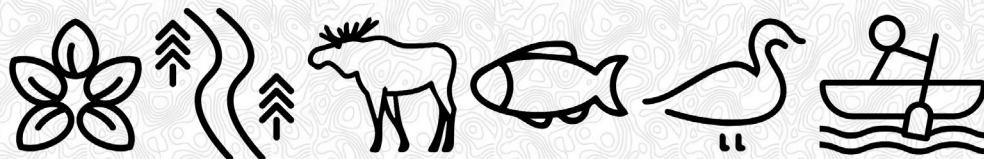


Appendix B

Route Selection Methodology





Appendix B: Route Selection Methodology

February 2026



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B Methodology for the Evaluation of Route Alternatives

The preferred route selection within each segment involved a thorough analysis of technical, economic, natural, social, and cultural factors first presented in the Terms of Reference. The evaluation considered the potential impacts and mitigation implemented to determine each alternative's net positive or negative effects. Temporary infrastructure for each alternative was considered as part of the evaluation. The evaluation was executed using the reasoned argument (trade-off) method. The reasoned argument method qualitatively compares the advantages and disadvantages of each alternative including the relative significance of potential net effects. The reasoned argument method presents a clear and thorough evaluation of the trade-offs between various categories, factors, and indicators, providing a logical and traceable rationale for why one alternative is preferred over another. Each discipline completed a ranking of the alternatives within each factor group. Input from Marten Falls First Nation was used to determine how the preferences of the various disciplines were considered / combined. Consultation with the Marten Falls First Nation community and other Indigenous communities concerning the route selection methodology is described in Section 6.3.4 of the Environmental Assessment / Impact Statement.

The general steps for route evaluation and selection were as follows:

- **Step 1:** Identify the potential transportation benefits; costs; and environmental, social, and cultural effects of each alternative segment.
- **Step 2:** Develop and implement general measures for avoidance, mitigation, compensation, and enhancement to address the effects.
- **Step 3:** Determine the net effects (e.g., none, low, moderate, or high).
- **Step 4:** Complete a high-level comparative analysis of the potential net effects of the options within each of the three segments.
- **Step 5:** Review the evaluation tables, comparative analysis, and net effects to identify and justify the preferred route for each segment.

B.1 Categories, Factors, Indicators, and Measures for Route Evaluation

The evaluation of the alternative routes was structured using categories, factors, indicators, and measures, as outlined in the assessment matrices (Appendix A) and defined below. The factors and indicators for route selection were based on the draft

factors presented in the Terms of Reference and the valued components identified in the Impact Assessment Agency of Canada study plan (Impact Assessment Agency of Canada, 2023). Subject matter experts selected the route selection indicators based on their ability to discern meaningful differences between the route alternatives for each segment and to support comparison and route selection decisions.

It is important to note that the factors and indicators for route selection are distinct from the valued components and indicators used in the effects assessment of the project. While they are rooted in one another, they are tailored for two different processes and outcomes:

- Factors and indicators were used to comparatively evaluate the route alternatives, focussing on their ability to discern meaningful differences between the route alternatives for each segment and to support comparison and route selection decisions.
- Valued components and their associated indicators were used for the effects assessment of the preferred route and other key project components. The effects assessment of the preferred alternative was a more detailed assessment than the route evaluation and included assessing net and cumulative effects. The effects assessment determined the overall Project level effects, which can be compared to a “no project” scenario or “do nothing”, and aid in the development of mitigation / impact management recommendations.
- In addition to the avoidance, mitigation, and compensation measures applied during the route alternatives evaluation, more site-specific, technically, and economically feasible mitigation measures will be developed and applied to the project during the effects assessment to determine residual / net effects and cumulative effects.

B.1.1 Categories

Categories represent the broad categories of environmental (e.g., natural / physical, socio-economic, and cultural) and technical / cost aspects considered in the route selection. They were formed by grouping similar factors and applicable technical, engineering, and cost (feasibility) aspects.

B.1.2 Factors

Within each category, several factors are identified. These factors are derived from the valued components and represent specific environmental aspects deemed significant or important, and technical and cost considerations

B.1.3 Indicators

Indicators specify what is measured for each factor. Similar indicators were used in the effects assessment and included those related to technical and economic feasibility (e.g., construction complexity and cost), operational performance (e.g., long-term maintenance), and safety.

B.1.4 Measures

A measure defines the magnitude of change in an indicator and is typically expressed in terms of impact (e.g., low to high). In some cases, measures are expressed using units such as area (hectares), numbers (e.g., the number of water crossings), or time (e.g., months or minutes). For the Technical, Engineering, and Cost category, measures are expressed in terms of complexity (e.g., low to high).

Table B-1 summarizes the categories, factor groups, and factors selected for the comparative analysis.

Table B-1 Categories, Factor Groups, and Factor in the Route Alternative Evaluation

Category	Technical Discipline / Factor Groups	Metric / Factors
MFFN Community Feedback / Indigenous Knowledge	Aboriginal and Treaty Rights and Interests	<ul style="list-style-type: none"> Indigenous Current Use of Lands and Resources for Traditional Purposes Cultural Continuity and Well-being (ability to practice and transmit cultural traditions)
Water	Fish, Fish Habitat	<ul style="list-style-type: none"> Lake Sturgeon, Walleye, Brook Trout, Northern Pike, Lake Whitefish, Burbot
Water	Groundwater and Geochemistry	<ul style="list-style-type: none"> Groundwater
Water	Peatlands	<ul style="list-style-type: none"> Peatland Ecosystems
Water	Surface Water	<ul style="list-style-type: none"> Surface Water
Land	Physiography, Terrain, and Soils	<ul style="list-style-type: none"> Physiography, Terrain, and Soils
Land	Ungulates	<ul style="list-style-type: none"> Moose Caribou

Category	Technical Discipline / Factor Groups	Metric / Factors
Land	Wildlife	<ul style="list-style-type: none"> • Bats • Furbearers • Amphibians and Reptiles
Land	Vegetation	<ul style="list-style-type: none"> • Wetland and Riparian Ecosystems • Upland Ecosystems • Traditional Use Plants and SAR Plant Populations
Land	Birds	<ul style="list-style-type: none"> • Species at Risk Forest and Wetland Birds • Raptors • Shorebirds • Waterfowl
People	Acoustic and Vibration Environment	<ul style="list-style-type: none"> • Acoustic and Vibration Environment
People	Atmospheric and GHG	<ul style="list-style-type: none"> • Air Quality and GHG
People	Cultural Heritage	<ul style="list-style-type: none"> • Archaeological Sites and Resources • Built Heritage Resources / Cultural Heritage Landscapes
People	Visual	<ul style="list-style-type: none"> • Visual
People	Human Health and Community Safety	<ul style="list-style-type: none"> • Public Safety • Environment Factors Influencing Human Health
People	Social	<ul style="list-style-type: none"> • Social
People	Land and Resource Use	<ul style="list-style-type: none"> • Land Use Compatibility • Parks and Protected Areas • Recreation and Tourism • Extractive Industry • Forestry Industry • Remote Outfitters • Trapping

Category	Technical Discipline / Factor Groups	Metric / Factors
People	Climate Adaptation and Resiliency	<ul style="list-style-type: none"> Climate Adaptation and Resiliency
People	Economic	<ul style="list-style-type: none"> Regional Economy
Engineering and Costs	Refer to Table B-2	<ul style="list-style-type: none"> Refer to Table B-2

B.2 Technical, Engineering, and Cost Criteria

The technical, engineering, and cost factors and indicators used in the route evaluation are included in **Table B-2**. They were selected based on regulatory agency guidance, professional judgement, and input received through the Project Consultation and Engagement Program.

Table B-2 Technical, Engineering, and Cost Criteria

Metric / Factor	Indicator
Design	<ul style="list-style-type: none"> Roadway Alignment Length Number of Water Crossings Length of Water Crossings
Construction Complexity	<ul style="list-style-type: none"> Access to Roadway Material Constructability of Roadway Constructability of Water Crossing
Miscellaneous	<ul style="list-style-type: none"> Schedule Implications
Operations	<ul style="list-style-type: none"> Long-Term Maintenance
Cost	<ul style="list-style-type: none"> Value of Construction

B.3 Aggregate Resource Considerations

Construction of each route alternative will require the local extraction of sand, gravel, and bedrock. Some of these materials are readily available along the route alternatives, while in other cases, temporary access roads will need to be constructed to support aggregate extraction. Therefore, the evaluation of each route alternative also

considered the sand, gravel, bedrock, and associated temporary infrastructure required for construction (**Figures B-1 to B-7**).

B.4 Route Selection and Analysis

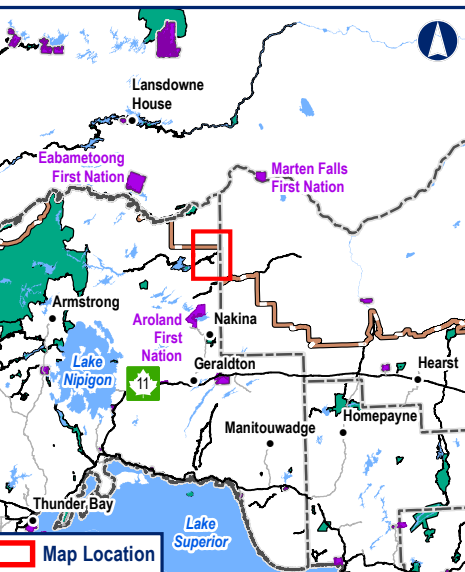
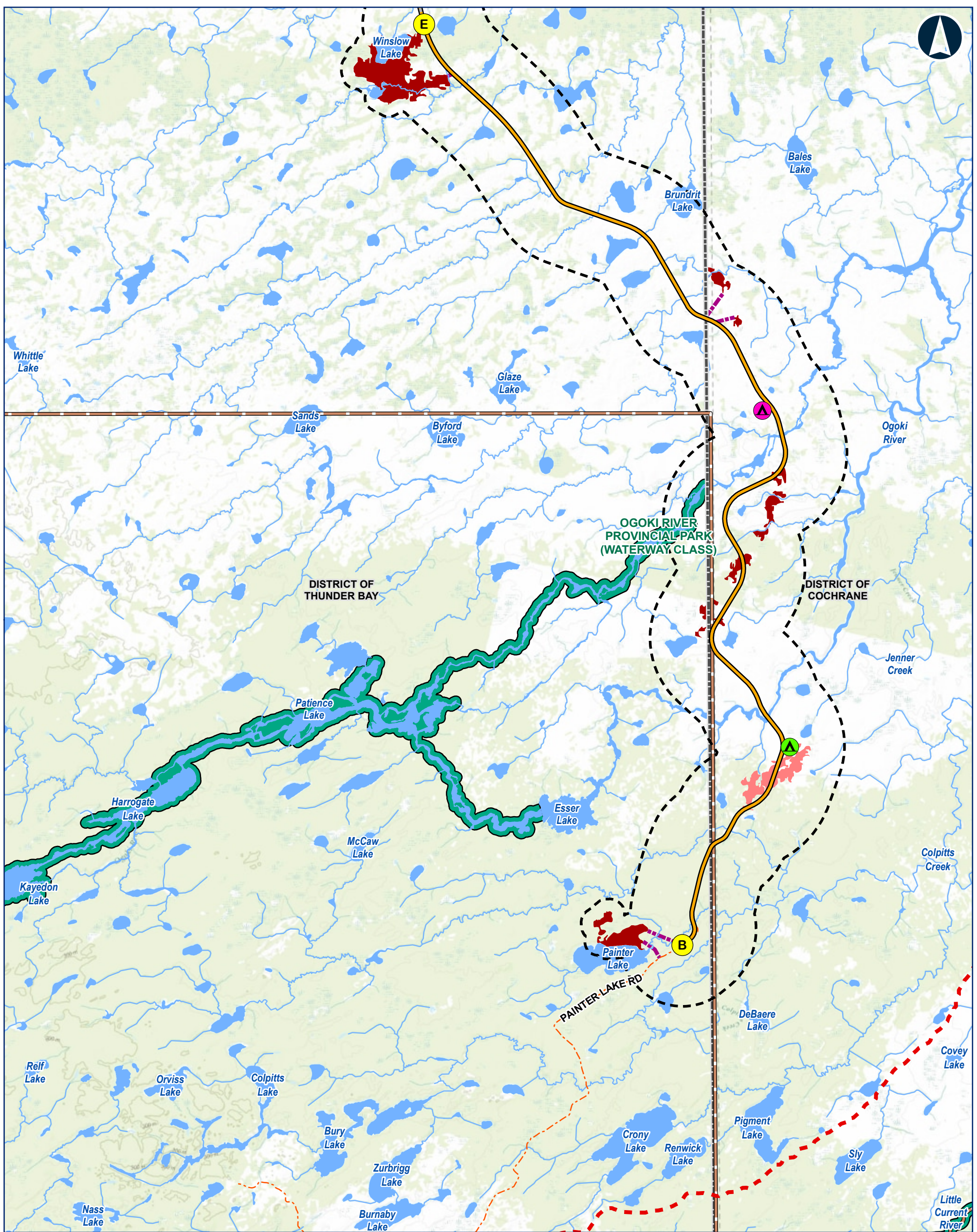
Each discipline completed a high-level, comparative analysis of the potential net effects between the route segments. The outcome of this analysis was the identification of the preferred alternative, Marten Falls First Nation's route selection technical recommendation, which is the combination of segments and associated temporary infrastructure that offers more advantages and fewer disadvantages, considering the environmental effects (positive versus negative, direct versus indirect), cost, and constructability of each alternative. The assessment matrices for all the categories are included in Appendix A and the results of the comparative analysis for each segment is summarized within the metrics tables.

B.5 References

Impact Assessment Agency of Canada. 2023. Marten Falls Community Access Road Project: Study Plans and Work Plans Submitted by Marten Falls First Nation for the Project and the Federal Comments. January 13, 2023. Available at: <https://iaac-aeic.gc.ca/050/evaluations/document/146213>

Figures





Legend

- Segment Node**: Yellow circle with letter (A, B, E)
- Study Area**: Dashed black line
- Route Alternatives**: Solid orange line (Alternative 1)
- Potential Camp Site**: Green triangle (50 Persons), Pink triangle (200 Persons)
- Potential Aggregate Source**: Red square (Bedrock), Dark red square (Sand and gravel), Dashed purple line (Approximate Access Road to Potential Aggregate Site)
- General Features**: Dashed orange line (Resource / Recreation), Dashed red line (MFFN Existing Winter Access Road)
- Watercourse**: Blue wavy line
- Waterbody**: Blue area
- Far North Boundary**: Dashed black line
- District Municipal Boundary**: Dashed black line
- Provincial Park**: Green area

Data Source:
 Base Data: Provided by MNR 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
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 Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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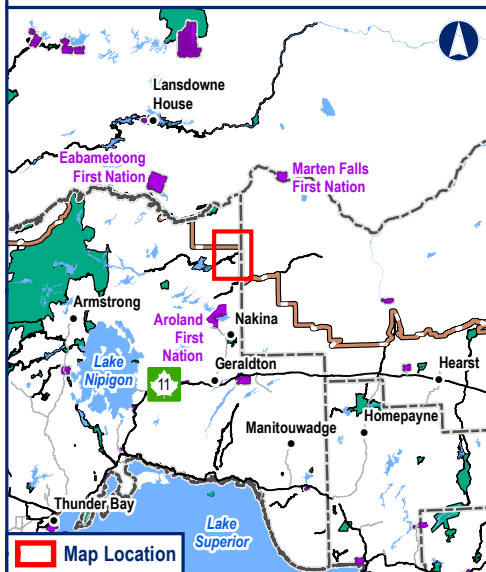
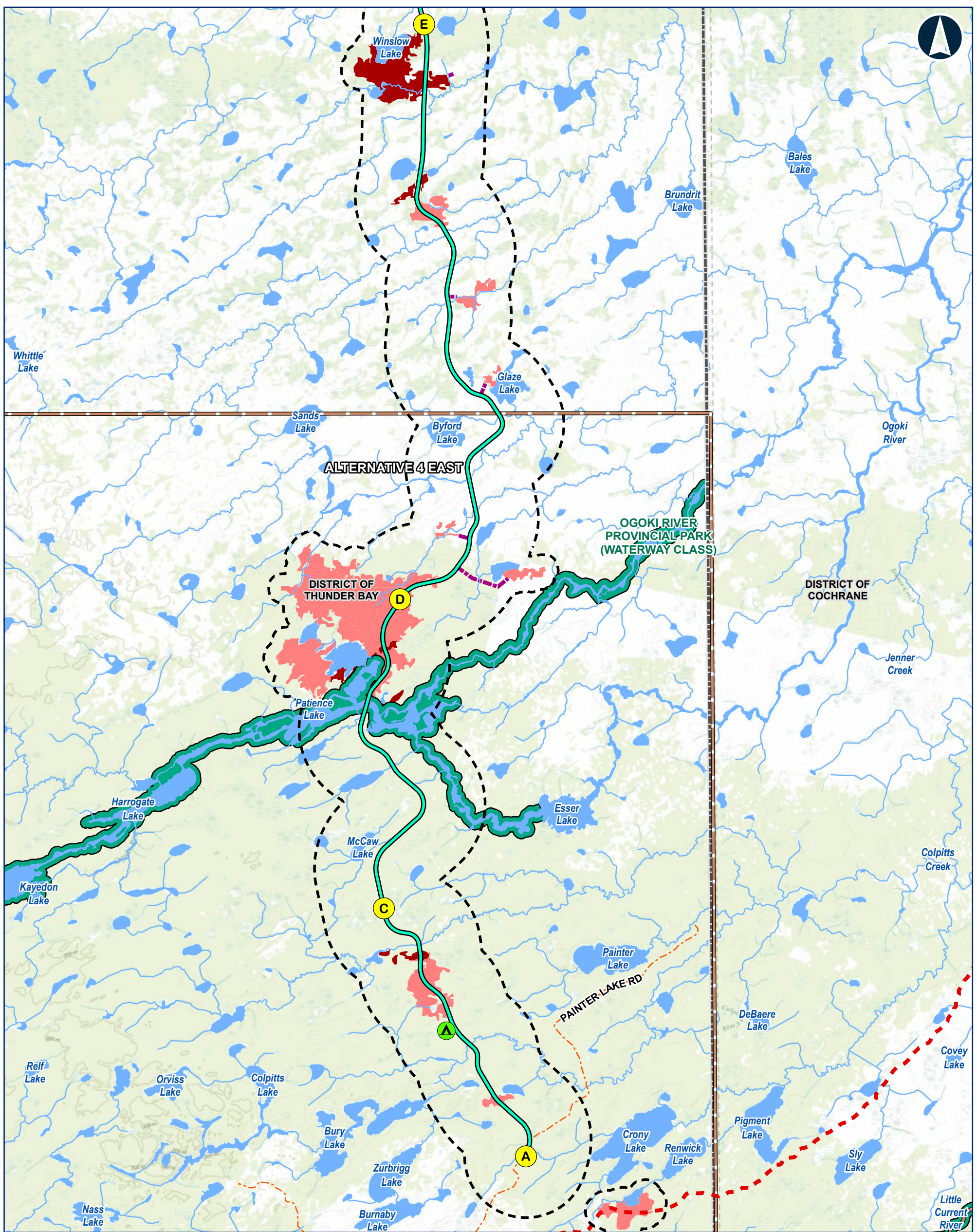
Segment 1 – Alternative 1 with Supporting Infrastructure

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Legend

- Segment Node:** Yellow circle with letter (A, B, C, D, E)
- Study Area:** Dashed black line
- Route Alternatives:** Green line (Alternative 4)
- Potential Camp Site:** Green triangle (50 Persons), Pink triangle (200 Persons)
- Potential Aggregate Source:** Red square (Bedrock), Dark red square (Sand and gravel)
- Approximate Access Road to Potential Aggregate Site:** Dashed purple line
- General Features:** Dashed orange line (Resource / Recreation), Dashed red line (MFFN Existing Winter Access Road)
- Watercourse:** Blue wavy line
- Waterbody:** Blue solid area
- Far North Boundary:** Dashed brown line
- District Municipal Boundary:** Dashed black line
- Provincial Park:** Green shaded area

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Segment 1 – Alternative 4 East with Supporting Infrastructure

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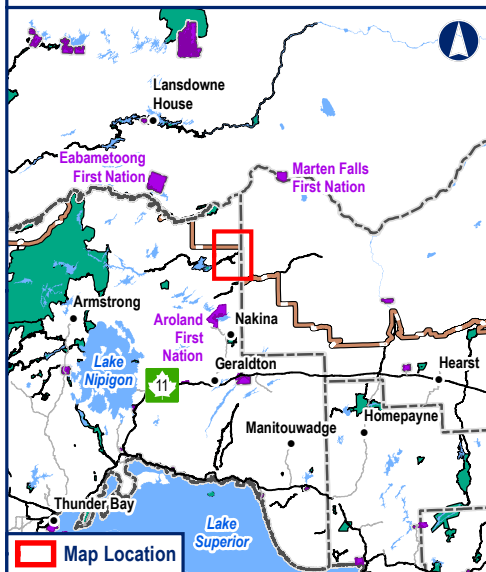
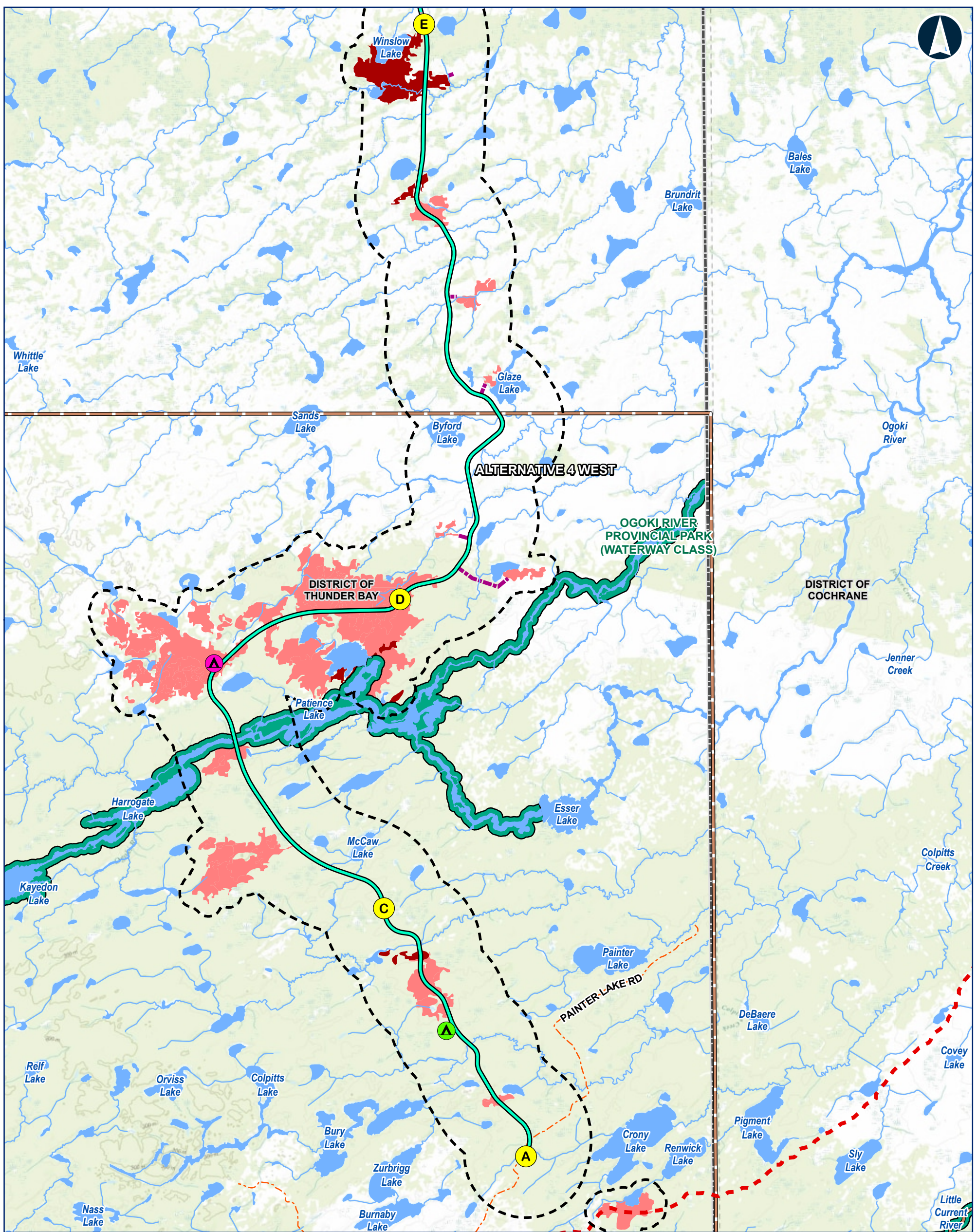
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Legend

- Segment Node**: Yellow circle with letter (A-E)
- Study Area**: Dashed black line
- Route Alternatives**: Green line (Alternative 4)
- Potential Camp Site**: Green triangle (50 Persons), Pink triangle (200 Persons)
- Potential Aggregate Source**: Red square (Bedrock), Dark red square (Sand and gravel)
- Approximate Access Road to Potential Aggregate Site**: Dashed purple line
- General Features**: Orange dashed line (Resource / Recreation), Red dashed line (MFFN Existing Winter Access Road)
- Watercourse**: Blue line
- Waterbody**: Blue area
- Far North Boundary**: Dashed brown line
- District Municipal Boundary**: Dashed black line
- Provincial Park**: Green area

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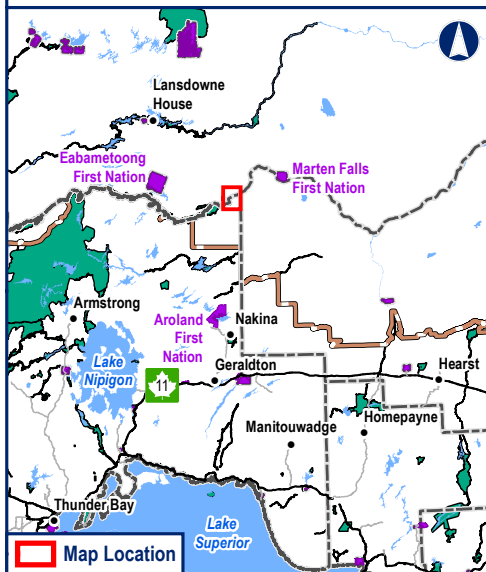
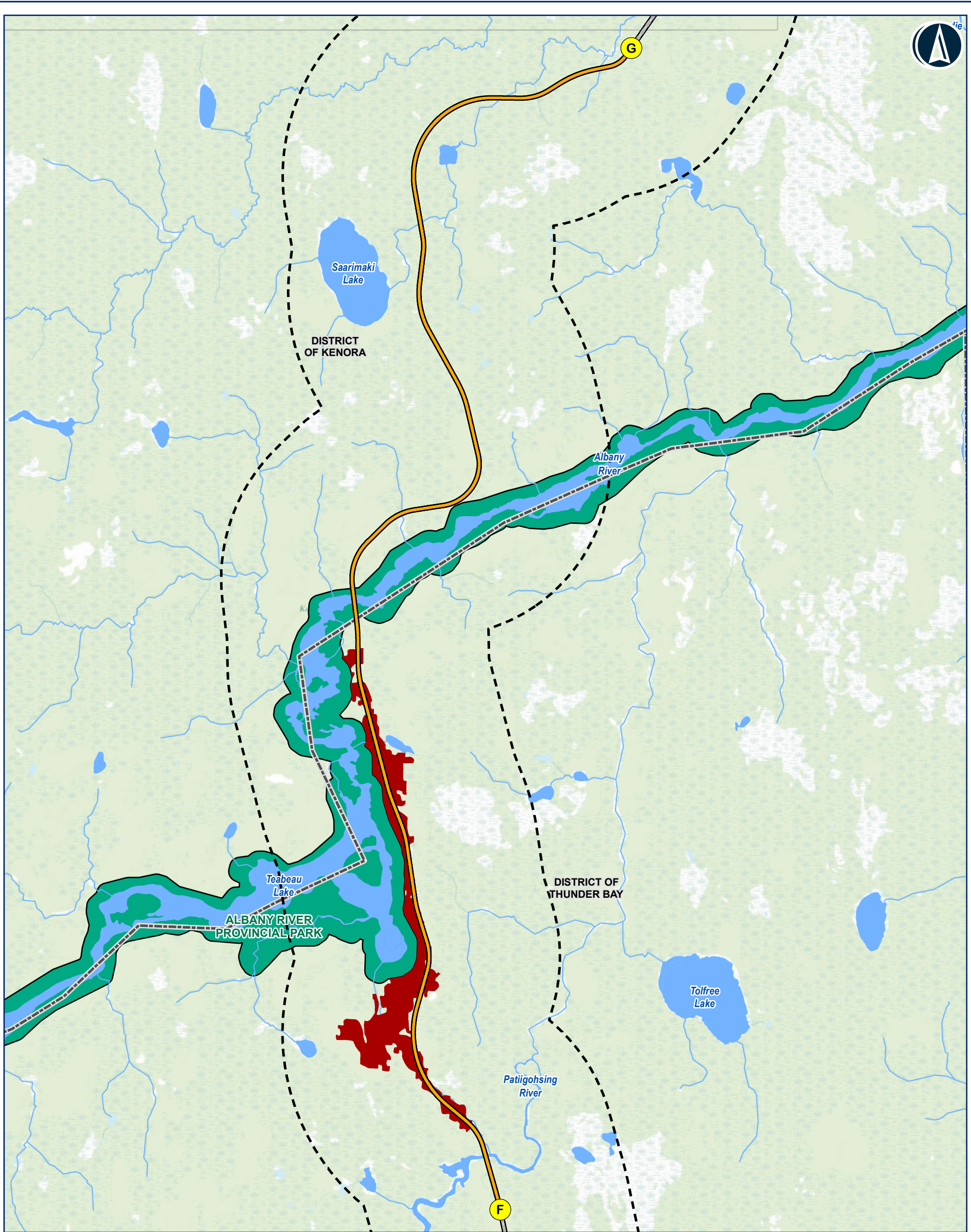
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Figure B-3

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- Legend**
- Segment Node
 - Study Area
 - Route Alternatives**
 - Alternative 1
 - Potential Camp Site**
 - 50 Persons
 - 200 Persons
 - Approximate Access Road to Potential Construction Camp

- Potential Aggregate Source**
- Bedrock
 - Sand and gravel
 - Approximate Access Road to Potential Aggregate Site
- General Features**
- ~ Watercourse
 - Waterbody
 - District Municipal Boundary
 - Provincial Park

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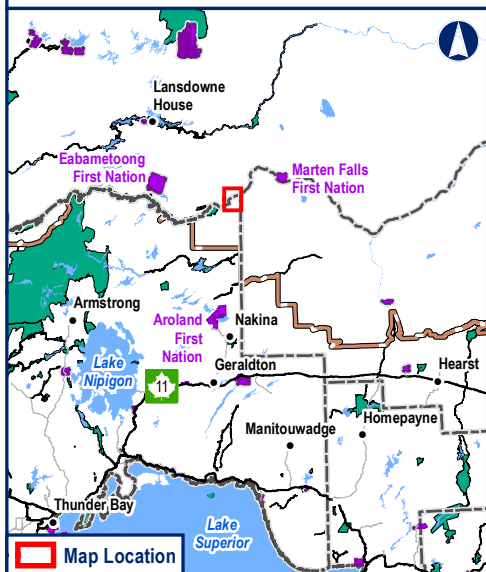
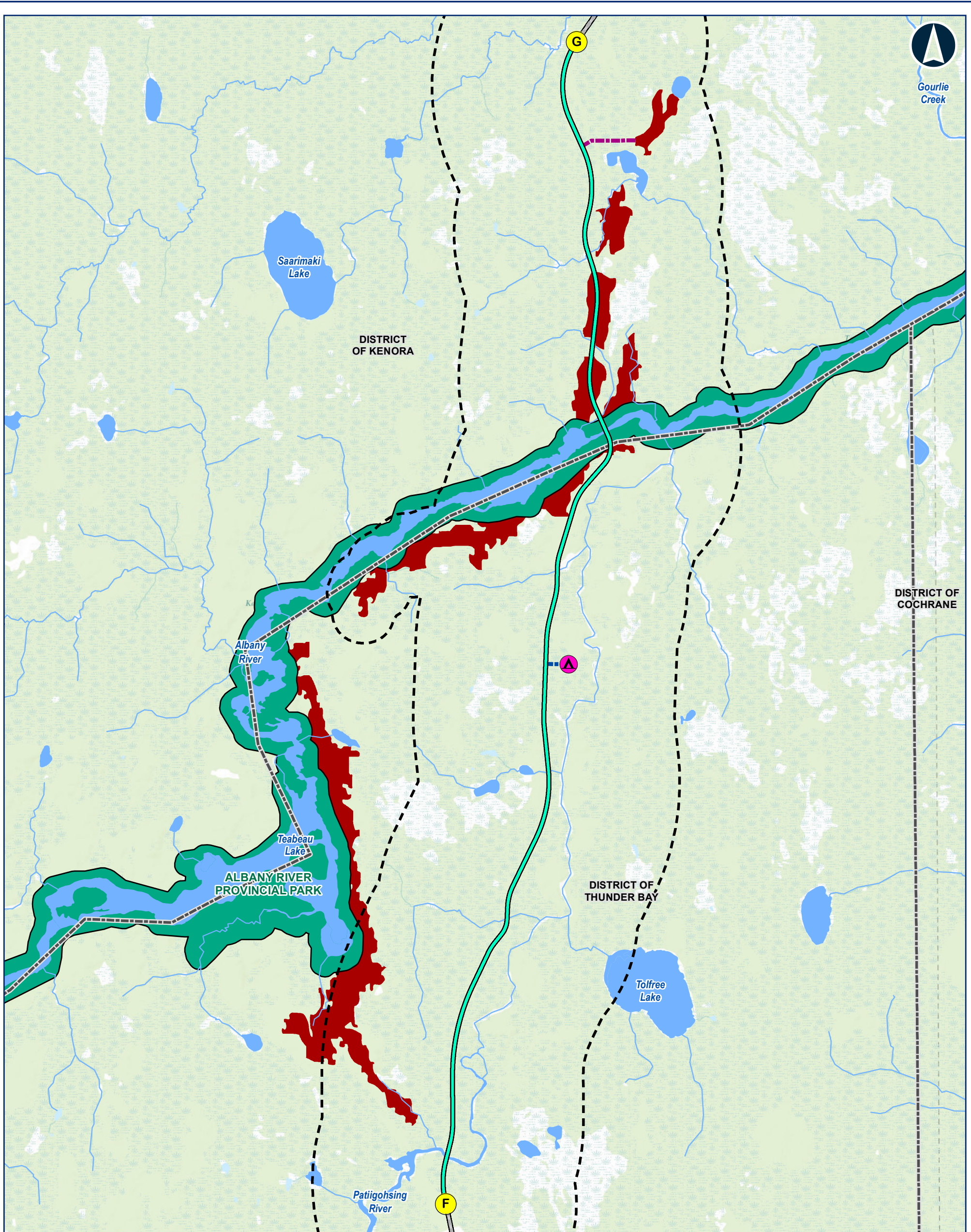
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**Segment 2 – Alternative 1 with
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Legend

- Segment Node**: Yellow circle with letter (A, F, G)
- Study Area**: Dashed black line
- Route Alternatives**: Green line (Alternative 4)
- Potential Camp Site**: Green triangle (50 Persons), Pink triangle (200 Persons)
- Potential Aggregate Source**: Red square (Bedrock), Dark red square (Sand and gravel)
- Approximate Access Road to Potential Aggregate Site**: Dashed purple line
- General Features**: Blue line (Watercourse), Blue area (Waterbody), Dashed black line (District Municipal Boundary), Green area (Provincial Park)
- Approximate Access Road to Potential Construction Camp**: Dashed blue line

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Supporting Infrastructure**

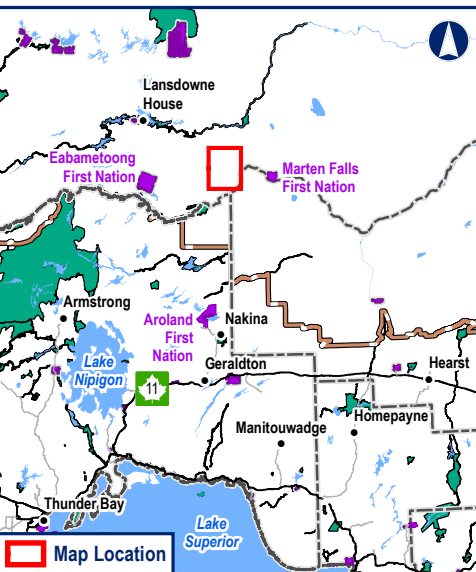
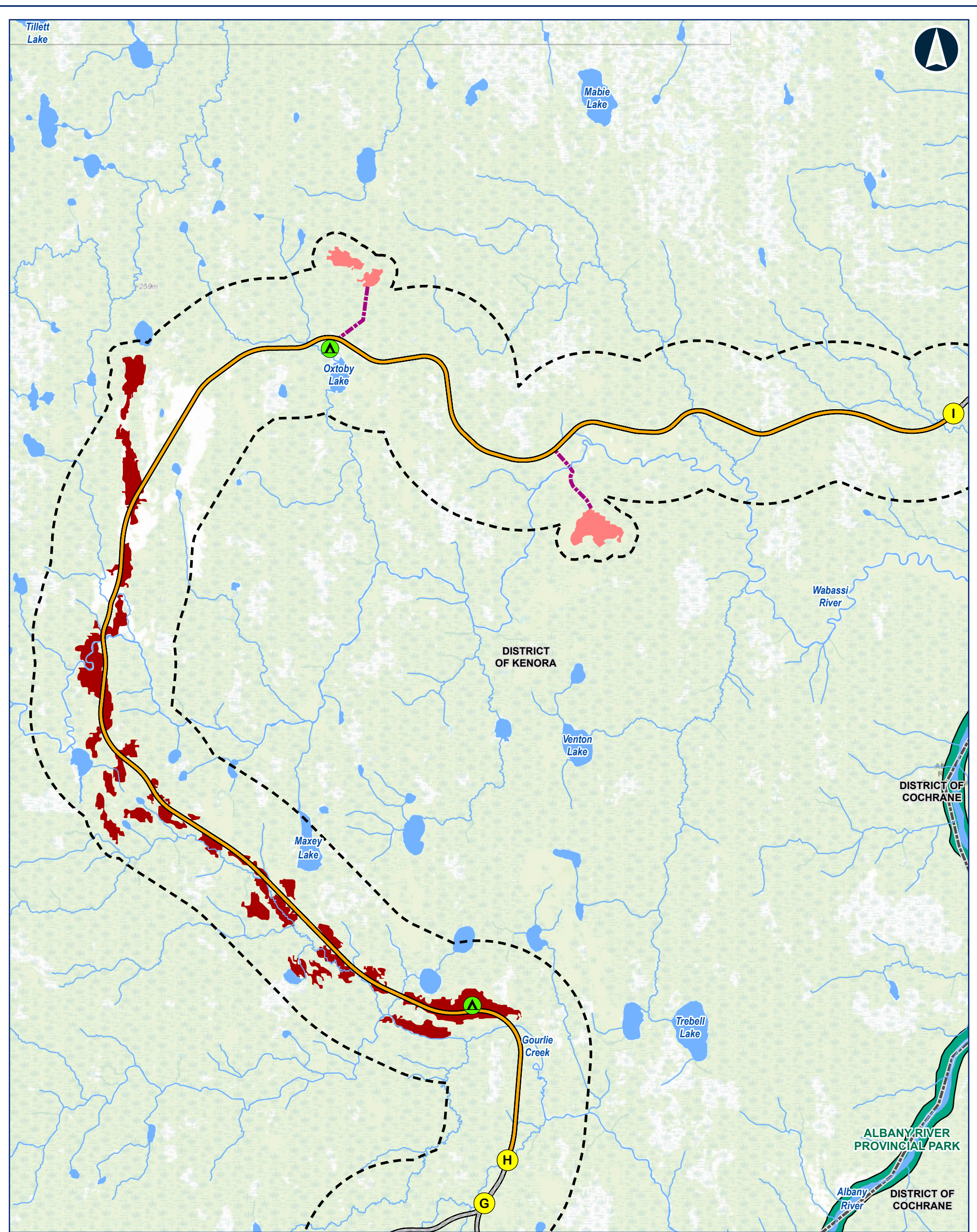
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Legend

- Segment Node (Yellow circle with letter A)
- Study Area (Dashed black line)
- Route Alternatives**
 - Alternative 1 (Yellow line)
- Potential Camp Site**
 - 50 Persons (Green triangle with letter A)
- Potential Aggregate Source**
 - Bedrock (Red area)
 - Sand and gravel (Dark red area)
 - Approximate Access Road to Potential Aggregate Site (Dashed purple line)

General Features

- Watercourse (Blue line)
- Waterbody (Blue area)
- Far North Boundary (Dashed brown line)
- District Municipal Boundary (Dashed black line)
- Provincial Park (Green area)

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**Segment 3 – Alternative 1
with Supporting Infrastructure**

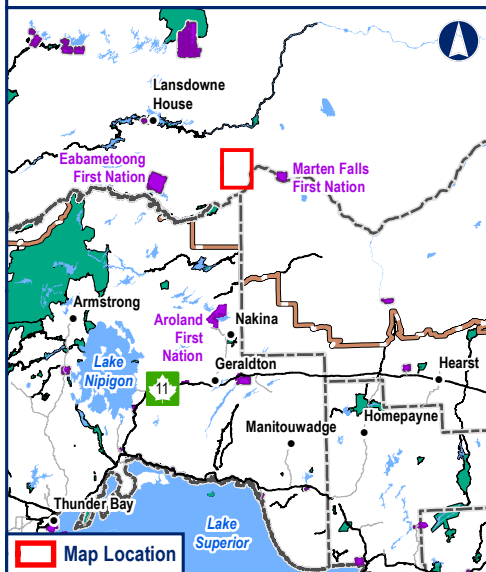
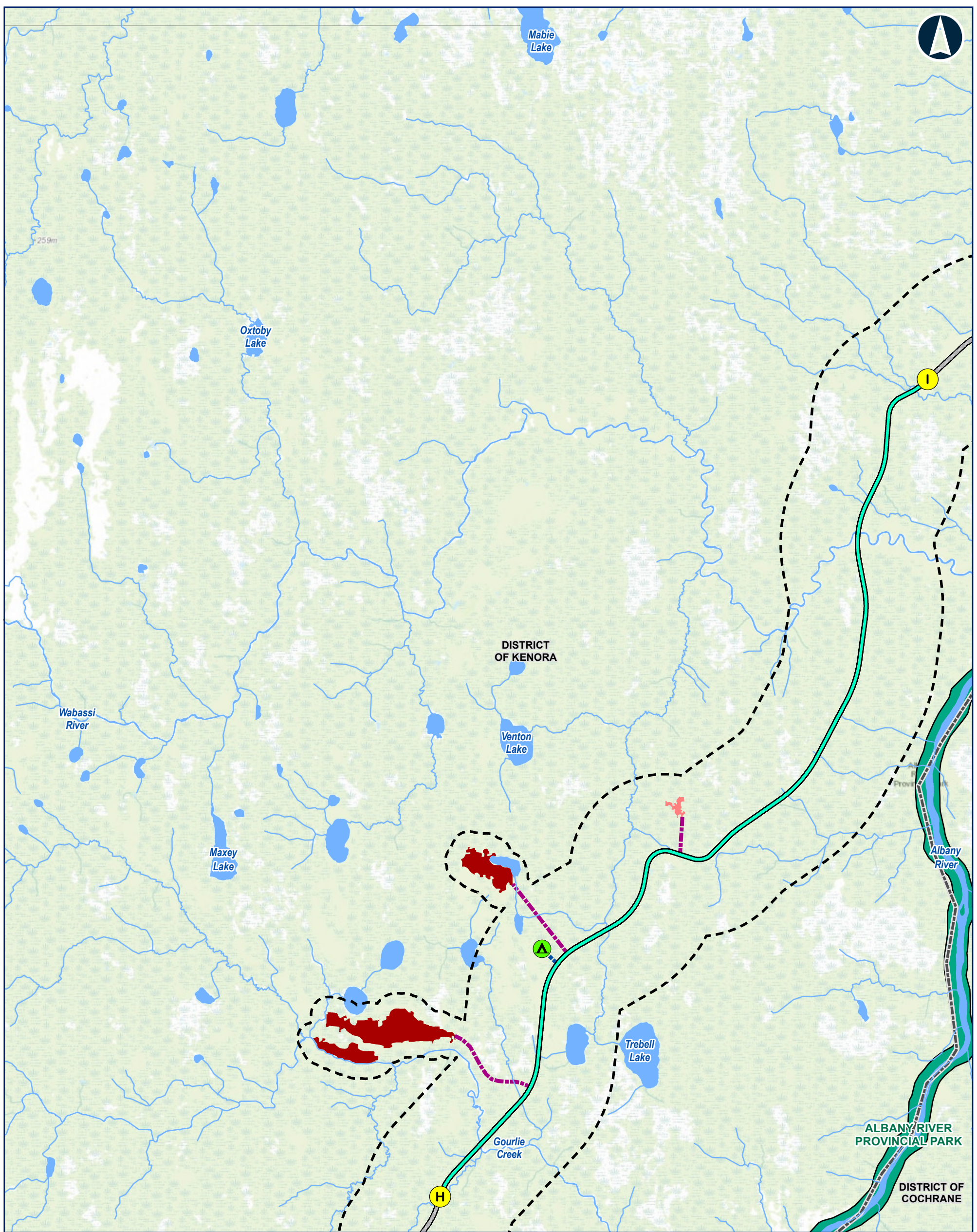
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Figure B-6

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Legend

- Segment Node
- Study Area
- Route Alternatives**
- Alternative 4
- Potential Camp Site**
- 50 Persons
- Approximate Access Road to Potential Construction Camp
- Potential Aggregate Source**
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site
- General Features**
- Watercourse
- Waterbody
- Far North Boundary
- District Municipal Boundary
- Provincial Park

Data Source:
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**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**

**Segment 3 – Alternative 4
with Supporting Infrastructure**

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Kilometres
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Figure B-7

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