail	
LWESI-BP-07	Move and/or Fell trees across trail	
LWESI-BP-08	Move and/or Fell trees across trail	
LWESI-BP-09	No Decommissioning Prescribed	Insufficient vegetation very sparse trees on the small bypass to block traffic.
LWESI-BP-10	Move and/or Fell trees across trail	
LWESI-BP-11	Move and/or Fell trees across trail	
LWESI-BP-12	Move and/or Fell trees across trail	
LWESI-BP-13	Move and/or Fell trees across trail	
LWESI-BP-14	Move and/or Fell trees across trail	
LWESI-BP-15	Move and/or Fell trees across trail	
LWESI-BP-16	Move and/or Fell trees across trail	
LWESI-BP-17	Move and/or Fell trees across trail	
LWESI-BP-18	Move and/or Fell trees across trail	