

Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure - East Side Transportation Initiative

The East Side Transportation Initiative (ESTI) is a provincial initiative to provide improved, safe and more reliable transportation services for remote and isolated communities on the east side of Lake Winnipeg.

Manitoba Infrastructure is responsible for implementing the planning, construction and maintenance of the all-season road network on the east side of Lake Winnipeg.

BACKGROUND

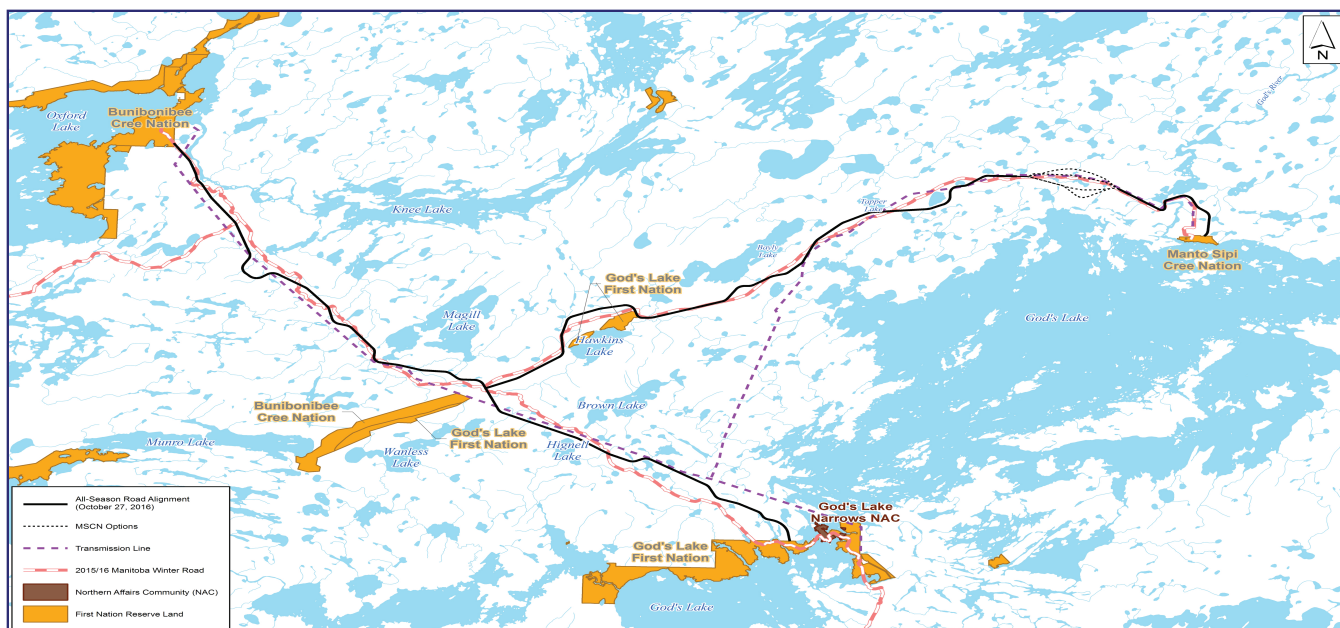
To better meet the needs of residents on the east side of Lake Winnipeg, the Manitoba government is moving forward with the construction of an all-season road network in the region to provide jobs, training and economic opportunities for local communities.

Construction of the road projects is done using a staged approach that takes many years to complete. Initially, improvements are made to existing winter roads to help lengthen the time they can be used.

The ESTI will eventually replace winter roads with a 1,000 km all-season road network. The roads will be gravel surfaced two lane public highways built to Manitoba road design standards and provide improved, safe and more reliable transportation to the remote and isolated communities on the east side of Lake Winnipeg.

Design and construction has begun on some segments of the ESTI. Environmental authorizations and approvals from federal and provincial regulators are being sought for other segments.

Currently, Manitoba Infrastructure is working on the environmental impact assessment for the 137.2 km All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (Project 6). To date Manitoba Infrastructure has held community meetings about the route alignment, has facilitated Traditional Knowledge studies with the affected communities and has conducted technical baseline studies. A description of the environmental assessment process and how community input is incorporated into the process is provided in the following sections.



PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

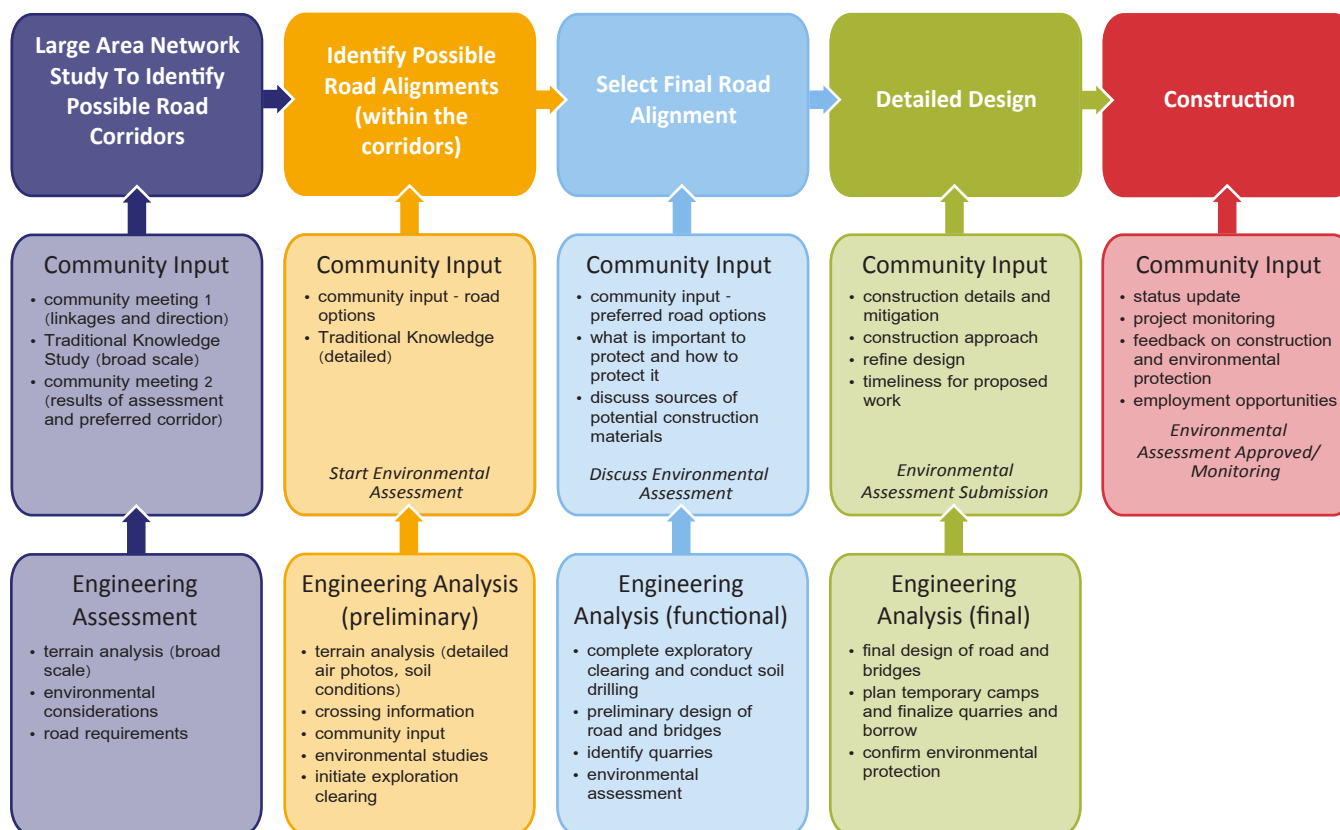
As part of each road project, an environmental impact assessment is conducted to encourage local community and public involvement, and protect people and the environment so that each of the roads is built in an environmentally responsible manner. Environmental assessments are conducted for large-scale projects to identify potential effects that may occur to plants, animals, fish, waterways, protected areas and areas of special or cultural importance. These assessments also outline potential ways to avoid, limit, reduce, or offset the effects and are required to get approvals for new roads from the provincial and federal governments. Project licences under The Environment Act (Manitoba), and approvals under the Canadian Environmental Assessment Act are required for each road project before construction can begin on that project.

ASSESSMENT STEPS

The environmental assessment begins with a description of the project. This requires that a road alignment be selected. For projects under the ESTI, initial road corridors were identified through the Large Area Transportation Network Study that was completed in 2011. Road alignments are refined based on discussions with local communities as well as information from terrain analysis, available Traditional Knowledge, archaeological, vegetation, wildlife and fisheries information in the project area.

Information on the current environmental conditions in the project area is key to the environmental assessment. This information comes from conducting studies in the project area to find out what is known about the area and what is important to local people and the communities.

STEPS TO SELECT, DESIGN AND CONSTRUCT AN ALL-SEASON ROAD



Information also comes from community meetings and Traditional Knowledge studies, and helps to guide technical studies that are needed to support the environmental assessment.

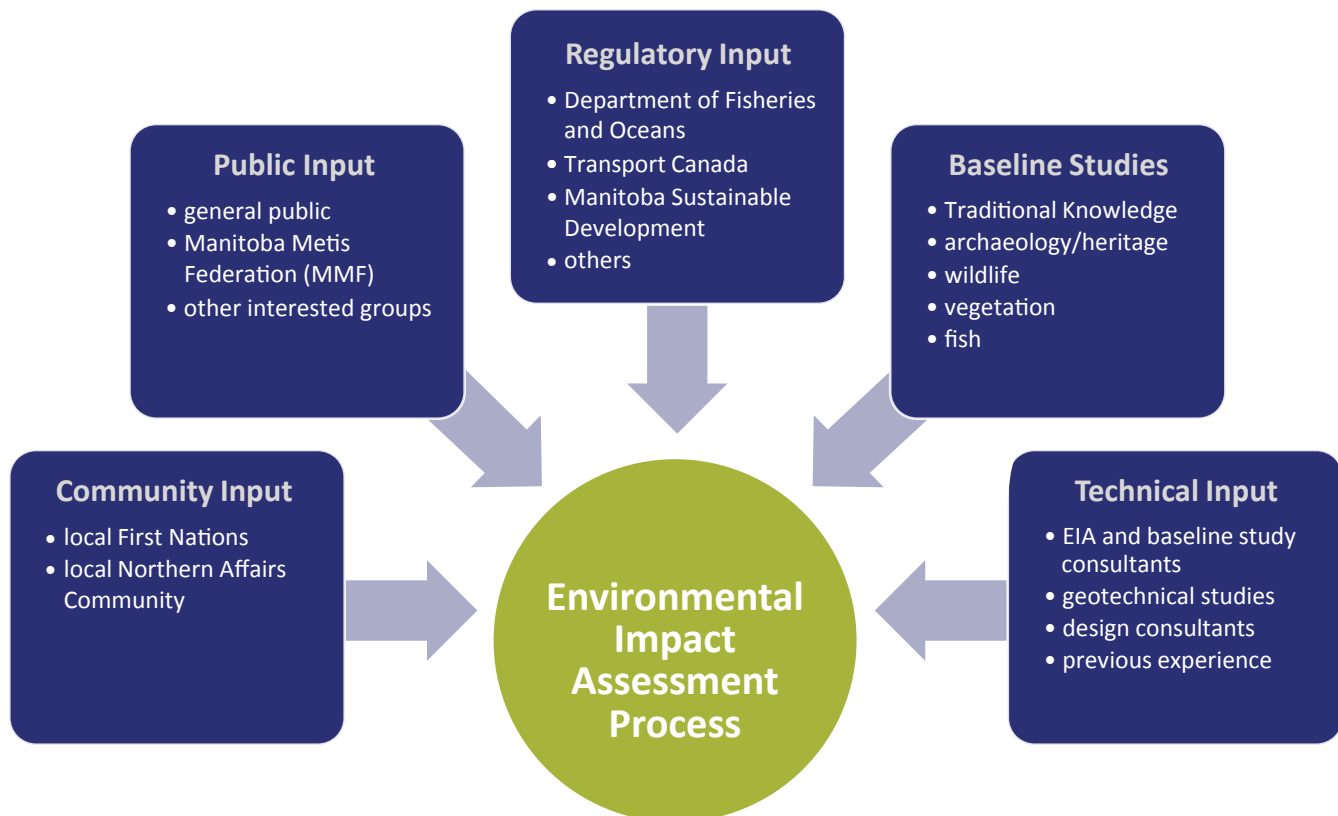
COMMUNITY INPUT

Under the previous Large Area Transportation Network study, community input was gathered during three rounds of community engagement that included meetings and Traditional Knowledge studies at the regional level and discussions about possible road corridors.



A key aspect of the environmental assessment process is listening to local east side residents and getting their views on the projects. Local Aboriginal people have been living in the region for centuries and this has given them intimate knowledge of the land. This knowledge and insight is extremely valuable in helping to plan the all-season road projects and reduce the environmental effects. For this reason, it is important to hear from local residents early on so that appropriate measures can be identified and taken to protect sensitive and culturally important areas.

Important ways that local residents participate in the projects are through community meetings and Traditional Knowledge studies. These studies involve the communities and include workshops and interviews with Elders, trappers,



hunters and other resource users. During these workshops and interviews, local people are encouraged to provide information that can help with the selection of the final alignment and design of the road. This may include information on the location of trap lines, historical transportation routes, traditional medicinal plants, animal migration routes, geographical land forms, waterways, cultural and spiritual sites and much more. The shared information is incorporated into the design and scheduling of the projects in such a way as to avoid or limit potential effects on the environment or traditional land uses. A good example of this is designing new bridges over key rivers and streams in a manner that allows local resource users to continue to travel on the waterways.

For the environmental assessment process, meetings are held in local communities at three key stages. Additional meetings may be held with Elders, trappers and other resource users. Community input from each of these stages is incorporated into the environmental impact assessment.

The first round of engagement is to describe the assessment process and gather community input to help identify the valued components which will inform the focus of the assessment.

The next engagement includes a presentation and discussion about potential effects, possible mitigation and follow-up ideas.

The final round of engagement presents the assessment results and steps moving forward. The input and opinion of communities on the east side of Lake Winnipeg and other interested stakeholders is greatly valued and is critical to the design of the project. It is incorporated into the environmental impact assessment and is used to design and plan better road projects. Following the assessment process conversations with east side communities will continue to shape the projects.



For more information on the Manitoba Infrastructure - East Side Transportation Initiative,
PLEASE CONTACT:
204-945-4900

How a Road is Constructed



Step 1

60 meter ROW gets cleared



Step 2

Overburden of 60 meter ROW is stripped back and stored for use when shaping the ditches.



Step 3

Geotextile is placed in wet areas identified by the engineered drawings to strengthen the integrity of the road as construction begins



Step 4

Blast rock is used as the first layer of the road construction



Step 5

After the blast rock has been placed and shaped to grade a lift of 6 inch material is placed



Step 6

6 inch material is then graded to meet engineering specifications and packed down



Step 7

After the 6 inch material has been packed a lift of 4 inch material is placed and shaped to meet road specifications



Step 8

The construction of the All Season Road is constructed using engineered drawings and each lift is checked and re checked by professional surveyors



Step 9

Before the final two lifts of the road construction are placed, culverts are installed to allow for surface water drainage within the ditches



Step 10

Culverts are installed to minimize the risk of washouts and ensure the natural flow of the surface water remains intact which reduces impacts on the wildlife in the area



Step 11

2" material is then placed to grade and packed down and a compaction test is done to ensure it meets the specifications



Step 12

After the 2" lift has been checked for compaction and it has been brought up to proper grade a final lift of traffic gravel is placed and compacted



Step 13

The final lift of traffic gravel is the brought up to grade and once again packed down and tested



Step 14

An important step in the construction of the All Season Road is the shaping of ditches for safety and drainage



Step 15

Ditch checks are installed around all water bodies to reduce surface water flow and minimize erosion



Step 16

Erosion control around bridge crossings is minimized by the use of straw rolls on the slopes, ditch checks , rip rap on shorelines, silt fence and silt curtains are also installed to slow down surface water run off



Step 17

Final All Season Road construction is then inspected jointly by multiple agencies and opened up for public use



Any Questions ?????

Overview of Traditional Knowledge Study

