Wintering Peninsula Road

Road Decommissioning Plan

BACKGROUND

The Wintering Peninsula Road is a 23.5 km long Category 2 all-weather road that was constructed in 1997 for the purpose of forest harvest and timber extraction. It originates at approximately km 4.2 on the McLaren Creek Road. It was used continuously until 2002. There are 2 remaining harvest blocks standing on the road but with Company timber harvest activities in the Nelson River Forest Section having been scaled back over the past 10 years the likelihood of accessing these blocks in the near future is very low. Road conditions have deteriorated to the point that they are a safety concern. CKP proposes to do a "Full Decommissioning" of the Wintering Peninsula Road.

PROPOSED DECOMMISSION LOCATIONS

The crossings listed below have been identified for decommissioning due to their strategic location in discouraging access, their flow status – having potential for higher or more sustained flows and/or their potential to cause a significant environmental impact. If, during the course of the decommissioning, other crossings are encountered that represent a potential hazard and the Company and the Province agree, they may be decommissioned as well in a similar manner as the crossings outlined below.

KM 0.0 DECOM 1 - 561755, 6127478 – Origin at McLaren Creek Road

- Excavate approach and culvert, if present, restore ditch line on McLaren Creek Road to match the ditch adjacent to the approach, excavated material to be piled into berm across the roadway on north side of excavation and mark with road closure sign (Figure 1) on the berm facing south. Culvert, if present, to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 1.1 CULVERT 1 - 562359, 6128301 – Culvert – intermittent visible channel, access control

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, primary berm on south side of excavation to be marked with hazard marker (Figure 2) facing south, culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 8.3 CULVERT 2 – 568327, 6131604 – Culvert, visible channel, beaver activity

- Excavate channel through roadbed 6 - 10' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped

appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 12.2 CULVERT 3 – 568327, 6131604 – Culvert, intermittent visible channel, backup

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 12.8 CULVERT 4 – 571114, 6134043 - Culvert, beaver activity, water

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 16.5 CULVERT 5 – 574241, 6134691 - Culvert – visible channel, beaver activity

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 18.5 CULVERT 6 – 576135, 6135158 - Culvert – intermittent visible channel, washout

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 18.8 CULVERT 7 – 576356, 6135404 - Culvert – water flow

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 20.2 CULVERT 8 – 576998, 6136575 - Culvert - intermittent visible channel, washout

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 22.4 CULVERT 9 – 578898, 6137433 - Culvert - intermittent visible channel, beavers

- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

KM 22.9 CULVERT 10 – 579410, 6137435 - Culvert - intermittent visible channel, beavers

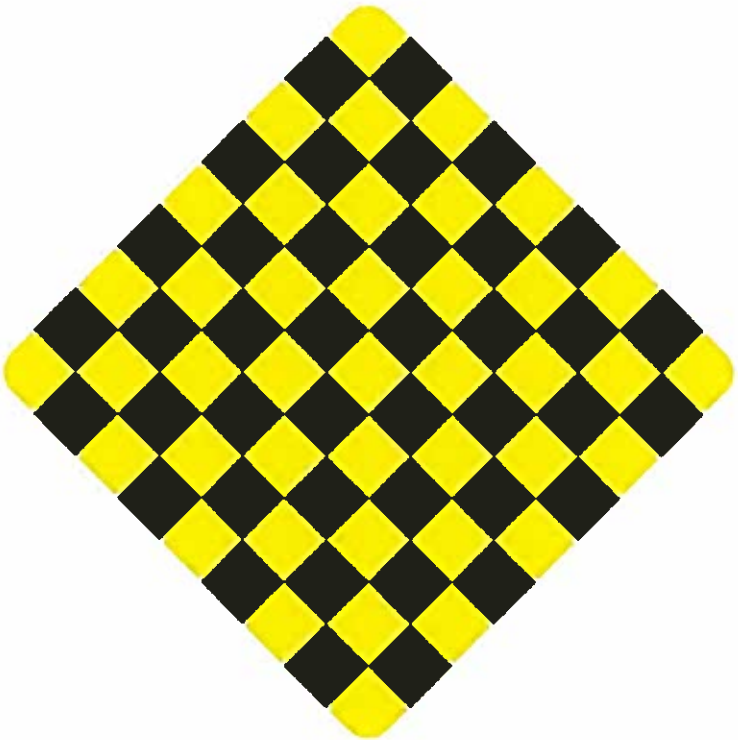
- Excavate channel through roadbed 4 – 6' wide at the base, slope of excavation to be minimum 2:1 or flatter, excavated fill to be placed on top of the road surface and sloped appropriately to avoid creating a hazard, on the side slope of the roadbed or other strategic location (no berm), culvert to be removed and kept for re-use or disposed of at an appropriate facility, seed newly exposed mineral soil to minimize erosion.

COMMUNITY DISCUSSIONS

The "Road Closure List" is produced in conjunction with each Operating Plan (OP), included with notifications and advertising for OP community information meetings and reviewed at each of these meetings. The Wintering Peninsula Road is included on the Road Closure List in the current 2017-2019 OP. Advertising will be arranged in the Thompson Citizen and the Nickelbelt News over the next few weeks and signage will be erected on site to notify users of impending closure.

Figure 1 - Road Closure Sign:

Figure 2 – Hazard Marker



APPROVALS

Mike Paddock — Date: Nov. 7, 2018

Operations Forester - Planning

Nisokapawino Forestry Management Corporation

Shayne Elliott — Date: Nov 7/2018

Harvesting Superintendent

Canadian Kraft Paper Industries Ltd.

Bruce Holmes — Date: Nov 9/2018

Forestry Manager

Manitoba Sustainable Development – Northwest Region