

MANAGEMENT UNIT NAME: Ottawa Valley Forest  
 PLAN PERIOD: April 1, 2021 TO March 31, 2031  
 ANNUAL WORK SCHEDULE: April 1, 2024 TO March 31, 2025

AWS - 1 ANNUAL SCHEDULE OF WATER CROSSINGS TO BE CONSTRUCTED OR REPLACED									
Year of Construction	Water Crossing Identifier	Road Identifier	Water Crossing Structure *	Culvert Diameter (mm)	Water Crossing Standard Identifier **	Construction Conditions	Future Removal (Y/N)	Fisheries Act Review Completed (Y/N)	Fisheries Act Review Results
2022	64_5596	BLK 408	CULV	1000 mm	2.5 2.6	This crossing washed out due to beaver activity up stream.	Y	Y	A
2022	58_2070	BLK 510_21	CULV	900 mm	2.5 2.6	New Installation	Y	Y	A
2022	58_2165	BLK 510_21	CULV	<del>450 mm</del> 800 mm	2.5 2.6	Crossing on existing trail. Will revert back to trail upon removal.	Y	Y	A* if size changed to 800 mm
2022	47_3093	BLK 513_21	CULV	800 mm	2.5 2.6	New Installation, Removal upon completion of operations will form part of Road Abandonment.	Y	N/A	A
2022	47_3094	BLK 513_21	CULV	800 mm	2.5 2.6	New Installation, Removal upon completion of operations will form part of Road Abandonment.	Y	N/A	A
2022	113_2129	BLK 516_21	CULV	600 mm	2.5 2.6	This proposal was approved in 2017 AWS. Stream in low area, and only 8" wide in very wet year. Propose 600 mm pipe in and out before spring freshet, but with work in water after Oct.1 due to LPS status of stream	Y	Y	A
2022	96_6609 Alt 1	BLK 549_21 (Bagot New Branch)	CULV	1800 mm	2.5	This crossing is on an existing road where the crossing is old or not working, and Ont. Hydro has been fording the stream for years.	Y		
2022	9_1608	BLK 558	CULV	450 mm	2.5 2.6	This is a new crossing located through maps and photos.	Y	Y	A
2022	91_3456	BLK 905_21	CULV	900 mm	2.5 2.6	There are 3 optional locations id'd by the tree marker for access from this direction. Only one crossing will be selected and built.	Y	Y	A
2022	91_3658	BLK 905_21	CULV	900 mm	2.5 2.6	There are 3 optional locations id'd by the tree marker for access from this direction. Only one crossing will be selected and built.	Y	Y	A
2022	91_4154	BLK 905_21	CULV	600 mm	2.5 2.6	The road is existing and used for the 2003 harvest, and all these crossings will be required.	Y	Y	A
2022	91_4155	BLK 905_21	CULV	600 mm	2.5 2.6	The road is existing and used for the 2003 harvest, and all these crossings will be required.	Y	Y	A
2022	110_6378	BOBS LAKE	BOX	1400 mm	2.1 2.2	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y	Y	A
2022	45-4827	GUNNS ROAD	BRID	50 FEET	2.1	Complete Info for this bridge has been developed by MNR Regional Staff.	N	Y	A*

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2022	96_8418	KIPPENS CREEK	CULV	800 mm	2.5 2.6	New Installation	Y	Y	A*
2022	96_9622	KIPPENS CREEK	CULV	600 mm	2.5 2.6	New Installation	Y	Y	A*
2022	97_0031	KIPPENS CREEK	CULV	1200 mm	2.5 2.6	New Installation	Y	Y	A*
2022	55_3581	WHITE PINE CAMP	BOX	2.9 M	2.1 2.2	This site has an existing ford which has widened the stream at the crossing point. Proposal is temp.installation of Box Culvert-span < 3m, reverting back to ford upon completion of operations.	Y	Y	A*
2023	19_8461	BEAVER LAKE SOUTH	CULV	600 MM	2.5 2.6	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y		
2023	19_9160	BEAVER LAKE SOUTH	CULV	1200 MM	2.5 2.6	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y		
2023	9_0943	BLK 016_21	CULV	1000 MM	2.5 2.6	Crossing is located on an old road.	Y	Y	A
2023	6_0613	BLK 302_21	CULV	450 MM	2.5 2.6	Crossing is located on an old road. There is no structure currently in place.	Y		
2023	6-1623	BLK 302_21	BOX	2.9M	2.1 2.2	This is an existing Xing on an existing road. The structure is unsuitable for forest industry use, and will be replaced and removed in the same season.	Y		
2023	36_8810	BLK 332	BOX	800 MM	2.1 2.2	This crossing is located on an old road that has deteriorated, and a new crossing is required to cross the stream. It accesses a Po clearcut with natural renewal prescribed, and will be removed immediately upon completion of operations, possibly in the same year it was installed.	Y	Y	A*
2023	37_1457	BLK 339_21	CULV	600 MM	2.5 2.6	This is an existing Xing on an old road. The structure is unsuitable for forest industry use.	Y		
2023	37_1648	BLK 339_21 SKID ONLY	BOX	2.9M		Skid Crossing of HPS stream.	Y		

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2023	17_5995	BLK 366_21	BOX	1200 MM	2.1 2.2	Crossing in use as ford. Plan to install Temp Box Culvert and remove upon completion of Operations.	Y		
2023	54_5060	BLK 410	CULV	1000 MM	2.5 2.6	Crossing req'd to establish rd to access lower section of Blk 410. Not feasible to skid up to Hoist Lk Rd so this old rd required again. Very steep terrain will require careful road building and armouring around culverts.	Y	Y	A
2023	54_5154	BLK 410	CULV	1000 MM	2.5 2.6	Crossing req'd to establish rd to access lower section of Blk 410. Not feasible to skid up to Hoist Lk Rd so this old rd required again. Very steep terrain will require careful road building and armouring around culverts.	Y	Y	A
2023	54_5250	BLK 410	TEMP BOX	1200 MM	2.1 2.2	Crossing req'd to establish rd to access lower section of Blk 410. Not feasible to skid up to Hoist Lk Rd so this old rd required again. This crossing is in a steep gully and will be crossed using a spanning structure.	Y	Y	A
2023	54_5450	BLK 410	CULV	900 MM	2.5 2.6	Crossing req'd to establish rd to access lower section of Blk 410. Not feasible to skid up to Hoist Lk Rd so this old rd required again. Very steep terrain will require careful road building and armouring around culverts.	Y	Y	A
2023	54_9644	BLK 421_21	CULV	1200 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use. The proposal is to install and remove in the same year - summer, 2023.	Y		
2023	54-6142	BLK 463_21	CULV	1200 mm	2.5 2.6	This is an existing Xing on an existing road. The structure is unsuitable for forest industry use.	Y		
2023	94_4405	BLK 528	CULV	800 mm	2.5 2.6	This location has been placed on spec to reduce the # of revisions	Y	Site visit required	Site visit required
2023	94_5006	BLK 528	CULV	800 MM	2.5 2.6	New Installation	Y		
2023	107_6291	BLK 547_21	CULV	800 MM	2.5 2.6	New Installation	Y		

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2023	107_4690	BLK 549_21 (Bagot New Branch)	CULV	600 mm	2.5	This crossing is on an existing road where the crossing is old or not working, and Ont. Hydro has been fording the stream for years.	Y	N/A	A
2023	107_5092	BLK 549_21 (Bagot New Branch)	CULV	800 mm	2.5	This crossing is on an existing road where the crossing is old or not working, and Ont. Hydro has been fording the stream for years.	Y	N/A	A
2023	107_5597	BLK 549_21 (Bagot New Branch)	CULV	450 mm	2.5	This crossing is on an existing road where the crossing is old or not working, and Ont. Hydro has been fording the stream for years.	Y	N/A	A
2023	96_6405	BLK 549_21 (Bagot New Branch)	CULV	800 mm	2.5 2.6	This crossing is on an existing road where the crossing has been removed and is now a ford.	Y	N/A	A
2023	96_6609 Alt 2	BLK 549_21 (Bagot New Branch)	CULV	2 x 1200 mm plus 1 x 900 mm		This crossing is on an existing road where the crossing is old or not working, and Ont. Hydro has been fording the stream for years.  Multiple smaller pipes may be the preferred solution, as there is less fill height required, and more stream surface area in this low velocity flow location.	Y		
2023	45_3031	BLK 558_21	CULV	800 MM	2.5 2.6	New Installation	Y		
2023	31_6517	BLK 560	CULV	450 mm	2.5 2.6	This is an existing road with a structure not suitable for Forest Industry use.	Y		
2023	107_6395	BLK 594	CULV	1200 MM	2.5 2.6	New Installation	Y		
2023	101_0928	BLK 626_21	CULV	2000 MM or 2 x 1600 mm		New Installation	Y		
2023	100_9918	BLK 627_21	CULV	800 MM	2.5 2.6	New Installation	Y		

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2023	113_1889	BLK 819_21	CULV	800 mm	2.5 2.6	New Installation, Removal will form part of MHLUP Road Abandonment.	Y	Y	A*
2023	103_9138	BLK 843_21	CULV	800 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	104_1135	BLK 843_21	CULV	450 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	104_1232	BLK 843_21	CULV	1200 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	91_3859	BLK 905_21	CULV BOX	900 mm	2.1 2.2	There are 3 optional locations id'd by the tree marker for access from this direction. Only one crossing will be selected and built.	Y	Y	A* if changed to BOX or TEMP
2023	91_4053	BLK 905_21	CULV	800 mm	2.5 2.6	The road is existing and used for the 2003 harvest, and all these crossings will be required.	Y	Y	A*
2023	91_4152	BLK 905_21	CULV	900mm	2.5 2.6	The road is existing and used for the 2003 harvest, and all these crossings will be required.	Y	Y	A
2023	91_2649	BLK 905_21 SKID ONLY	BOX		2.1 2.4	Skid Crossing only with spanning structure, or frozen conditions where no impact on stream or banks. All support structures/materials to be removed immediately upon completion of operations.	Y	Y	A
2023	103_9530	DICKS CAMP	CULV	600 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	104_0528	DICKS CAMP	CULV	800 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	102_6157	Dugan Lake	CULV	1600 mm		This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	102_6162	Dugan Lake	CULV	800 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		

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2023	102_6265	Dugan Lake	CULV	1400 mm		This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	102_7583	Dugan Lake	CULV	450 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	102_8384	Dugan Lake	CULV	1000 mm	2.5 2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use.	Y		
2023	37_3060	EVANS	CULV	800 MM	2.5 2.6	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y		
2023	37_3060	EVANS	CULV	450 mm	2.5 2.6	Revised size due to 12 ha watershed.	Y		
2023	37_1957	EVANS BIK 339_21	CULV	450 MM	2.5 2.6	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y		
2023	37_2158	EVANS BIK 339_21	CULV	450 MM	2.5 2.6	There is an existing road at this location, but the crossing is not suitable for Forest Operations activities.	Y		
2023	90_9768	formerly BLK 570 BIK 526_21	CULV	900 MM	2.5 2.6	This location has been submitted on spec to reduce potential revisions. There is an existing road but crossing suitability is unknown.	Y	Y	A*
2023	101_8561	JOYCES LAKE	CULV	1200 MM	2.5 2.6	Road was used for the 2004 harvest, with the crossings removed in the inactive years.	Y		
2023	101_8961	JOYCES LAKE BIK 713_21	CULV	1400 MM		Road was used for the 2004 harvest, with the crossings removed in the inactive years.	Y		
2023	14_7404	SULLIVAN LK	CULV	450 MM	2.5 2.6	This crossing was proposed and reviewed in 2016.	Y	Y	A
2023	14_7704	SULLIVAN LK	CULV	600 mm	2.5 2.6	This crossing was proposed and reviewed in 2016.	Y	Y	A

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2023	37_5866	SUMMERS CREEK	CULV	800 MM	2.5 2.6	This is an existing Xing on an old road. The structure is unsuitable for forest industry use.	Y		
2023	45-5731	SWEAKS POND	CULV	1600 MM		This is an existing Xing on an existing road. The structure may be unsuitable for forest industry use.	Y		
2023	45-5735	SWEAKS POND	CULV	1200 mm	2.5 2.6	This is an existing Xing on an existing road. The structure may be unsuitable for forest industry use.	Y		
2024	48_1019	BIGGS LAKE	CULV	700 mm	2.5	This location has been submitted on spec to reduce potential revisions. There is an existing road/trail where the crossing suitability is unknown.			
2024	48_1218	BIGGS LAKE	CULV	450 mm	2.5	This location has been submitted on spec to reduce potential revisions. There is an existing road/trail where the crossing suitability is unknown.			
2024	48_1519	BIGGS LAKE	CULV	450 mm	2.5	This location has been submitted on spec to reduce potential revisions. There is an existing road/trail where the crossing suitability is unknown.			
2024	11_9404	BLK 109_21	CULV	1600 mm		This crossing has been planned using aerial photos. There is no access currently to this site.	Y		
2024	37_3886	BLK 346_21	CULV	900 mm	2.5	Crossing proposed after site visit.	Y		
2024	44_5116	BLK 432_21	CULV	450 mm	2.5	This crossing is on an old road and the existing crossing may not be suitable for Logging and haul operations.	Y		
2024	44_5216	BLK 432_21	CULV	1600 mm		This crossing is on an old road and the existing crossing may not be suitable for Logging and haul operations.	Y		
2024	45_5132	BLK 448_21	CULV	1000 mm	2.5	This crossing is on an old road and the existing crossing may not be suitable for Logging and haul operations.	Y		
2024	9_2313	BLK 558	BOX	800 mm	2.6		Y		
2024	107_4259	BLK 581	CULV	450 mm	2.5	This crossing has been planned using aerial photos. There is no access currently to this site.	Y		
2024	92_1205	BLK 806_21	CULV	450 mm	2.5	This location has been placed on spec in the event that road construction reaches this far.	Y		
2024	92_1205	BLK 806_21A	CULV	450 mm	2.5	This location has been placed on spec in the event that road construction reaches this far.	Y		
2024	102_6689	BLK 807_21	CULV	600mm	2.5	This crossing is located on an old road that is accessible by ATV's . The stream is not mapped but a Xing was placed to be safe.	Y		

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2024	9_7994	Deux Rivieres Creek	CULV	450 mm	2.5	This crossing has been identified that it may need replacement.			
2024	102_7583	Dugan Lake	CULV	450 mm	2.5	This crossing is on an existing road and the existing structure is in poor shape and needs replacement.			
2024	102_8384	Dugan Lake	CULV	1000 mm	2.5	This crossing is on an existing road and the existing structure is in poor shape and needs replacement.			
2024	102_8891	Dugan Lake	CULV	700mm	2.5	This crossing is located on an old road that is accessible by ATV's . The stream is not mapped at this precise location- a Xing was placed to be safe.			
2024	92_0108	Dugan Lake	CULV	600mm	2.5	This location has been placed on spec in the event that road construction reaches this far.			
2024	17_3082	GRANTS LAKE	CULV	700 mm	2.5	Treed low riparian area with creek draining thru. Photos attached.pics taken Aug 1, 2023 and May 5, 2023 .			
2024	14_8003 Formerly 78379	JAMES LK RD	CULV	800 mm	2.5	This crossing was visited by SS and TLB, and the pipe was sized to a 600 mm based on stream width and flow.			
2024	101_9982	ROCK LAKE	CULV	2 X 800 mm	2.5 2.6	As per MNRF Correspondance.			
2024	45_9425	RUDDYS LAKE	CULV	600 mm	2.5	There is an existing road, and the crossing is submitted in case the structure needs replacement.			
2024	45_9514	RUDDYS LAKE	CULV	2 x 2000 mm		There is an existing road, and the crossing is submitted in case the structure needs replacement.			
2024	12_2968	SWEEZY LAKE	CULV	1000 mm	2.5	This location is an existing road and the crossing is difficult to find. It is in the AWS in case it needs to be replaced. Photos attached.			

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**AWS - 2 ANNUAL SCHEDULE OF WATER CROSSINGS TO BE DECOMMISSIONED**

Water Crossing Identifier	Road Identifier	Water Crossing Structure	Water Crossing Standard Identifier	Decommissioning Activities/Conditions	Fisheries Act Review Completed (Y/N/NA)	Fisheries Act Review Results
12_1110	EEYORE LK SOUTH	BOX	2.2		NA	A
12_2174	BLK 277	BOX	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.	NA	A
21_8096	BLK 161	CULV	2.6	There was no pre-existing access at this location, so after removal there will be no further access past this location.	NA	A*
36_5528	BIG TROUT LAKE	CULV	2.6	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.	NA	A*
36_5529	BIG TROUT LAKE	CULV	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation. BOX structure was used instead of CULV.	NA	A*
36_9215	SAND LAKE	BRID	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.	NA	A*

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47_3094	BLK 513_21	CULV	2.2	There was no pre-existing access at this location, so after removal there will be no further access past this location. BOX structure was used instead of CULV.	NA	A
47_3093	BLK 513_21	CULV	2.2	There was no pre-existing access at this location, so after removal there will be no further access past this location. BOX structure was used instead of CULV.	NA	A
47_5093	BLK 343	CULV	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation. BOX structure was used instead of CULV.	NA	A
47_4896	BLK 343	CULV	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation. BOX structure was used instead of CULV.	NA	A
58_2165	BLK 510_21	CULV	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation. BOX structure was used instead of CULV.	NA	A*
58_2070	BLK 510_21	CULV	2.2	There was no pre-existing access at this location, so after removal there will be no further access past this location. BOX structure was used instead of CULV.	NA	A
9_2313	BLK 558	CULV	2.2	There was no pre-existing access at this location, so after removal there will be no further access past this location. BOX structure was used instead of CULV.	NA	A
47_4669 FORMERLY 01-68279	MILLERS	BRID	2.2	There was pre-existing access at this location. Logging bridge to be removed, allowing for the re-placement of the snowmobile bridge.		

\* BRID = Bridge  
 TEMP = Temporary Bridge  
 CULV = Round Bottom Culvert  
 BOX = Box Culvert - Open Bottom. Replaces BSL3 used in previous AWS's  
 FORD = Engineered Ford  
 MULTI = Multiple Culverts  
 ARCH = Arch Open Bottom Culvert  
 ICE = Ice and snow Crossing

MANAGEMENT UNIT NAME: Ottawa Valley Forest  
 PLAN PERIOD: April 1, 2021 TO March 31, 2031  
 ANNUAL WORK SCHEDULE: April 1, 2024 TO March 31, 2025

**AWS - 2 ANNUAL SCHEDULE OF WATER CROSSINGS TO BE DECOMMISSIONED**

Water Crossing Identifier	Road Identifier	Water Crossing Structure	Water Crossing Standard Identifier	Decommissioning Activities/Conditions	Fisheries Act Review Completed (Y/N/NA)	Fisheries Act Review Results
54_9644	BLK 421_21	CULV	2.6	This is an existing Xing on an active road. The structure is unsuitable for forest industry use. The proposal is to install and remove in the same year - summer, 2023. After removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.	NA	A
55-3581	WHITE PINE CAMP	BOX	2.2	There was pre-existing access at this location. Logging bridge to be removed, allowing for the re-placement of the FORD.	NA	A
55-4167 Formerly HPS-56444	BLK 479	BOX	2.2	There was pre-existing access at this location. Bridge less than 3 m to be removed, allowing for the re-placement of the FORD.	NA	A
6_0613	BLK 302_21	BOX	2.2	There was no pre-existing access at this location, so after removal there will be no further access past this location.		
6_1623	BLK 302_21	BOX	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.		
37_1457	BLK 339_21	CULV	2.6	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.		
37_1648	BLK 339_21	BOX	2.6	Skid crossing. There was no pre-existing access at this location, so after removal there will be no further access past this location.		
47_2889	BLK 561	CULV	2.6	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.		

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**AWS - 2 ANNUAL SCHEDULE OF WATER CROSSINGS TO BE DECOMMISSIONED**

<b>Water Crossing Identifier</b>	<b>Road Identifier</b>	<b>Water Crossing Structure</b>	<b>Water Crossing Standard Identifier</b>	<b>Decommissioning Activities/Conditions</b>	<b>Fisheries Act Review Completed (Y/N/NA)</b>	<b>Fisheries Act Review Results</b>
105_6543	BLK 817	CULV	2.6	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.		
47_5181	Blk 505	BRID	2.2	There was pre-existing access at this location, so after removal a ford will remain in place using stone and rocks brought in for erosion protection during the installation.		

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