



TL 267 Decommissioning Plan Amendment

1.0 INTRODUCTION

Newfoundland and Labrador Hydro (Hydro), a Nalcor Energy Company, owns and operates an extensive electrical generation and transmission system on the Island of Newfoundland, which includes a 613 megawatt (MW) hydroelectric generation station at Bay d'Espoir in the south-central portion of the Island. Associated with the station are several transmission lines that extend between it and other electrical infrastructure and load centres across the Island.

The recent TL 267 Project included the construction and operation of a new 230 kilovolt (kV) transmission line, approximately 188 km long, that connects the existing Bay d'Espoir and Western Avalon terminal stations (hereinafter referred to as the "Project" or "TL 267"). The Project paralleled existing transmission line infrastructure (TL 202 and TL 206) from Bay d'Espoir to Come By Chance and further parallels TL 203 (and eventually, the existing TL 237) from Come By Chance to the Western Avalon substation in Chapel Arm. Approximately 13 km of the proposed TL 267 right of way was excised from the Bay du Nord Wilderness Reserve (Reserve) as per the Bay du Nord Wilderness Reserve Order (Amendment), published on August 19, 2016. As well, approximately 22 km of the right of way will run adjacent to the Reserve boundary, south of the existing lines TL 202 and 206. The location of the Project in relation to the Reserve is shown in Figure 1.

This Project was subject to an Environmental Assessment (EA) as per the Environmental Protection Act. The EA was submitted in July, 2015 and released on June 15, 2016. As a condition of the EA release Hydro was required to complete a Decommissioning Plan, prior to construction, for areas excised from the Reserve and adjacent to the Reserve as per the Bay du Nord Wilderness Reserve Order. This Decommissioning Plan was subject to Ministerial approval and was submitted to the Department of Environment and Climate Change in October 2016.

As part of the field assessment undertaken prior to the commencement of construction, the Project environment was thoroughly assessed from the ground. As a result of this assessment, much of the proposed access to be constructed was relocated to the TL 267 ROW. The Appendix 2 location map shows two access routes delineated by yellow and blue lines. The yellow line shows the proposed access area excised from the Reserve and the blue line shows the access constructed as part of the Project. A review of both access routes will show that much of the area excised from the Reserve for access was not developed as part of the Project.

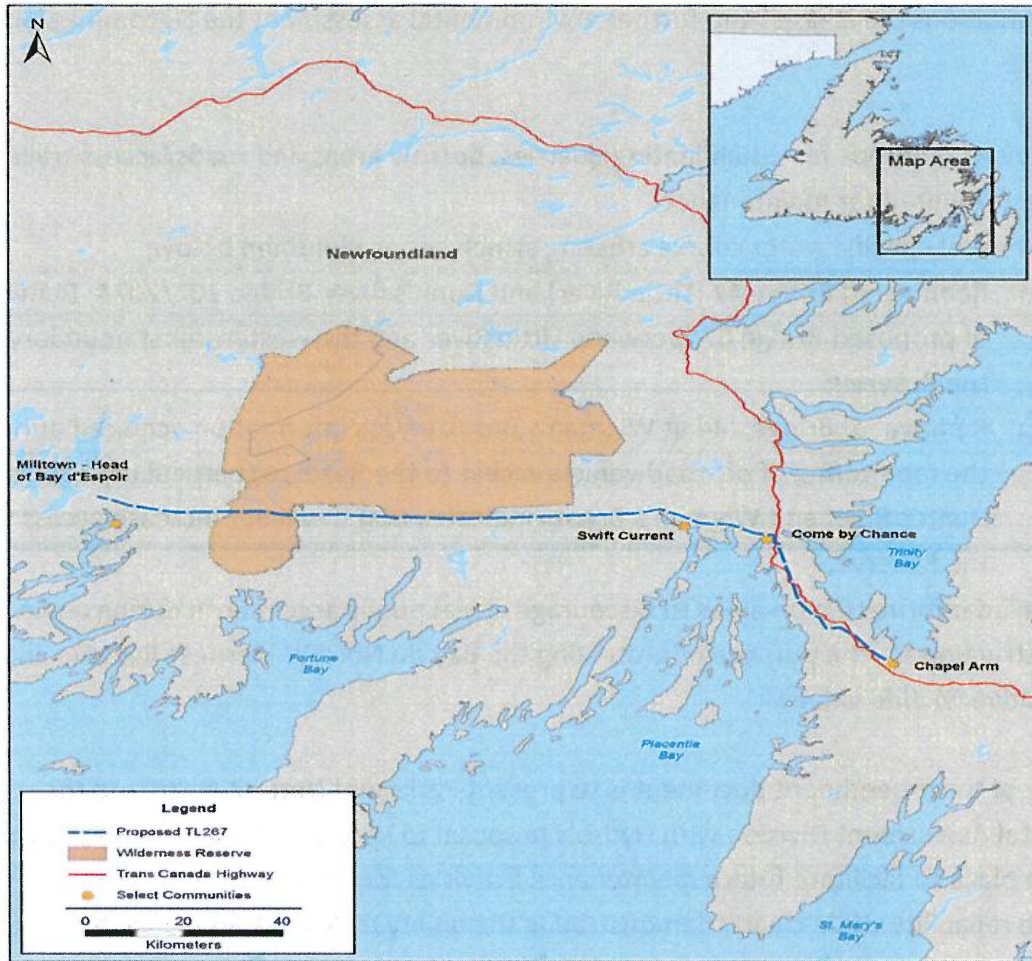


Figure 1: Bay d'Espoir To Western Avalon Transmission Line (TL 267)

2.0 SCOPE

The Decommissioning Plan was prepared in 2016 to address concerns specific to Hydro's operations and assets to be constructed within excised areas from the Reserve as well as assets that are adjacent to the Reserve. The plan detailed what assets were to be decommissioned in the Reserve as well as detail Hydro's plans for limiting and discouraging illegal public access to the Reserve.

The Decommissioning Plan also detailed the proposed methods for rehabilitating quarries; borrow areas, roads and trails following the completion of construction on the Project.

As per the conditions of release from further environmental assessment the Decommissioning Plan included:

- Proposed methods for rehabilitating quarries, borrow areas and roads/access trails no longer required for maintenance;
- Removal of specific water course crossing structures as identified below;
 - Removal of Bridge 47 (Little River) and Dunn's River Bridge 202/202A; Removal of proposed Bridge 67 (between Little River and the westernmost boundary of the Reserve);
 - Removal of Bridge 244 at Wigman's Brook unless information acquired during the monitoring of off-road vehicle access to the Reserve (particularly between Dunn's River and Wigman's Brook) indicates that it will not increase access to the Reserve;
- Detailed information on plans to discourage illegal public access both during and post construction for the purpose of protecting the Bay du Nord Wilderness Reserve and sensitive wildlife values.

The purpose of the amendment document is to present Parks and Natural Areas and the Environmental Assessment Division with Hydro's proposal to keep select watercourse crossing structures in place to facilitate future maintenance activities for improved safety and performance reliability while clearly demonstrating the ability to restrict access to the Reserve by the public.

3.0 PLANS TO LIMIT & DISCOURAGE ILLEGAL PUBLIC ACCESS

The following measures are planned by Hydro to limit and discourage illegal public access to the Reserve post construction of TL 267. These measures include:

- The removal of temporary bridges and culverts that have been assessed and strategically selected at critical locations to limit public access by creating breaks in the existing access roads and trails;
- Hydro will not complete regular maintenance on sections of road developed for construction to support road vehicle traffic. The access will only be used to support and improve access for large all-terrain vehicles owned by Hydro to perform ongoing maintenance on the existing lines, while reducing the potential for interaction with sensitive habitats such as wetlands and bogs.

- Funding of two temporary conservation staff positions to increase the level of enforcement and monitoring in the area.
- Provision and installation of cameras and/or other monitoring devices, and
- Funding of signage in areas adjacent to the Bay du Nord Wilderness Reserve to clearly identify the boundaries of the Reserve to the public.

These measures remain firm commitments by Hydro and will all be implemented or completed in 2018.

4.0 REHABILITATION WORK COMPLETED TO DATE

The following reclamation work has been completed to date by Hydro with respect to the decommissioning plan established for the TL 267 project.

- All established quarries with the exception Quarry 72 near Swift Current have been successfully restored as per conditions of the permit. All remaining work on Quarry 72 will be completed in 2018.
- All borrow areas along the Right of Way corridor have been reclaimed as per requirements outlined by Hydro
- All spur roads that extend into specific structures from the main access road have been reclaimed with all access mats removed and grading completed.
- Various watercourse crossing infrastructure located along the main access road was removed immediately following work completion due to safety and environmental concerns. The remaining sites identified for removal have been assessed and posed no critical risk and will therefore be removed in 2018. Rutting along the existing access road/trails and other sensitive areas have been reclaimed by the completion of site grading to allow adequate land drainage.
- A gate was placed across the Little River Bridge to prevent vehicle access as required by the EA Release and committed to in the Decommissioning Plan. This gate will remain in place until rehabilitation work is completed in 2018 at which time the bridge will be removed with travel again restricted to the original ford site.

5.0 DECOMMISSIONING PLAN DISCUSSION

The Decommissioning Plan, submitted to the Minister in October 2016, was a requirement of the Project EA Release. This measure was discussed with Hydro's Management and Operations Department. At the time there was no confirmation of the type of watercourse structures the Contractor would construct and concerns with future liability and structure maintenance could not be identified. A decision was taken to prepare and submit the Decommissioning Plan based on the removal of all watercourse crossing structures at the end of Project construction.

Following commencement of Project construction, Hydro's Operations Management re-assessed the Decommissioning Plan submitted as part of the Project EA, as the Contractor was constructing watercourse crossing structures that were compliant and consistent with the standards required for permanent installations. The access for the Project could also provide future access to the adjacent TL 202/206 infrastructure. TL 202/206 are the primary transmission lines supplying electricity to the Avalon Peninsula serving approximately 60% of the Island population and have been in operation for approximately 45 years. These transmission lines are critical to the effectiveness of Hydro to supply power to its customers on the Avalon Peninsula and are nearing a critical age where increased monitoring and maintenance will be required in the coming years. The remote section of the lines is characterized by extensive wetland environments with large and small river systems throughout that create difficulty for equipment travel. Prior to construction of the access for the Project, the remote sections of TL 202/206 were very difficult to access and posed safety concerns to the crews attempting to access the area. Utilizing the Project access for future maintenance and upgrade to the existing transmission lines will alleviate concerns with safe equipment travel and allow a more expeditious response in emergency situations. It will also provide a stable access route for equipment travel and avoid future fanning out and the related disturbance to wetland environments.

6.0 PROJECT DECOMMISSIONING PLAN AND JUSTIFICATION FOR THE PROPOSED AMENDMENT

The Decommissioning Plan, submitted to the Minister in October 2016, was for watercourse crossing structures constructed in the remote section of the line between Little River and Dunnes River. There are a total of 161 watercourse crossing structures installed in this area that environmental permits were acquired as part of the Project. As part of the re-assessment noted in Section 5.0, these sites were assessed regarding the environment in the area,

compliance with environmental permits, and the safety challenges with equipment travel. Also considered was whether the site was important for limiting future access by the general public.

This re-assessment identified 125 structures that were environmentally compliant and important for safe and reliable access if left in place. 36 structures would require removal due to concerns with the type or condition of the structure installed as a permanent installation. Of the 125 structures that could remain, 47 are bridge structures and 78 are culvert sites. Of the 36 structures that have to be removed 27 are bridge structures and 9 are culvert sites. The GPS coordinates for these sites, the type of structures installed, and whether they are currently proposed to remain or be removed are outlined in the Table attached to this report as Appendix 1. The location of these sites in relation to the TL 267/202/206 lines is shown on the maps attached to this report as Appendix 2.

Key sites identified for limited future access by the general public were Little River and WC 67. The Little River ford site has traditionally been difficult to travel with tracked and rubber tired equipment and has been a safety concern for many years. Travel using this ford site is often limited by water flows in the river forcing Hydro's crews and the general public to use the access trail located approximately 5 km south along the Harbour Breton highway. Removal of the Little River Bridge would require equipment to access the Reserve as they traditionally would. Travel would be limited to rubber tired or tracked ATV's during the spring, summer and fall seasons. Snowmobile access would be across Little River Pond, following freeze up, as the ford site is not conducive to snowmobile travel.

WC 67 will also be removed with additional structures removed on the west side of the Project as outlined in the Table included as Appendix 1 to this report. WC 202 and 202A, Dunnes River, did not have a bridge structure installed as part of the Project so travel is limited to tracked equipment and ATV's only. Watercourse crossing structures were not installed on WC's 176 and 169 again limiting travel to fording with tracked equipment and ATV's, as before the Project. As outlined in the Table attached as Appendix 1, additional structures are to be removed on the east side of the Project further limiting access by the general public.

7.0 SUMMARY

As discussed at a meeting on February 14, 2018, Hydro is requesting Parks Department and EA Division consider this Amendment to the Decommissioning Plan submitted to the Minister in October 2016. The amended plan would have some culvert and bridge structures remain and some removed as outlined in the Appendices to this report. With the exception of the

watercourse structures, all other commitments identified in the EA and outlined in Section 3.0 of this report to discourage illegal access to the Reserve by the public will be complied with.

Removal of the watercourse crossing structures outlined above should limit access to the general public and require access to the Reserve area via traditional means as required before the Project. Removal of the additional structures outlined in the Table and Location Map, attached as Appendices to this report, will provide additional areas of difficult travel along the lines further limiting access by the general public. Hydro is submitting this Decommissioning Plan Amendment proposal for your consideration as we are confident the intent to limit illegal access by the general public and return access to the Reserve area to traditional methods will be achieved with the structures proposed for removal in this Amendment. The remaining structures will improve tracked equipment access in the remote section of TL 267/202/206 enabling Hydro to travel safely and environmentally compliant to undertake normal maintenance activities and respond more expeditiously to urgent and emergent situations increasing our ability to provide safe, reliable electricity to our customers.

APPENDIX 1

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
47	21	609838.93 m E / 5311111.10 m N	girder bridge	Remove
48	21	pre-existing culverts on resource road	pre-existing	pre-existing
49	21	pre-existing bridge on resource road	pre-existing	pre-existing
50	21	access not developed	not installed	not applicable (n/a)
51	21	access not developed	not installed	n/a
52	21	access not developed	not installed	n/a
53	21	pre-existing bridge on resource road	pre-existing	pre-existing
54	21	610159.47 m E / 5310980.59 m N	1-450	Leave in
55	21	610169.46 m E / 5310954.26 m N	1-450	Leave in
56	21	610216.44 m E / 5310918.78 m N	1-1000	Leave in
57	21	610288.29 m E / 5310950.01 m N	1-450	Leave in
58	21	610790.13 m E / 5310999.85 m N	1-450	Leave in
59	21	611550.84 m E / 5310986.37 m N	Timber Pad Bridge (TPB)	Leave in
60	21	612279.71 m E / 5311043.40 m N	rail car bridge	Leave in
61	21	612417.00 m E / 5311022.59 m N	1-600	Leave in
62	21	612810.25 m E / 5311042.02 m N	1-600	Leave in
63	21	613155.59 m E / 5311134.76 m N	1-800	Leave in
64	21	section of access not developed	not installed	n/a
65	21	613525.49 m E / 5311069.03 m N	1-800	Leave in
66	21	614274.59 m E / 5311060.04 m N	1-800	Leave in
67	21	615277.72 m E / 5311119.72 m N	rig mat bridge	Remove
68	21	617105.51 m E / 5311111.69 m N	rig mat bridge	Remove
69	21	618078.37 m E / 5311129.37 m N	1-1000	Leave in
70	21	618716.36 m E / 5311060.16 m N	existing bailey bridge	Remove center pier
71	21	620666.19 m E / 5311152.58 m N	1-1250	Leave in
72	21	621090.71 m E / 5311164.92 m N	access mats	Removed already
73	21	622214.25 m E / 5311176.49 m N	1-1250	Leave in
74	21	623243.67 m E / 5311144.26 m N	bailey bridge	Leave in
75	21	section of access not developed	not installed	n/a
76	21	623664.56 m E / 5311020.44 m N	1-1000	Leave in
77	21	624130.15 m E / 5310964.50 m N	1-600	Leave in

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
78	21	624290.64 m E / 5310932.60 m N	1-600	Leave in
79	21	625397.33 m E / 5310778.52 m N	1-1000	Leave in
80	21	section of access not developed	not installed	n/a
81	21	section of access not developed	not installed	n/a
82	21	626689.98 m E / 5310368.18 m N	TPB	Leave in
83	21	627029.48 m E / 5310246.21 m N	bailey bridge	Leave in
84	21	627473.26 m E / 5310185.39 m N	1-800	Leave in
85	21	section of access not developed	not installed	n/a
86	21	628078.01 m E / 5310126.64 m N	1-1000	Leave in
87	21	628875.63 m E / 5309696.71 m N	1-450	Leave in
88	21	629118.20 m E / 5309884.31 m N	1-1000	Leave in
89	21	629189.27 m E / 5309992.85 m N	1-600	Leave in
90	21	630411.27 m E / 5310215.72 m N	TPB	Leave in
91	21	631501.48 m E / 5310241.05 m N	TPB	Leave in
92	21	631570.13 m E / 5310239.29 m N	TPB	Leave in
92a	21	632115.06 m E / 5310178.34 m N	1-600	Leave in
93	21	633784.56 m E / 5310261.20 m N	TPB	Leave in
94	21	634513.48 m E / 5310319.38 m N	1-450	Leave in
95	21	636665.01 m E / 5310218.71 m N	TPB	Leave in
96	21	637099.59 m E / 5310198.53 m N	TPB	Leave in
97	21	637202.35 m E / 5310226.63 m N	TPB	Leave in
98	21	section of access not developed	not installed	n/a
99	21	638654.36 m E / 5310350.87 m N	TPB	Leave in
100	21	639035.79 m E / 5310410.73 m N	1-600	Leave in
101	21	639907.07 m E / 5310350.50 m N	bailey bridge	Leave in
102	21	section of access not developed	not installed	n/a
103	21	640369.47 m E / 5310244.57 m N	2-450	Leave in
104	21	641022.08 m E / 5310208.38 m N	TPB	Leave in
105	21	642050.64 m E / 5310103.38 m N	1-450	Leave in
106	21	642258.69 m E / 5310006.15 m N	TPB	Leave in
107	21	642413.24 m E / 5309971.15 m N	TPB	Leave in
108	21	643006.79 m E / 5310275.08 m N	TPB	Leave in

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
108a	21	643036.33 m E / 5310272.91 m N	1-450	Leave in
109	21	643169.47 m E / 5310104.30 m N	TPB	Leave in
110	21	section of access not developed	not installed	n/a
110a	21	643138.80 m E / 5309941.95 m N	access mats	Removed already
111	21	643477.22 m E / 5310030.66 m N	1-450	Leave in
112	21	643853.80 m E / 5310048.57 m N	1-600	Leave in
113	21	643967.17 m E / 5310061.81 m N	TPB	Leave in
114	21	644179.96 m E / 5309971.62 m N	TPB	Leave in
115	21	644800.47 m E / 5310173.85 m N	TPB	Leave in
116	21	644848.68 m E / 5310150.53 m N	1-450	Leave in
117	21	644898.04 m E / 5310109.06 m N	1-450	Leave in
117a	21	644866.50 m E / 5310137.27 m N	1-450	Leave in
118	21	646071.41 m E / 5309944.12 m N	TPB	Leave in
119	21	646249.16 m E / 5309944.24 m N	1-450	Leave in
120	21	646277.73 m E / 5309919.79 m N	1-600	Leave in
121	21	646544.02 m E / 5309829.66 m N	1-450	Leave in
122	21	646655.16 m E / 5309809.82 m N	1-450	Leave in
123	21	646724.21 m E / 5309824.35 m N	TPB	Leave in
124	21	646886.46 m E / 5310010.42 m N	1-450	Leave in
125	21	646929.42 m E / 5310044.47 m N	TPB	Leave in
126	21	section of access not developed	not installed	n/a
127	21	section of access not developed	not installed	n/a
128	21	647114.88 m E / 5309829.12 m N	1-450	Leave in
129	21	647143.05 m E / 5309783.33 m N	1-450	Leave in
130	21	647240.39 m E / 5309727.79 m N	1-600	Leave in
131	21	647297.66 m E / 5309731.61 m N	1-450	Leave in
132	21	647449.24 m E / 5309743.18 m N	1-800	Leave in
133	21	647776.78 m E / 5309700.34 m N	1-600	Leave in
134	21	648142.94 m E / 5309698.04 m N	bailey bridge	Leave in
135	21	648898.25 m E / 5309505.55 m N	TPB	Leave in
136	21	649226.99 m E / 5309560.92 m N	1-600	Leave in
137	21	649606.15 m E / 5309476.64 m N	1-600	Leave in

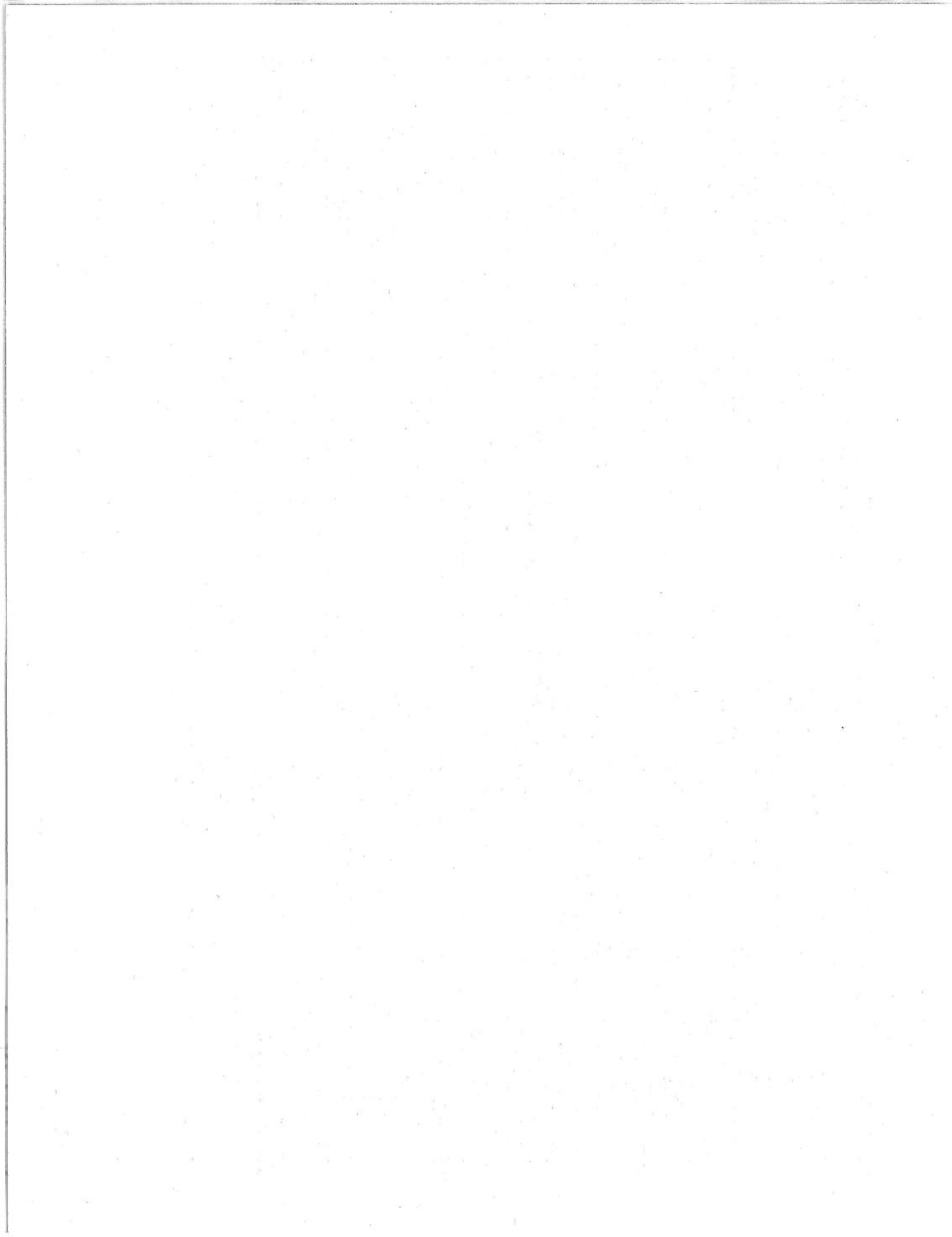
Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
138	21	649924.01 m E / 5309090.83 m N	1-800	Leave in
138a	21	650130.46 m E / 5309139.37 m N	TPB	Leave in
138 b	21	650203.48 m E / 5309139.85 m N	1-600	Leave in
139	21	section of access not developed	not installed	n/a
139a	21	650474.31 m E / 5309150.21 m N	1-600	Leave in
140	21	650946.07 m E / 5309225.96 m N	TPB	Leave in
141	21	651318.95 m E / 5309317.00 m N	1-450	Leave in
142	21	651401.99 m E / 5309315.52 m N	1-600	Leave in
143	21	651527.89 m E / 5309388.71 m N	1-600	Leave in
143a	21	section of access not developed	not installed	n/a
144	21	651889.13 m E / 5309419.07 m N	1-800	Leave in
145	21	652282.84 m E / 5309462.42 m N	1-450	Leave in
145a	21	section of access not developed	not installed	n/a
146	21	652762.29 m E / 5309557.87 m N	approved ford site	Stabilize banks
147	21	653017.65 m E / 5309484.91 m N	TPB	Leave in
148	21	653657.64 m E / 5309371.73 m N	1-600	Leave in
149	21	654086.35 m E / 5309516.16 m N	TPB	Leave in
150	21	654527.19 m E / 5309343.67 m N	1-450	Leave in
151	21	654585.76 m E / 5309359.06 m N	1-600	Leave in
152	21	654877.61 m E / 5309353.11 m N	1-450	Leave in
153	21	section of access not developed	not installed	n/a
154	21	section of access not developed	not installed	n/a
155	21	655309.88 m E / 5309334.20 m N	1-600	Leave in
156	21	655350.17 m E / 5309334.08 m N	TPB	Leave in
157	21	655637.15 m E / 5309318.85 m N	approved ford site	Stabilize banks
157a	21	656470.46 m E / 5309303.37 m N	1-800	Leave in
157b	21	656591.41 m E / 5309344.94 m N	1-450	Leave in
157c	21	656689.81 m E / 5309334.00 m N	1-600	Leave in
157d	21	656821.73 m E / 5309291.59 m N	TPB	Leave in

Long Harbour River Divide

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
160	21	657572.49 m E / 5309225.70 m N	TPB	Remove
161	21	657752.17 m E / 5309201.05 m N	TPB	Removed already
162	21	658228.68 m E / 5309286.98 m N	1-450	Leave in
163	21	658411.15 m E / 5309251.68 m N	1-450	Leave in
164	21	658464.25 m E / 5309202.86 m N	1-300	Remove
165	21	658603.88 m E / 5309221.54 m N	1-450	Remove
166	21	659129.21 m E / 5309167.58 m N	approved ford site	Stabilize banks
167	21	659290.98 m E / 5309215.09 m N	1-200	Remove
168	21	section of access not developed	not installed	n/a
169	21	660440.26 m E / 5309154.07 m N	approved ford site	Stabilize banks
170	21	660901.36 m E / 5308954.11 m N	TPB	Leave in
171	21	660961.95 m E / 5308986.99 m N	TPB	Leave in
172	21	661944.34 m E / 5309007.24 m N	TPB	Leave in
173	21	662023.51 m E / 5308953.06 m N	TPB	Leave in
174	21	660664.04 m E / 5309068.93 m N	TPB	Leave in
175	21	section of access not developed	not installed	n/a
176	21	662447.32 m E / 5308990.03 m N	1-1000	Leave in
177	21	662657.06 m E / 5309057.34 m N	TPB	Leave in
178	21	662663.03 m E / 5309063.68 m N	TPB	Leave in
179	21	662769.27 m E / 5309119.69 m N	1-450	Leave in
180	21	662844.31 m E / 5309100.49 m N	1-450	Leave in
181	21	663232.73 m E / 5309123.74 m N	1-450	Leave in
182	21	663243.33 m E / 5309126.66 m N	1-450	Leave in
183	21	664102.07 m E / 5309135.58 m N	TPB	Leave in
184	21	664452.68 m E / 5309200.80 m N	TPB	Remove
185	21	664764.01 m E / 5309249.71 m N	TPB	Leave in
186	21	664911.85 m E / 5309285.18 m N	TPB	Leave in
187	21	665333.27 m E / 5309215.46 m N	TPB	Leave in
188	21	665511.56 m E / 5309208.77 m N	1-300	Remove
189	21	665639.17 m E / 5309231.33 m N	1-450	Leave in
190	21	665793.61 m E / 5309241.59 m N	1-1000	Leave in
191	21	665973.46 m E / 5309258.46 m N	1-450	Leave in

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
192	21	666169.79 m E / 5309278.44 m N	1-1000	Leave in
193	21	666317.56 m E / 5309176.62 m N	TPB	Leave in
194	21	666856.85 m E / 5309251.14 m N	1-450	Remove
195	21	666944.55 m E / 5309235.47 m N	1-450	Remove
196	21	667524.54 m E / 5309198.77 m N	approved ford site	Stabilize banks
197	21	668192.19 m E / 5309210.50 m N	TPB	Leave in
198	21	668562.68 m E / 5309244.38 m N	TPB	Leave in
199	21	668706.30 m E / 5309250.30 m N	1-450	Leave in
200	21	section of access not developed	not installed	n/a
201	21	669353.56 m E / 5309397.38 m N	1-450	Leave in
202	21	669438.01 m E / 5309366.40 m N	approved ford site	Stabilize banks
202a	21	669494.67 m E / 5309354.04 m N	approved ford site	Stabilize banks
203	21	669577.64 m E / 5309392.67 m N	Access Mats	Removed already
204	21	section of access not developed	not installed	n/a
205	21	669736.49 m E / 5309414.09 m N	TPB	Removed already
206	21	669839.40 m E / 5309433.60 m N	TPB	Removed already
207	21	670112.14 m E / 5309395.09 m N	Access Mats	Removed already
208	21	section of access not developed	not installed	n/a
209	21	section of access not developed	not installed	n/a
210	21	section of access not developed	not installed	n/a
211	21	670631.75 m E / 5309402.66 m N	TPB	Removed already
212a	21	671320.62 m E / 5309505.36 m N	TPB	Leave in
212	21	671281.38 m E / 5309472.49 m N	TPB	Removed already
213	21	671684.63 m E / 5309276.61 m N	TPB	Remove
214	21	671898.49 m E / 5309224.45 m N	TPB	Remove
215	21	section of access not developed	not installed	n/a
216	21	section of access not developed	not installed	n/a
217	21	672113.56 m E / 5309093.36 m N	Rig mats/TPB	Leave in
218	21	672301.33 m E / 5309363.12 m N	TPB	Removed already
219	21	673606.49 m E / 5309393.59 m N	Access Mats	Removed already
220	21	672464.75 m E / 5309034.00 m N	TPB	Remove
221	21	674757.47 m E / 5309544.16 m N	Access mats	Remove

Watercourse	Zone	GPS Coordinates UTM NAD 83	Crossing Installed	Leave in or Remove
222	21	675053.47 m E / 5309617.60 m N	1-1250	Leave in
223	21	675531.72 m E / 5309608.90 m N	1-1250	Remove
224a	21	676169.28 m E / 5309750.29 m N	1-450	Remove
224	21	676010.87 m E / 5309696.57 m N	TPB	Remove
225	21	section of access not developed	not installed	n/a
226	21	section of access not developed	not installed	n/a
227	21	677259.88 m E / 5309661.38 m N	Access Mats	Remove
228	21	677578.02 m E / 5309633.62 m N	Access mats	Removed already
229	21	678345.33 m E / 5309668.75 m N	Access mats/TPB	Remove
230	21	678504.62 m E / 5309718.89 m N	Rig mats/access mats	Remove
231	21	678882.26 m E / 5309699.10 m N	TPB	Remove
232	21	679087.22 m E / 5309761.64 m N	Rig mats	Remove
233	21	679615.47 m E / 5309801.45 m N	Access mats	Remove
234	21	679868.28 m E / 5309748.57 m N	Rig mats/access mats	Remove
235	21	680123.85 m E / 5309802.52 m N	Access Mats	Remove
236	21	680322.70 m E / 5309886.03 m N	Access mats/TPB	Remove
237	21	680284.62 m E / 5309809.36 m N	approved ford site	Stabilize banks
238	21	680955.80 m E / 5309716.91 m N	Access mats/TPB	Leave in
238a	21	681710.06 m E / 5309892.22 m N	Access mats	Remove
239	21	683108.64 m E / 5309901.25 m N	Access mats	Remove
240	21	683658.44 m E / 5310015.55 m N	1-1000	Leave in
241	21	684354.24 m E / 5309953.72 m N	Access mats	Removed already
242	21	684660.43 m E / 5309958.06 m N	Access mats	Removed already
243	21	684774.68 m E / 5310126.99 m N	Girder bridge	Leave in
244	21	685709.32 m E / 5310016.92 m N	Bailey bridge	Remove
245	21	685780.72 m E / 5310154.84 m N	1-450	Remove
245a	21	section of access not developed	not installed	n/a
246	21	686338.62 m E / 5310295.80 m N	Bailey bridge	Leave in



APPENDIX 2

