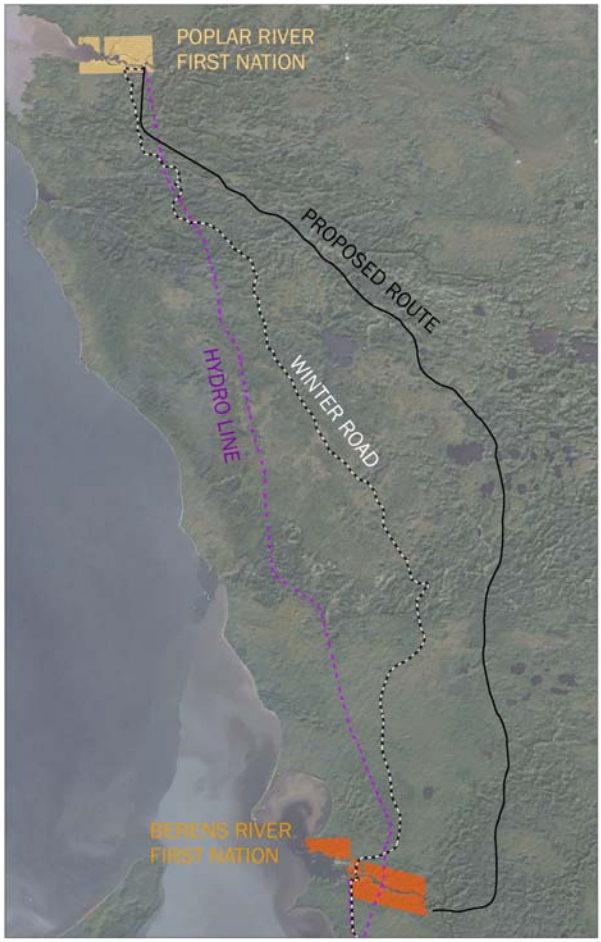
Annex A3:
Round 5 APEP Materials

Annex A3-1:
Poster – Berens River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

COMMUNITY MEETING

The East Side Road Authority (ESRA) is hosting a Community Meeting to discuss the proposed All-Season Road project between Berens River First Nation and Poplar River First Nation.



Berens River School

Thursday, May 21, 2015
Doors open at 6:00 pm
Presentation 6:30 pm
Discussion until 8:30 pm

The Community Meeting is an opportunity to discuss the proposed all-season road project and discuss what you think is important to consider in the Environmental Assessment. We want to hear your views on this proposed All-Season Road.

For more information on the Community Meeting or the East Side Transportation Initiative, please visit

www.eastsideroadauthority.mb.ca 1-866-356-6355.

MANITOBA East Side Road AUTHORITY

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Photo by Jarrod Boscow

Annex A3-2:
Handout – Berens River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

EAST SIDE TRANSPORTATION INITIATIVE

In 2009, the Government of Manitoba introduced the Manitoba Floodway Authority Act. It officially expanded the mandate of the Floodway Authority to assume responsibility for the construction and maintenance of an all-season road on the east side of Lake Winnipeg – this became the basis for the East Side Road Authority (ESRA). ESRA is currently undertaking the East Side Transportation Initiative (ESTI), a strategic initiative to provide improved, safe and more reliable transportation service for the remote and isolated communities on the east side of Lake Winnipeg.

The East Side Transportation Initiative consists of:

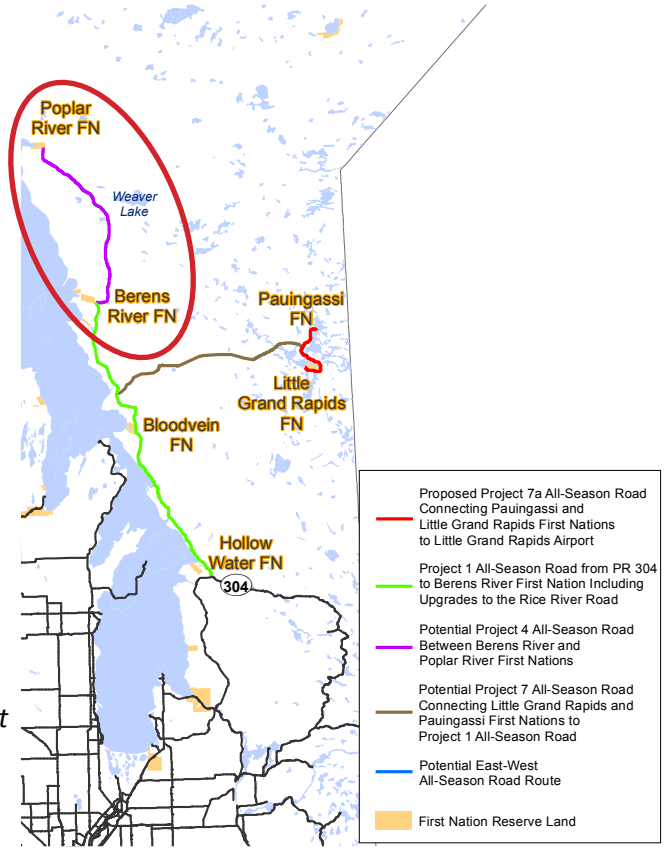
Community Economic Development

A key focus of the initiative is to ensure that local residents participate in and benefit from the construction of all-season roads and other network improvements through jobs, training and economic development opportunities. Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

Implementing the East Side Large Area Transportation Network Study

Improvements to the transportation network focus on the development of all-season roads connecting the communities to the provincial highway network, construction of interim pioneer roads and enhancements to winter road reliability. Priority projects include:

- *Construction of a 156 km all-season road from Provincial Road 304 to Berens River First Nation is underway.*
- *Planning and environmental assessments to support the construction of pioneer and all-season roads in prioritized locations is ongoing.*
- *Interim winter road enhancements are underway with a focus on crossing improvements.*



Currently, ESRA is working on the Environmental Assessment for the Berens River to Poplar River All- Season Road Alignment. The proposed road, approximately 94 kms in length, would connect Berens River First Nation and Poplar River First Nation to the wider provincial highway system. The project team is currently meeting with stakeholders and community members to outline potential road alignments, receive input into valued community heritage and cultural locations, and discuss how to mitigate any potential impacts that the road may have on the communities.

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

PROJECT BENEFITS

The East Side Road Initiative has many community benefits and economic development opportunities including:

- Providing alternative transportation to the increasingly unreliable winter road network
- Reducing transportation costs for goods and services
- Improving linkages between isolated and remote communities
- Enhancing access to emergency, health, and social services
- Creating construction employment, training, and economic opportunities
- Enhancing opportunities for local sustainable economic development

The East Side Road Authority (ESRA) is committed to working with local communities to generate economic development opportunities related to the construction of the all-season road.

As part of this commitment, ESRA will invest approximately $315 million (35% of the overall road construction budget) into jobs, training and economic development opportunities for local residents, over the next fifteen years.

To achieve this objective, ESRA has developed an Aboriginal Benefits and Tendering Strategy that consists of Community Benefits Agreements (CBAs) and local hiring and procurement requirements in construction tenders.

ESRA is entering into Community Benefit Agreements with First Nation communities located in the vicinity of the proposed all-season road. The purpose of these agreements is to provide jobs, training and economic opportunities related to road construction and maintenance. In particular, these agreements are designed to ensure hiring of residents from the east side communities, provide appropriate training and mentoring, and encourage community enterprises and capacity building.

A Community Benefit Agreement was signed with Berens River First Nation in 2009, and with Poplar River First Nation in 2010.

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Annex A3-3:
Comment Sheet – Berens River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

YOUR FEEDBACK

Your feedback and input on the All-Season Road between Berens River to Poplar River is important to us. What is important to you? Do you have any comments, ideas, or information you would like ESRA to consider?

Would you like us to contact you?

Name: _____

Contact info (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

CONTACT INFORMATION

The East Side Road Authority

200 – 155 Carlton Street, Winnipeg, Manitoba, R3C 3H8

Phone: 204-945-4900 in Winnipeg

Toll free: 1-866-356-6355 • Fax: 204-948-2462 in Winnipeg

Email: eastside@gov.mb.ca • www.eastsideroadauthority.mb.ca

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Annex A3-4:
Presentation – Berens River First Nation Community Meeting (Round 5)

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EAST SIDE TRANSPORTATION INITIATIVE

Berens River to Poplar River FN Road Network

Possible Effects and Mitigation

Presentation to
Berens River First Nation

May 21, 2015

MANITOBA East Side Road AUTHORITY

Why are we here?

We are here today to:

- Provide information about the road project
- Communicate what we heard from you and others
- Review potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the environmental impact assessment (EIA) and addressed in the project design.

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Description of Project

- 94 km of All Season Road joining Poplar River to Berens River

  Includes:

  - 4 major water crossings:
    - Leaf River
    - North Etomami River
    - Etomami River
    - Berens River
  - 6 possible minor crossings or culverts, and
  - Equalization culverts

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Prior Community Discussions

- Since 2008, ESRA has met with the Berens River community on:
  - May 5, 2009
  - July 6, 2009
  - June 13, 2010
  - Traditional Knowledge Workshop
    - April 22, 2015
- For this project, the first series of meetings (Round #1) were held on:
  - April 23, 2015 Poplar River
  - April 30, 2015 Berens River

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Summary of What We Heard – Round #1 Meetings

- What we heard from you:
  - Revised road alignment has been moved away from community sensitive areas, and was well received;
  - Communities have an interest in how information for Traditional Knowledge Studies are used;
  - Improve project communications between ESRA and the communities;
  - Protect waterway travel routes;
  - Moose, caribou, furbearers and their habitat are valued components for the communities;

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Summary of What We Heard – Round #1 Meetings

- What we heard from you (continued):
  - Ensure travel routes and access to trap lines are maintained;
  - Consider setbacks, restricting access, and temporary barriers to protect sensitive sites;
  - Interest in the potential effects of construction noise and blasting on sensitive areas;
  - Restrict hunting along the road alignment and during construction; and,
  - Concerns over how a provincial or federal election may impact the project.

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What is Environmental Impact Assessment?

Community Engagement

SOCIAL AND NATURAL ENVIRONMENT

Possible Effects

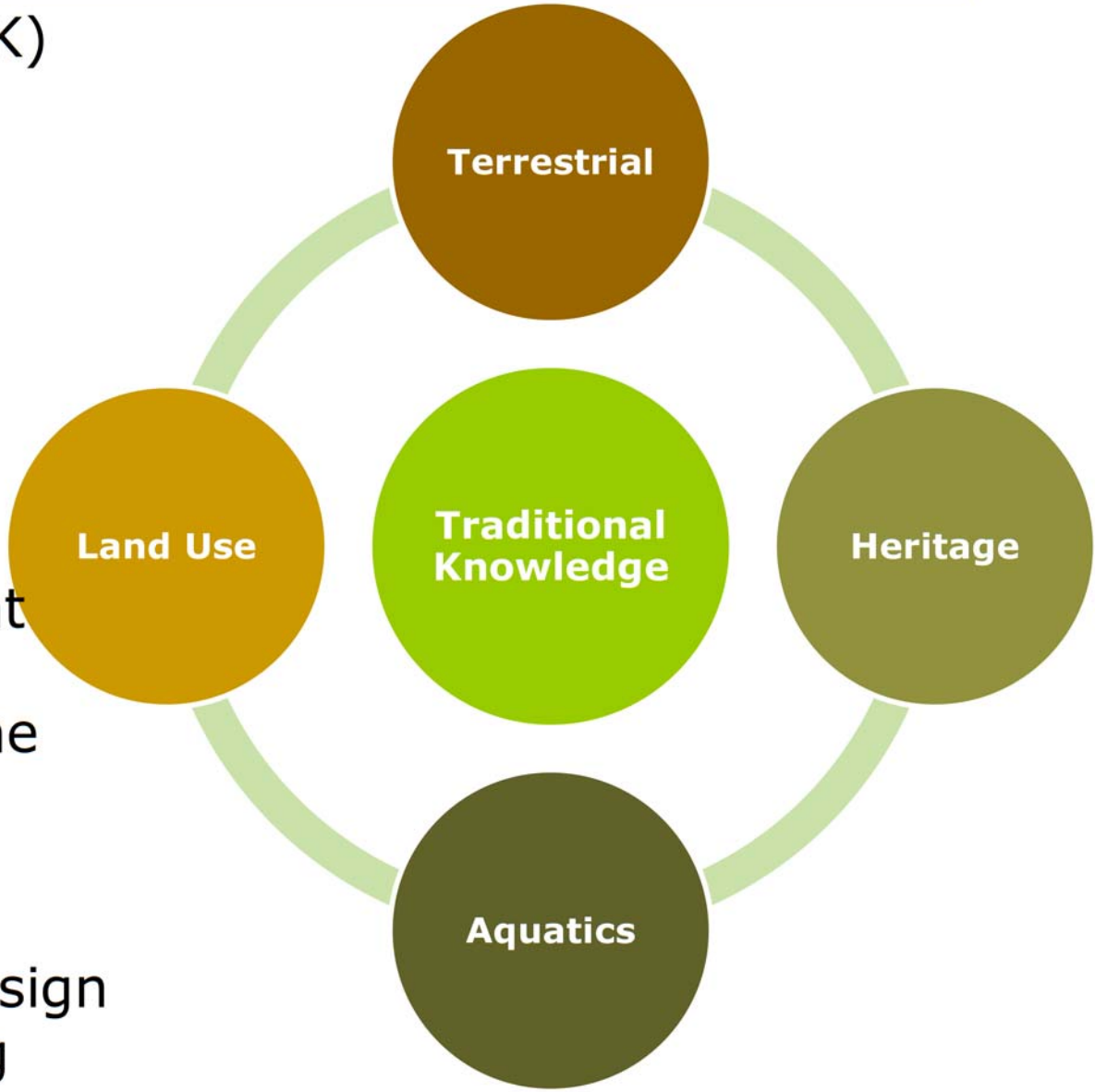
PROJECT

Mitigation & Follow Up

East Side Road Authority

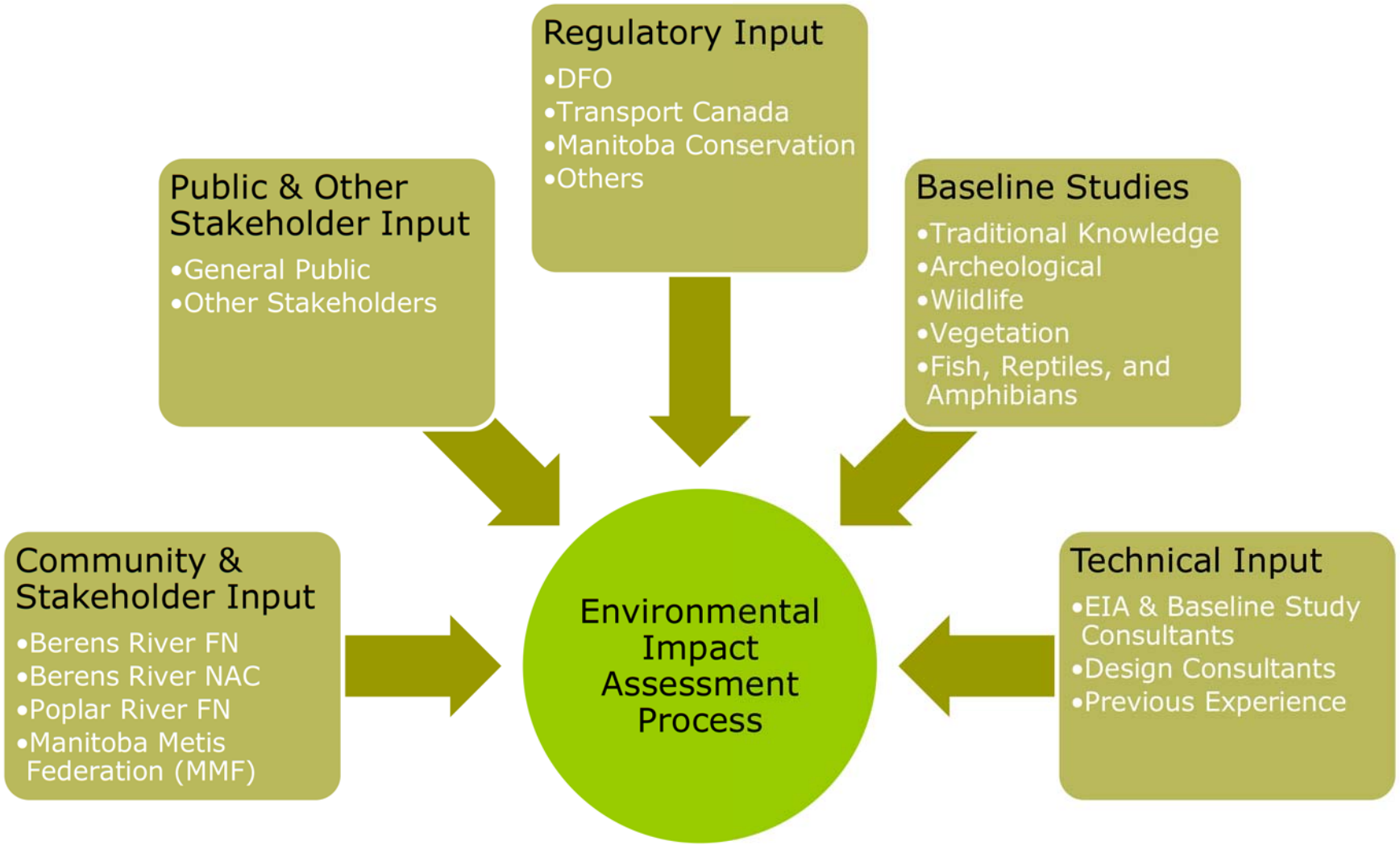
Baseline Data

- Traditional Knowledge (TK)
- Biophysical studies to augment TK studies
  - Fisheries and habitat
  - Vegetation
  - Wildlife surveys
  - Archaeological studies
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Referenced for project design and construction planning



East Side Road AUTHORITY

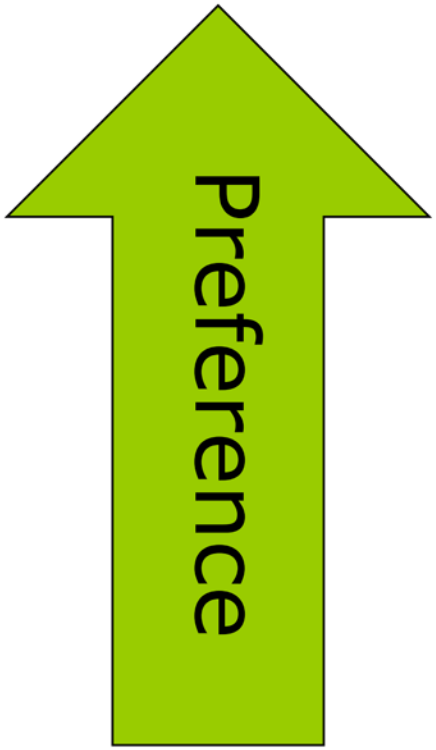
Inputs into the Environmental Impact Assessment Process



East Side Road AUTHORITY

How to Address Possible Effects

- "Spectrum of Preference":
  - **Avoid**
  - **Minimize**
  - **Restore**
  - **Reduce or Eliminate**
  - **Offset**
  - **Monitor**



East Side Road Authority

Moose

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from construction
- Accidental moose-vehicle collisions
- Increased access

MITIGATION IDEAS

- Road design: improved sightlines, reduced speed, and signage on road
- Limit construction worker activity to project area
- Restrict hunting in construction contracts
- Block temporary access roads after construction
- Maintain habitat, encourage natural re-vegetation and planting with native species

East Side Road AUTHORITY

Caribou

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from blasting
- Accidental caribou-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road

Limit construction worker activity to project area

Limit blasting during calving season in sensitive areas

Block temporary access roads after construction

Maintain habitat, encourage natural re-vegetation and planting with native species

East Side Road AUTHORITY

Furbearers

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from construction
- Accidental vehicle collisions
- Increased access

MITIGATION IDEAS

Block temporary access roads after construction	Improve sightlines, reduced speed, and signage on road
Minimize extent of vegetation clearing	Maintain camp standards to avoid creating wildlife attractants
Maintain buffer around active dens and high quality habitat	Burn slash piles during first winter to limit furbearer use
Design equalization culverts to provide an alternate means of access for furbearers	Maintain habitat, encourage natural re-vegetation and planting with native species

East Side Road Authority

Waterfowl & Birds of Prey

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from noise
- Disturbance of existing nests
- Increased access

MITIGATION IDEAS

- Minimize extent of vegetation clearing
- No work below high water mark in spring to prevent accidental nest disturbance
- Maintain riparian buffer zones along water's edge
- Identification and protection of critical nesting sites during construction
- Restrict construction worker activity to project area
- Restrict hunting in construction areas
- Block temporary access roads after construction

East Side Road AUTHORITY

Heritage & Cultural Sites

POSSIBLE CHANGES (EFFECTS)

- Loss or damage to heritage sites and objects
- Damage to cultural (sacred) sites
- Damage to community use sites

MITIGATION IDEAS

- Route road away from known heritage sites
- Maintain buffers and temporary fencing around heritage sites
- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
- Block temporary access roads after construction
- Limit equipment and workers to construction areas

East Side Road Authority

Vegetation

POSSIBLE CHANGES (EFFECTS)

- Removal of trees and shrubs in construction areas
- Loss of species of concern from clearing activities
- Change in habitat for key species
- Spread of invasive and non-native species
- Change in subsurface water flow
- Increased access

MITIGATION IDEAS

- Minimize extent of clearing to ROW, quarries, and borrow pits
- Block access roads after construction
- Survey for species of concern before clearing and initiate protection plans
- Prohibit equipment outside of construction areas
- Control herbicide use
- Restore ground cover in ditches with native species
- Reclaim disturbed areas not required for road operation and maintenance

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Fish, Reptiles & Amphibians

POSSIBLE CHANGES (EFFECTS)

- Fish habitat loss or change in productivity
- Damaged water quality from sediment
- Improved access to waterways
- Blocked fish movements
- Changes in water flows
- Harm to fish from accidental spills
- Introduction of non-native fish species from equpment

MITIGATION IDEAS

- Block access roads after construction
- Avoid critical reproduction areas
- Limit clearing near watercourses and restore vegetation
- Use erosion protection and sediment control
- Design culverts for passage and natural flow
- No work below the high water mark in spring
- Protect water quality through proper equipment maintenance and fuel storage
- Prohibit use of herbicides near watercourses

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Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)

- Loss of traditionally used plants from clearing
- Change to moose distribution affecting hunting
- Change to furbearer distribution affecting harvesting
- Change in fishery harvest
- Change in traditional collection of aquatic plants and fish eggs







MITIGATION IDEAS

- Map important traditional use areas for project planning and design
- Protect moose and caribou *(see boards)*
- Protect furbearers *(see board)*
- Protect fish, reptiles, amphibians *(see board)*
- Maintain access to traplines and trails during construction
- Design trail crossings to maintain trapper access and trails
- Block temporary access roads after construction

East Side Road AUTHORITY

River Access & Crossings : South

Construct bridges and culverts to maintain travel routes

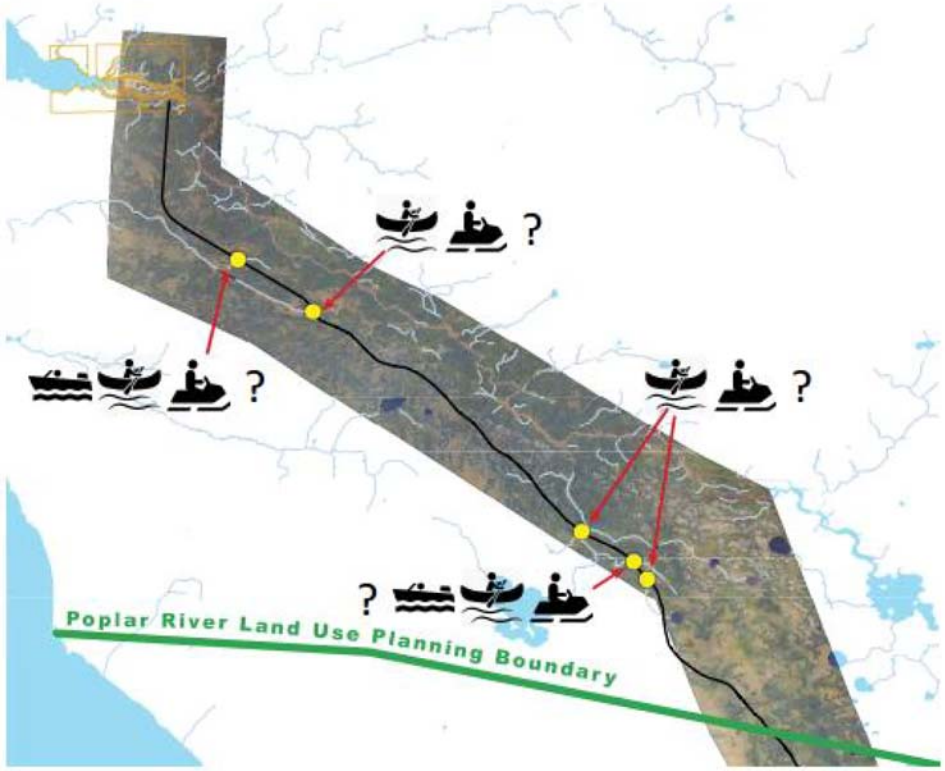
Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

MITIGATION IDEAS

East Side Road Authority

River Access & Crossings : North



MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

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Schedule

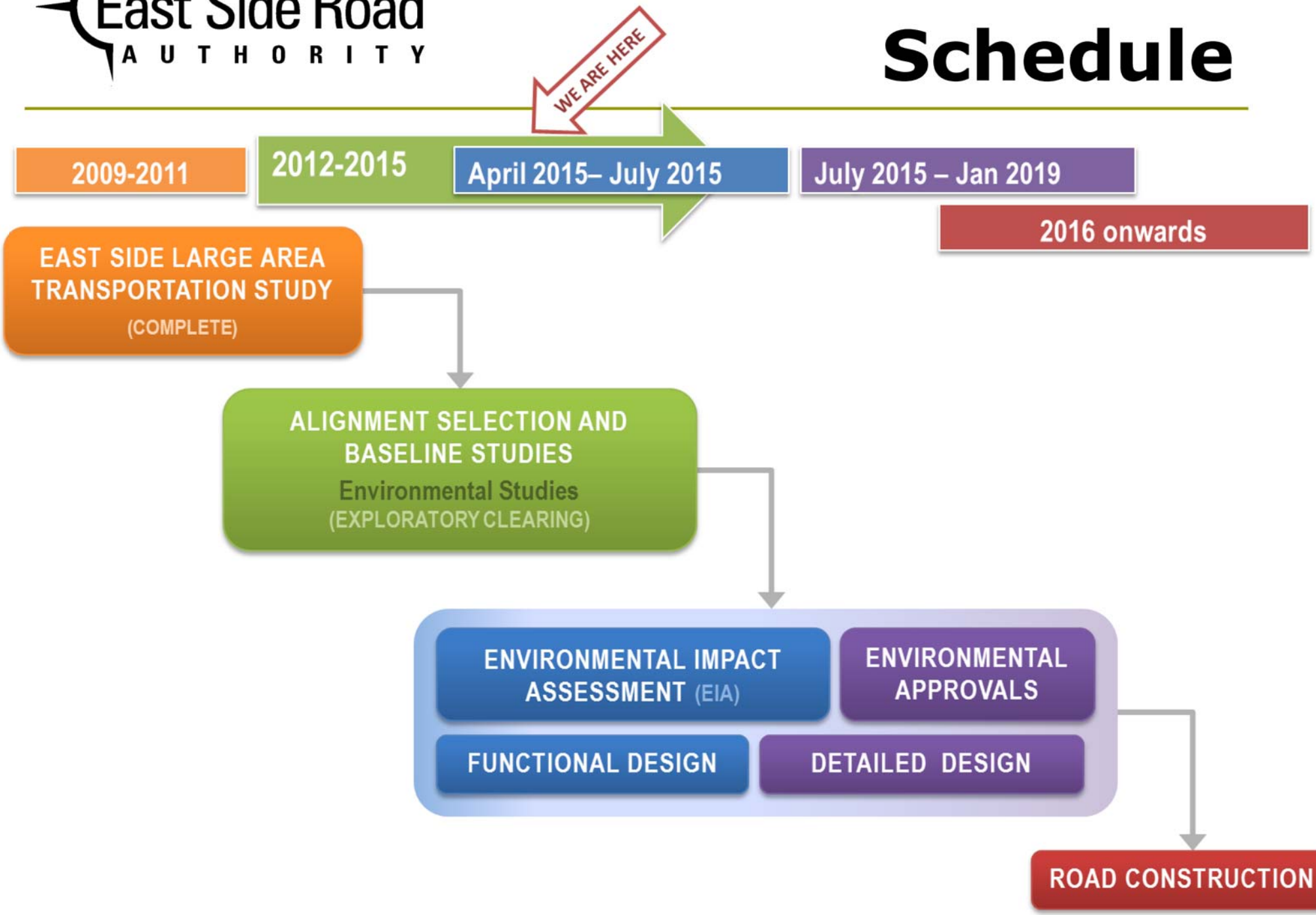

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Table Talks!

- We want to hear and learn from you
- Write on boards what is important to you, and what should be considered

We will be back to meet with you to discuss the following:

- **Early Summer 2015:** To confirm findings of the environmental assessment with the community

Please stay and talk with us!

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Next Steps

Berens River to Poplar River All Season Road Environmental Impact Assessment
Tentative Schedule of Engagement Events

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Date	Meeting / Event	Location	Purpose
23-Apr	In-Community Meeting #1	Poplar River	Project Information, Baseline, Valued Components
30-Apr	In-Community Meeting #1	Berens River	Project Information, Baseline, Valued Components
21-May	In-Community Meeting #2	Berens River	Communicate what we heard, the results of environmental studies to date, potential effects and potential mitigation measures
26-May	In-Community Meeting #3	Poplar River	Communicate what we heard, the results of environmental studies to date, potential effects and potential mitigation measures
28-May	Other Stakeholders #1	Winnipeg - Indian & Metis Friendship Center	Project Information, Baseline, Valued Components, What we heard from Berens River and Poplar River communities
Weeks of 15 June / 22 June (TBC)	In-Community Meetings #3	Berens River and Poplar River	Communicate the results of the environmental studies, Preferred Alternative for Road Alignment, Mitigation of Potential Impacts
2 weeks after Round #3 In Community Meetings	Other Stakholders #2	Winnipeg	Communicate the results of the environmental studies, Preferred Alternative for Road Alignment, Mitigation of Potential Impacts, What we heard from Berens River and Poplar River

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East Side Road
AUTHORITY

Thank you for your participation!

Contact Information

The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

Annex A3-5:
Display Boards – Berens River First Nation Community Meeting (Round 5)

PROJECT OVERVIEW

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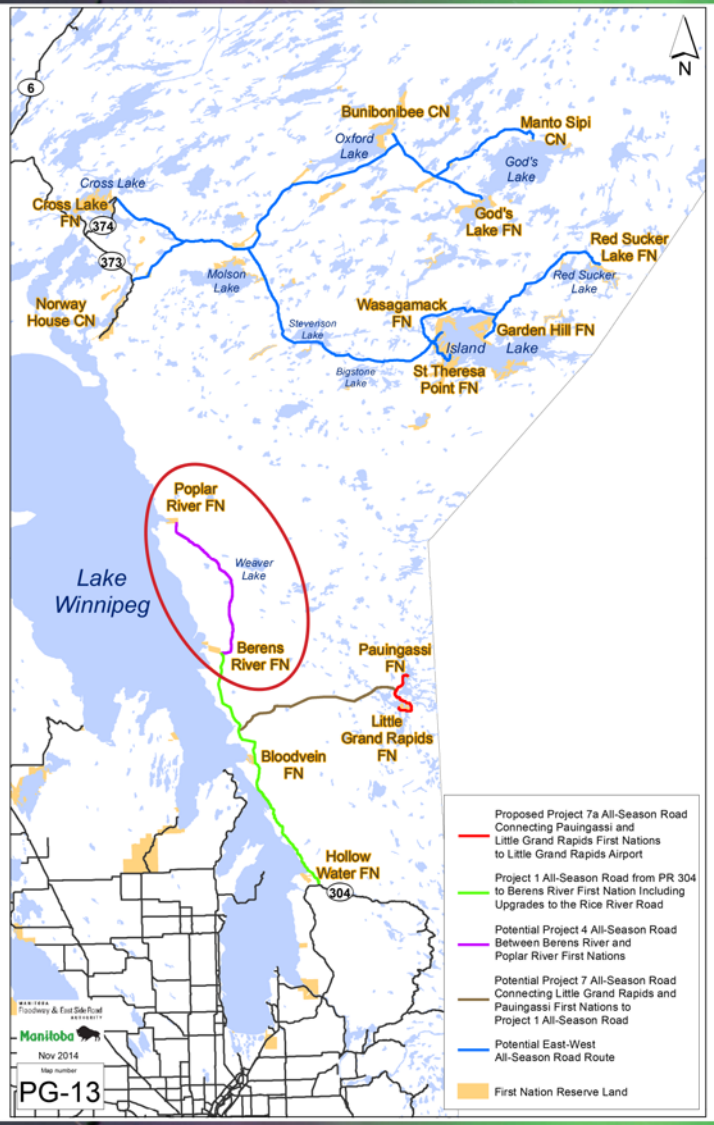

This project consists of **94 km** of All-Season Road joining Berens River First Nation to Poplar River First Nation.

There will be 4 major water crossings or bridges at:

- Leaf River
- North Etomami River
- Etomami River
- Berens River

Up to 6 possible minor crossings or culverts

Equalization culverts at multiple locations

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Photo by Jarrod Boscow

WHAT WE HEARD

As part of the Environmental Impact Assessment (EIA) process, ESRA is conducting a series of meetings with communities in the area to inform and shape the process. Continued dialogue with and input from the communities, Elders, and Chief and Council are critical to the overall process.

The first series of meetings (Round #1) were held with the communities on:

April 23rd, 2015 in Poplar River First Nation

April 30th, 2015 in Berens River First Nation

The purpose of the Round #1 meetings was to:

- Provide an overview of the proposed All Season Road project;
- Inform the community of the overall Environmental Impact Assessment (EIA) process;
- Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas; and,
- Dialogue with the community about which Valued Components should be included or highlighted in the EIA process.

Photo by Jarrod Boscow

WHAT WE HEARD

During these meetings, the communities of Poplar River First Nation and Berens River First Nation shared the following with the ESRA team:

- Communities have interest in how information for Traditional Knowledge Studies are gathered and used;
- Appropriate community and cultural activities should occur prior to any construction activities or disturbance of the land;
- Communication between ESRA and the communities should be improved;
- Bridges or other structures should be designed to allow for continued access by boats, canoes, and snowmobiles;
- Moose and moose habitat are Valued Components for the communities;
- Caribou and caribou habitat are Valued Components for the communities;
- The communities noted increased presence of wolverines nearby in the past few years;
- Ensure travel routes are maintained;
- The revised proposed road alignment has been moved away from community sensitive areas based on feedback, and was generally well received;
- To protect cultural and heritage sites, consider setbacks, restrict access, and erect temporary barriers to prohibit access during construction;
- Interest in effects around the impacts of construction noise and blasting on or around moose hunting and calving areas;
- Restrict hunting along the road alignment and during construction;
- Respect and maintain access to trap lines during construction;
- Road alignments that will avoid community sensitive areas were identified to the ESRA team;
- Concerns about how upcoming provincial or federal elections may impact the project.





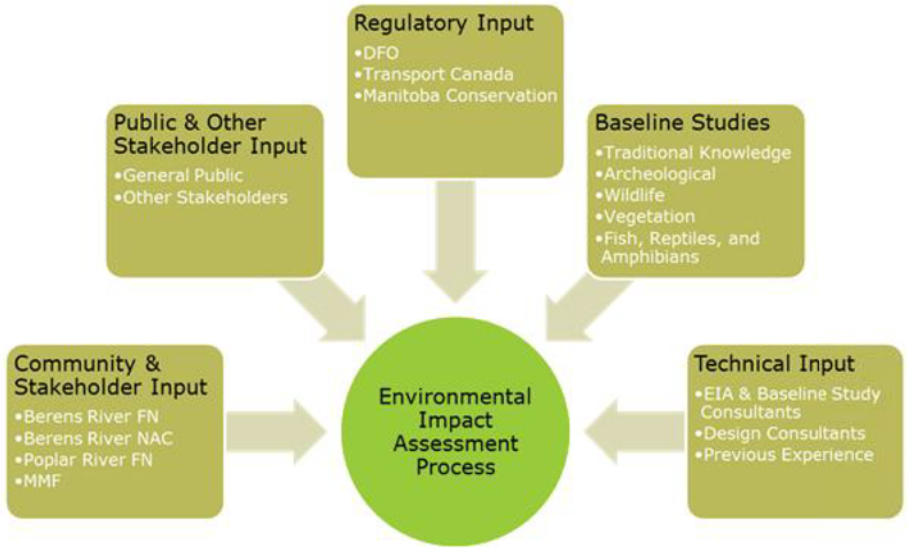


Photo by Jarrod Boscow

ENVIRONMENTAL IMPACT ASSESSMENT

As part of the East Side Transportation Initiative and its various road projects, environmental impact assessments (EIAs) are required. An environmental impact assessment is a process to predict environmental effects of proposed initiatives or projects before they are carried out. They identify potential effects of a project, propose measures to mitigate those effects, predict whether impacts will remain after mitigation is implemented, and follow up to test the effectiveness of mitigation. As a planning and decision-making tool, an EIA aims to minimize or avoid adverse environmental effects before they occur, and incorporate environmental factors into the decision making process.

An environmental impact assessment involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The environmental impact assessment process involves a wide variety of **inputs** from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholder groups, regulatory agencies, baseline studies, technical input from consultants, and previous experience.

Mitigation measures are actions that can be done to reduce (mitigate) or avoid the effects or impacts that a project could have on the environment. In terms of mitigating potential impacts, the environmental impact assessment utilizes a 'spectrum of preference' approach. In order of preference, these actions include:

PREFERENCE

- **Avoiding** the impact altogether
- **Minimizing** impacts be limiting the degree or magnitude of the action and its implementation
- **Restore** by applying rehabilitation techniques after the impact may have occurred, such as revegetation of disturbed areas
- **Reduce or Eliminate** the potential over time by preservation and maintenance operations
- **Offset** potential impacts through measures such as off-site habitat creation or tree replacement planting programs
- **Monitor** the project overtime to identify and reduce potential impacts

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Photo by Jarrod Boscow

MOOSE

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from construction
- Accidental moose-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Restrict hunting in construction contracts	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

Photo by Jarrod Boscow

CARIBOU

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POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from blasting
- Accidental caribou-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Limit blasting during calving season in sensitive areas	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

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Photo by Jarrod Boscow

FURBEARERS

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from construction
- Accidental vehicle collisions
- Increased access

MITIGATION IDEAS

Block temporary access roads after construction	Improve sightlines, reduced speed, and signage on road
Minimize extent of vegetation clearing	Maintain camp standards to avoid creating wildlife attractants
Maintain buffer around active dens and high quality habitat	Burn slash piles during first winter to limit furbearer use
Design equalization culverts to provide an alternate means of access for furbearers	Maintain habitat, encourage natural re-vegetation and planting with native species

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Photo by Jarrod Boscow

WATERFOWL & BIRDS OF PREY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from noise
- Disturbance of existing nests
- Increased access

MITIGATION IDEAS

Minimize extent of vegetation clearing	Minimize clearing in spring and summer
No work below high water mark in spring to prevent accidental nest disturbance	
Maintain riparian buffer zones along water's edge	
Identification and protection of critical nesting sites during construction	
Restrict construction worker activity to project area	
Restrict hunting in construction areas	
Block temporary access roads after construction	

Photo by Jarrod Boscow

HERITAGE & CULTURAL SITES

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Loss or damage to heritage sites and objects
- Damage to cultural (sacred) sites
- Damage to community use sites

MITIGATION IDEAS

Route road away from known heritage sites	
Maintain buffers and temporary fencing around heritage sites	
Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	
Block temporary access roads after construction	
Limit equipment and workers to construction areas	

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Photo by Jarrod Boscow

VEGETATION

POSSIBLE CHANGES (EFFECTS)

- Removal of trees and shrubs in construction areas
- Loss of species of concern from clearing activities
- Change in habitat for key species
- Spread of invasive and non-native species
- Change in subsurface water flow
- Increased access

MITIGATION IDEAS

Minimize extent of clearing to ROW, quarries, and borrow pits	Maintain subsurface water flows
Block access roads after construction	
Survey for species of concern before clearing and initiate protection plans	
Prohibit equipment outside of construction areas	
Control herbicide use	
Restore ground cover in ditches with native species	
Reclaim disturbed areas not required for road operation and maintenance	

Photo by Jarrod Boscow

FISH, REPTILES, & AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- Fish habitat loss or change in productivity
- Damaged water quality from sediment
- Improved access to waterways
- Blocked fish movements
- Changes in water flows
- Harm to fish from accidental spills
- Introduction of non-native fish species from equpment

MITIGATION IDEAS

Block access roads after construction	Avoid critical reproduction areas
Limit clearing near watercourses and restore vegetation	Use erosion protection and sediment control
Design culverts for passage and natural flow	No work below the high water mark in spring
Protect water quality through proper equipment maintenance and fuel storage	
Prohibit use of herbicides near watercourses	

Photo by Jarrod Boscow

TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)

- Loss of traditionally used plants from clearing
- Change to moose distribution affecting hunting
- Change to furbearer distribution affecting harvesting
- Change in fishery harvest
- Change in traditional collection of aquatic plants and fish eggs

MITIGATION IDEAS

Map important traditional use areas for project planning and design	Confirm setbacks and other mitigation measures with communities
Protect moose and caribou *(see boards)*	
Protect furbearers *(see board)*	
Protect fish, reptiles, amphibians *(see board)*	
Maintain access to traplines and trails during construction	
Design trail crossings to maintain trapper access and trails	
Block temporary access roads after construction	

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Photo by Jarrod Boscow

RIVER ACCESS & CROSSINGS: SOUTH

MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

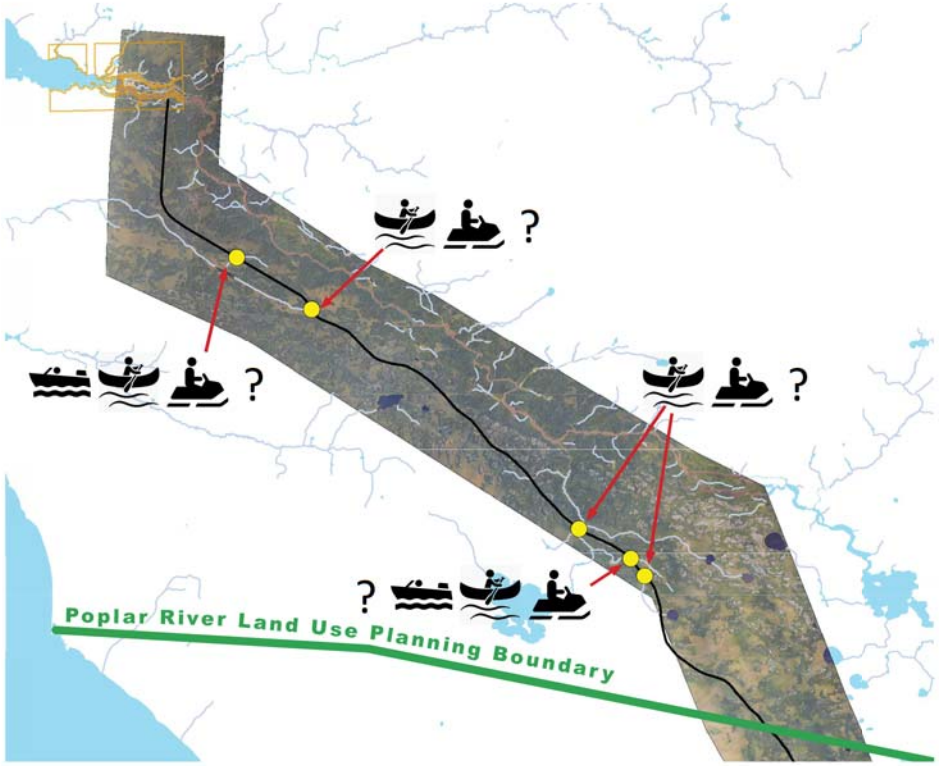
Restrict boat launch points at river crossings

Photo by Jarrod Boscow

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

RIVER ACCESS & CROSSINGS: NORTH

MANITOBA East Side Road AUTHORITY



MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

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14N

Photo by Jarrod Boscow

ALL-SEASON ROAD CONSTRUCTION STEPS

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

ASR PLANNING & DESIGN

Soil Studies

Sensitive Site Identification

Traditional Knowledge

Community and Stakeholder meetings

Environmental Studies

CONSTRUCTION

Right-of-Way Clearing

Aggregate Production and Quarries

Establishment of Borrow Pits

Grading & Gravelling

Culvert Installation and Equalization

Bridge Construction and Installation

Re-vegetation and Erosion Control

MAINTENANCE

Mowing

Mechanical Brushing

Washout Repair

Drainage Preservation

Snow Plowing

Sanding, Spreading Ice, and Dust Control

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Photo by Jarrod Boscow

HOW SHOULD WE COMMUNICATE WITH YOU?

MANITOBA East Side Road AUTHORITY

Community Radio

NCI Radio

Newsletter

Posters

Flyers

Please check the boxes of the methods you prefer

1-866-356-6355

www.eastsideroadauthority.mb.ca

Facebook and Twitter

Website

Email Distribution list

Temporary signage on road in advance of activities

DILLON CONSULTING

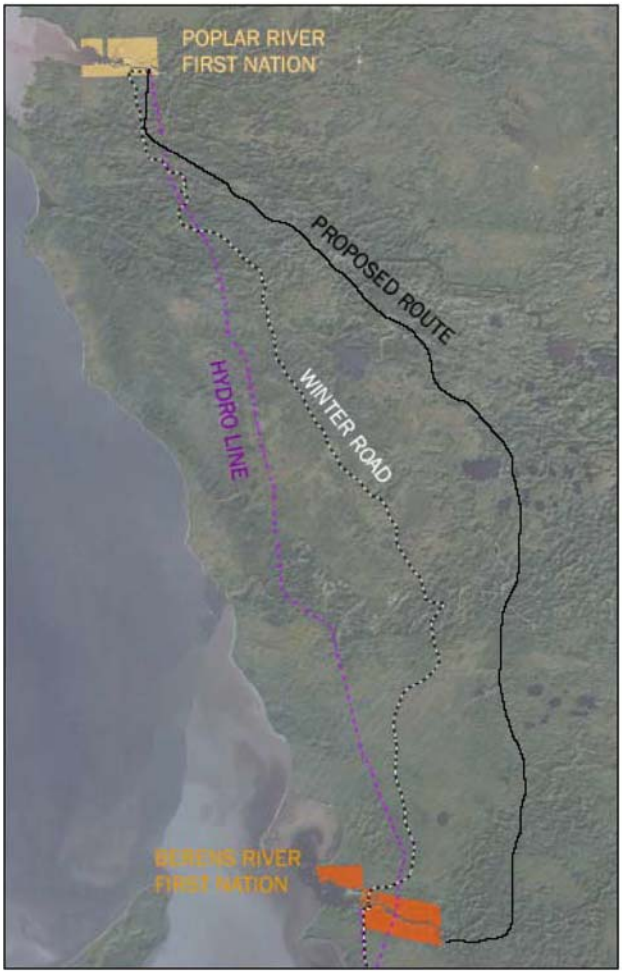
Photo by Jarrod Boscow

Annex A3-6:
Poster – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

COMMUNITY MEETING

The East Side Road Authority (ESRA) is hosting a Community Meeting to discuss the proposed All-Season Road project between Berens River First Nation and Poplar River First Nation.



Poplar River Elementary School

Tuesday, May 26, 2015

Presentation 6:00pm

Discussion until 8:30pm

The Community Meeting is an opportunity to discuss the proposed all-season road project and discuss what you think is important to consider in the Environmental Assessment. We want to hear your views on this proposed All-Season Road.

For more information on the Community Meeting or the East Side Transportation Initiative, please visit

www.eastsideroadauthority.mb.ca 1-866-356-6355.

MANITOBA East Side Road AUTHORITY

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Photo by Jarrod Boscow

Annex A3-7:
Handout – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

EAST SIDE TRANSPORTATION INITIATIVE

In 2009, the Government of Manitoba introduced the Manitoba Floodway Authority Act. It officially expanded the mandate of the Floodway Authority to assume responsibility for the construction and maintenance of an all-season road on the east side of Lake Winnipeg – this became the basis for the East Side Road Authority (ESRA). ESRA is currently undertaking the East Side Transportation Initiative (ESTI), a strategic initiative to provide improved, safe and more reliable transportation service for the remote and isolated communities on the east side of Lake Winnipeg.

The East Side Transportation Initiative consists of:

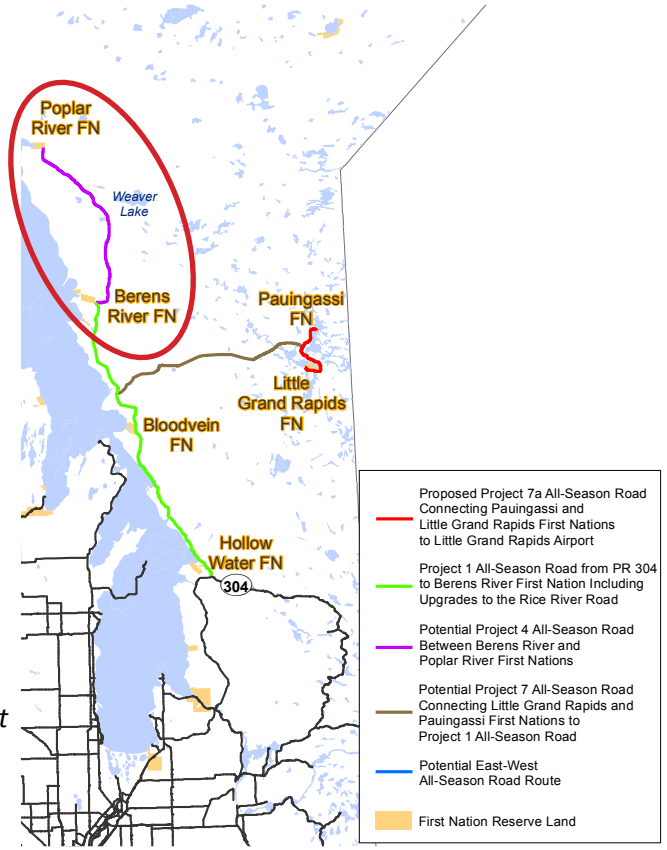
Community Economic Development

A key focus of the initiative is to ensure that local residents participate in and benefit from the construction of all-season roads and other network improvements through jobs, training and economic development opportunities. Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

Implementing the East Side Large Area Transportation Network Study

Improvements to the transportation network focus on the development of all-season roads connecting the communities to the provincial highway network, construction of interim pioneer roads and enhancements to winter road reliability. Priority projects include:

- *Construction of a 156 km all-season road from Provincial Road 304 to Berens River First Nation is underway.*
- *Planning and environmental assessments to support the construction of pioneer and all-season roads in prioritized locations is ongoing.*
- *Interim winter road enhancements are underway with a focus on crossing improvements.*



Currently, ESRA is working on the Environmental Assessment for the Berens River to Poplar River All- Season Road Alignment. The proposed road, approximately 94 kms in length, would connect Berens River First Nation and Poplar River First Nation to the wider provincial highway system. The project team is currently meeting with stakeholders and community members to outline potential road alignments, receive input into valued community heritage and cultural locations, and discuss how to mitigate any potential impacts that the road may have on the communities.

MANITOBA East Side Road AUTHORITY

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

PROJECT BENEFITS

The East Side Road Initiative has many community benefits and economic development opportunities including:

- Providing alternative transportation to the increasingly unreliable winter road network
- Reducing transportation costs for goods and services
- Improving linkages between isolated and remote communities
- Enhancing access to emergency, health, and social services
- Creating construction employment, training, and economic opportunities
- Enhancing opportunities for local sustainable economic development

The East Side Road Authority (ESRA) is committed to working with local communities to generate economic development opportunities related to the construction of the all-season road.

As part of this commitment, ESRA will invest approximately $315 million (35% of the overall road construction budget) into jobs, training and economic development opportunities for local residents, over the next fifteen years.

To achieve this objective, ESRA has developed an Aboriginal Benefits and Tendering Strategy that consists of Community Benefits Agreements (CBAs) and local hiring and procurement requirements in construction tenders.

ESRA is entering into Community Benefit Agreements with First Nation communities located in the vicinity of the proposed all-season road. The purpose of these agreements is to provide jobs, training and economic opportunities related to road construction and maintenance. In particular, these agreements are designed to ensure hiring of residents from the east side communities, provide appropriate training and mentoring, and encourage community enterprises and capacity building.

A Community Benefit Agreement was signed with Berens River First Nation in 2009, and with Poplar River First Nation in 2010.

MANITOBA East Side Road AUTHORITY

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Annex A3-8:
Comment Sheet – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

YOUR FEEDBACK

Your feedback and input on the All-Season Road between Berens River to Poplar River is important to us. What is important to you? Do you have any comments, ideas, or information you would like ESRA to consider?

Would you like us to contact you?

Name: _____

Contact info (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

CONTACT INFORMATION

The East Side Road Authority

200 – 155 Carlton Street, Winnipeg, Manitoba, R3C 3H8

Phone: 204-945-4900 in Winnipeg

Toll free: 1-866-356-6355 • Fax: 204-948-2462 in Winnipeg

Email: eastside@gov.mb.ca • www.eastsideroadauthority.mb.ca

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Annex A3-9:
Presentation – Poplar River First Nation Community Meeting (Round 5)

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EAST SIDE TRANSPORTATION INITIATIVE

Berens River to Poplar River FN Road Network

The Environmental Assessment

Presentation to
Poplar River First Nation

April 23, 2015

MANITOBA
East Side Road
AUTHORITY

Why are we here?

We are here today to:

- Provide information about the road project
- Review the options that have been considered
- Hear from you about what you value, so that it can be consider in the environmental assessment (EA) and addressed in the project design.

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EAST SIDE TRANSPORTATION INITIATIVE

- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health & social services
- Construction employment, training & economic opportunities
- Enhanced opportunities for local sustainable economic development

East Side Road AUTHORITY

Objectives

1. Construction of an all-season road from Provincial Road PR 304 to Berens River First Nation

   Status: The project has received environmental authorizations and approvals from federal and provincial regulators and construction is underway on the 156 km all-season road from PR 304 to Berens River First Nation.

2. East Side Large Area Transportation Network Study

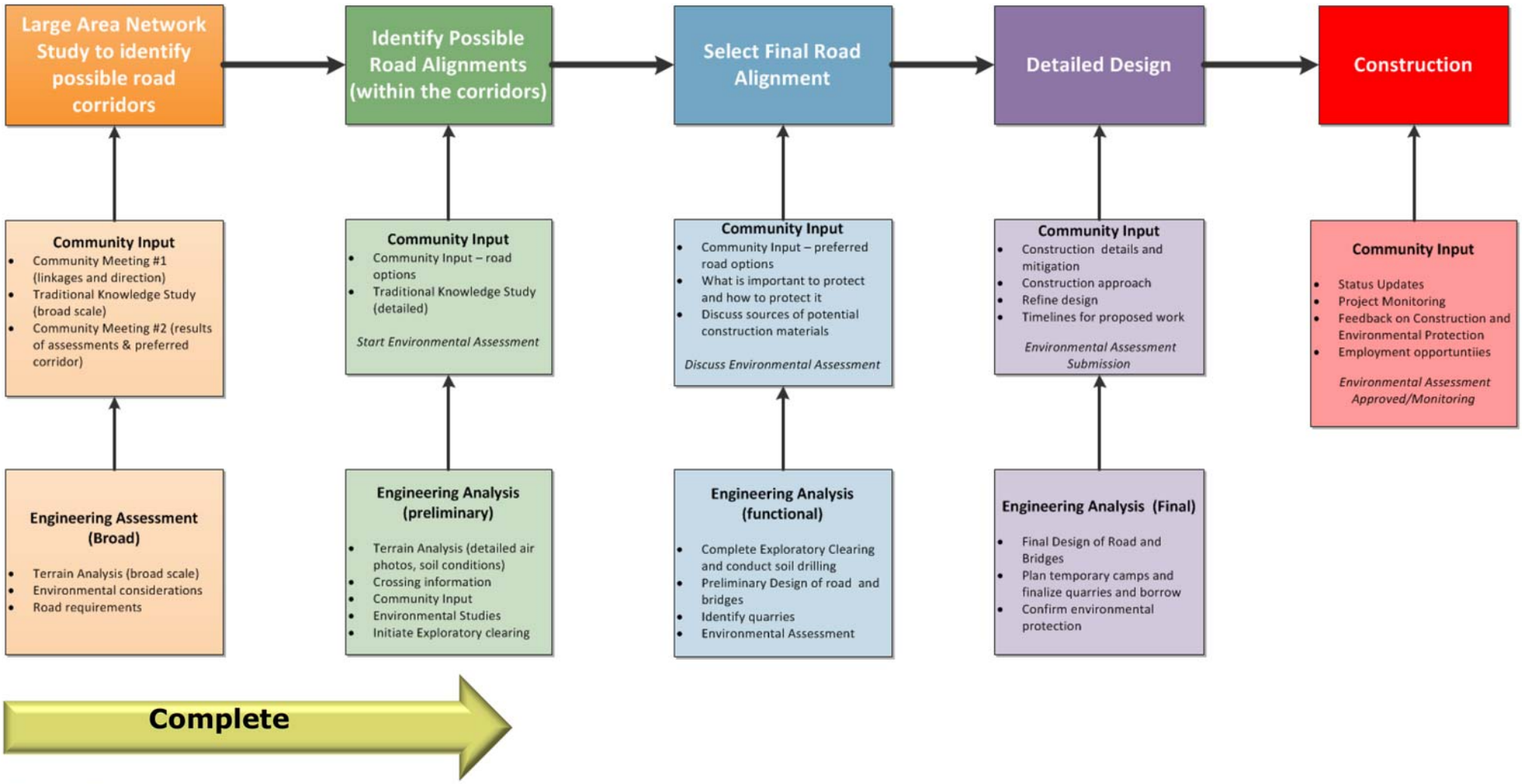
   Status: Interim winter road enhancements are underway with planning and environmental assessments to support the construction of pioneer and all season roads occurring in prioritized locations.

3. Community Economic Development

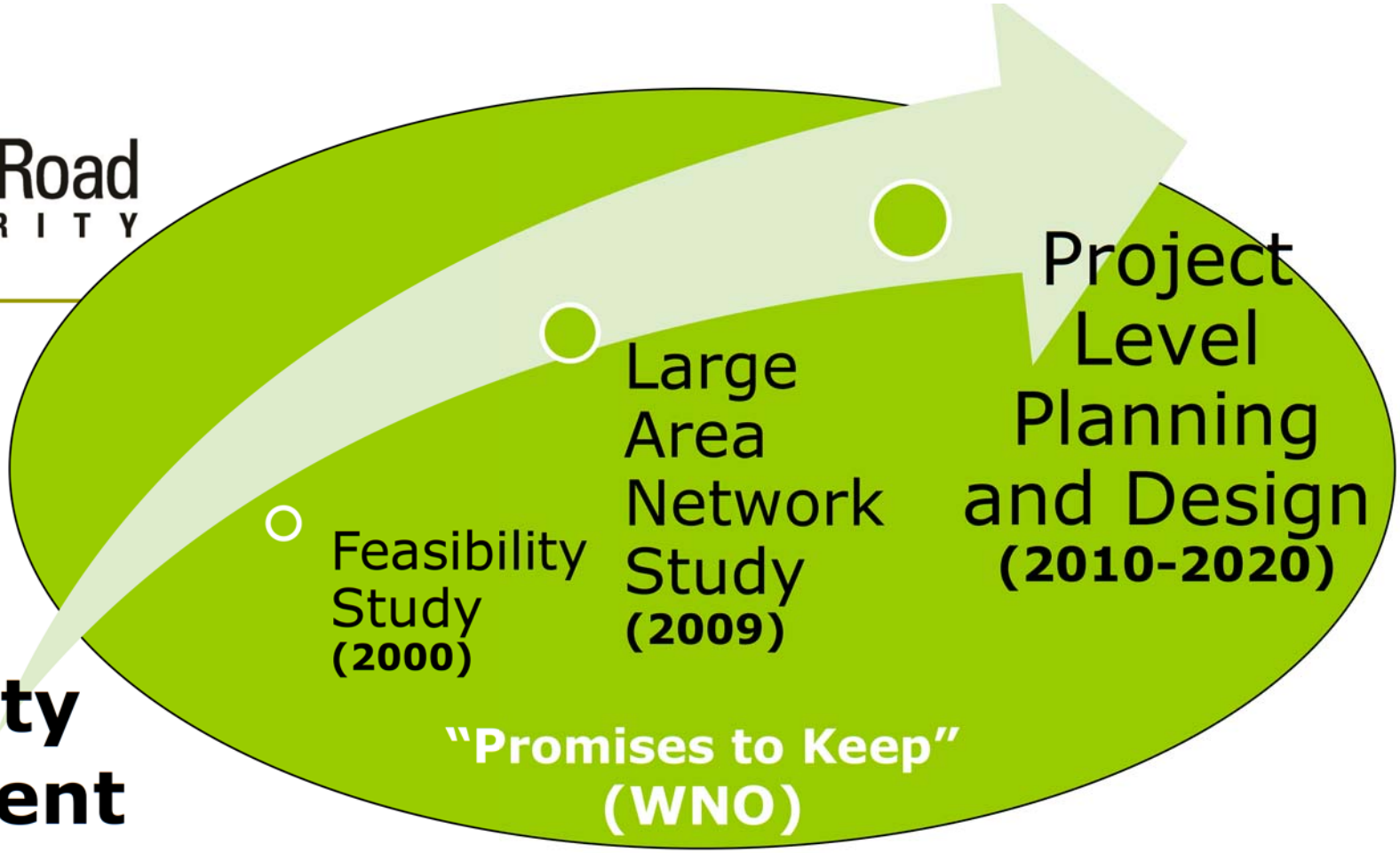
   Status: Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

MANITOBA East Side Road AUTHORITY

Steps to Select, Design & Construct an All Season Road



East Side Road AUTHORITY



Community Engagement

- Community input is key to developing a good project
- ESRA will meet and discuss the project:
  - environmental site conditions;
  - potential impacts;
  - measures to avoid, reduce or eliminate impacts; and
  - construction employment and training.

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Prior Community Discussions & Agreements

- Since 2009, ESRA has met with the Poplar River community to discuss the project and select the best road location
  - Community Meetings
    - February 9, 2012
    - December 2, 2009
    - April 2, 2009
  - Asatiswisipe Aki Ma Ma Wichitowin Mutual Land Relationship Board & elders
    - February 25, 2014
    - November 26, 2012
    - September 24, 2012 (Elders)
    - March 12, 2012

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Prior Community Discussions & Agreements

- Past discussions resulted in changes in the potential route away from sensitive areas, based on community concerns
- Memorandum of Understanding and Community Benefits Agreement Signed in 2010

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Description of Project P4

A) 94 km of All Season Road joining Poplar River to Berens River

Includes:

4 major water crossings:

- Leaf River
- North Etomami River
- Etomami River
- Berens River

6 possible minor crossings or culverts, and

Equalization culverts

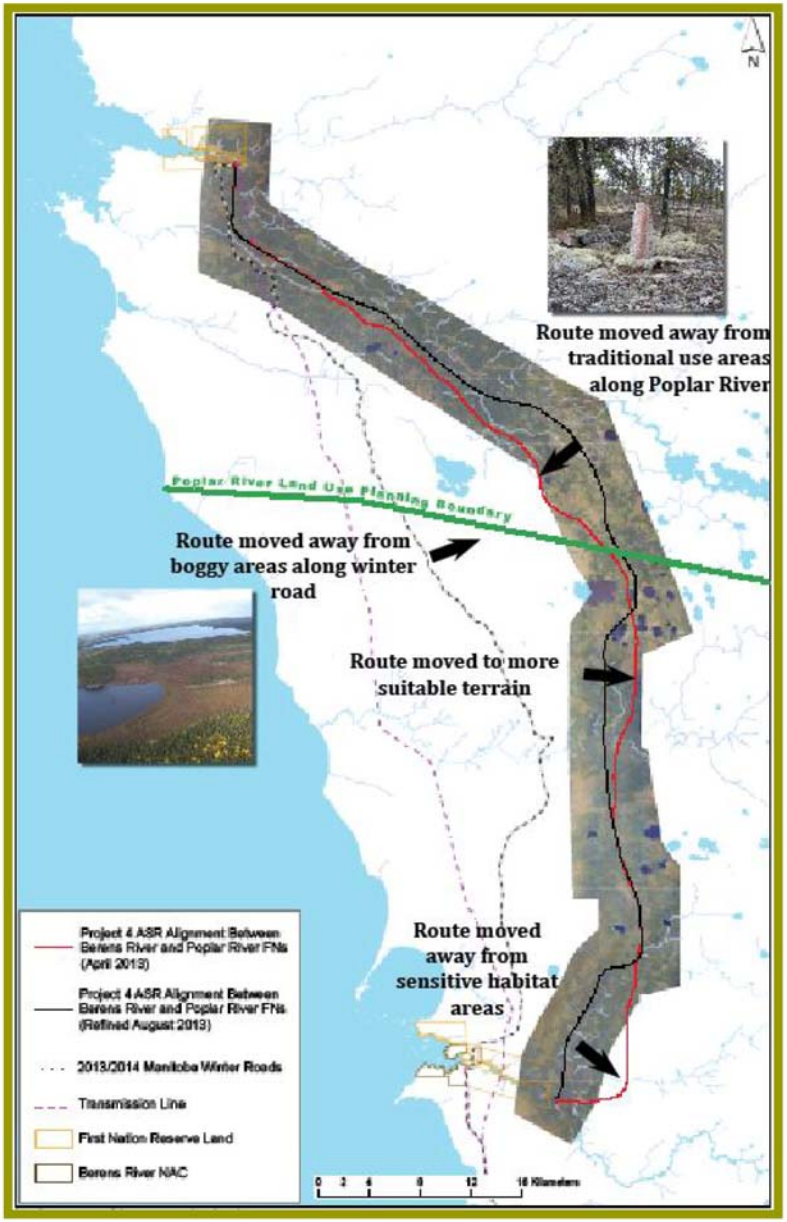
B) On Reserve Access Road

- 430m on Poplar River First Nation

MANITOBA East Side Road AUTHORITY

Road Route Refinements (overall)

- Original route concept has been refined several times based on:
  - community feedback and knowledge of the land
  - results of traditional knowledge, archeology, soils and wildlife investigations



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Evolution of Road Route Refinements

- Two route options originally identified –
  1. Coastal Route
  2. Inland Route

- Considered topographic, physiographic, geological, social-economic and natural environmental information

- Moved route from muskeg areas near Lake Winnipeg further inland to suitable terrain for constructability

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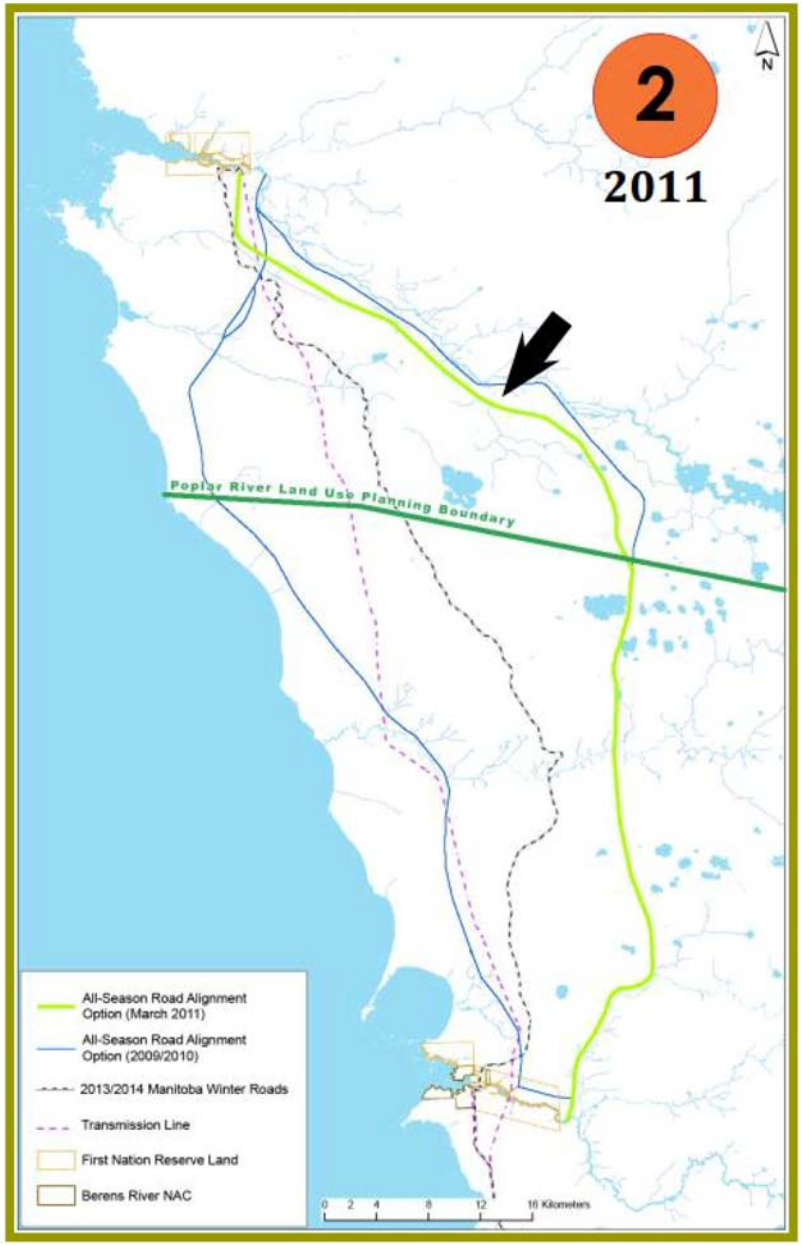
Evolution of Road Route Refinements

- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas
- Moved portion of route to east away from sensitive habitat and traditional use areas near Etomami River



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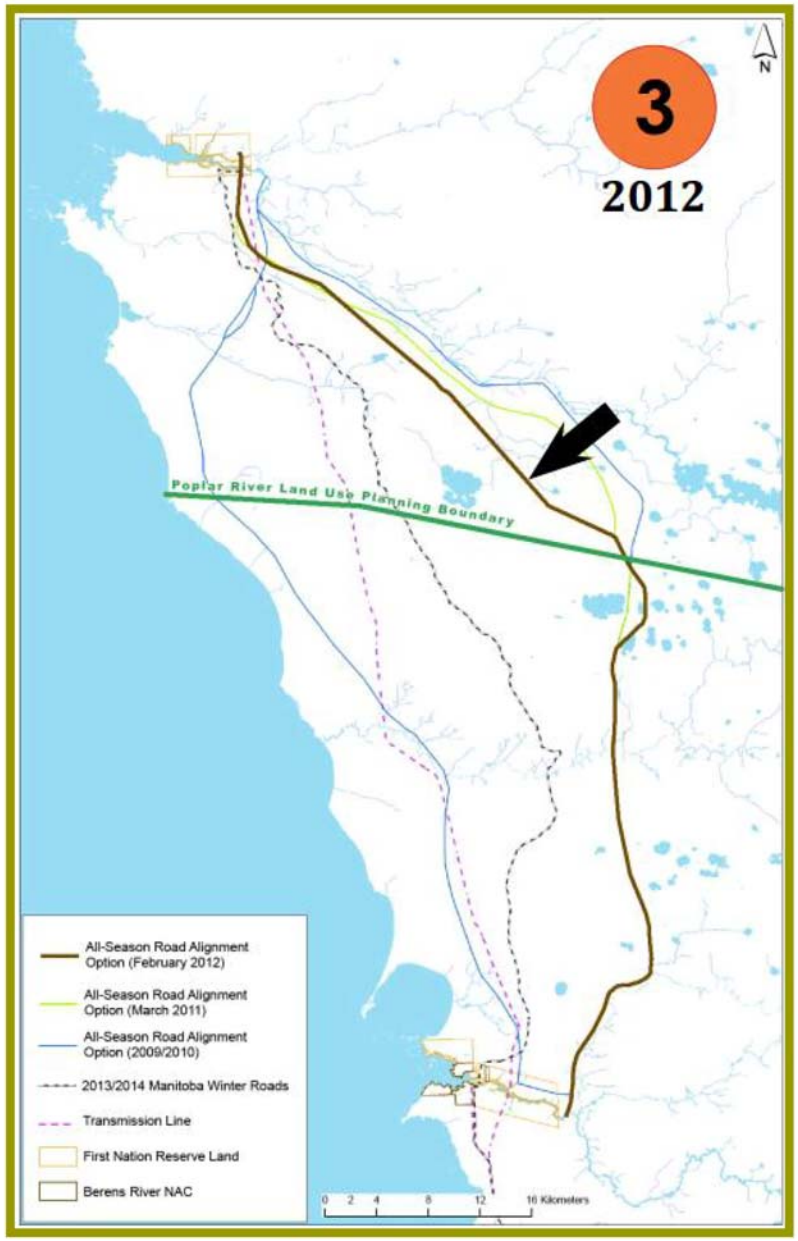
Evolution of Road Route Refinements

- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas
- Moved route further to the west to avoid sensitive sites



MANITOBA East Side Road AUTHORITY

Evolution of Road Route Refinements

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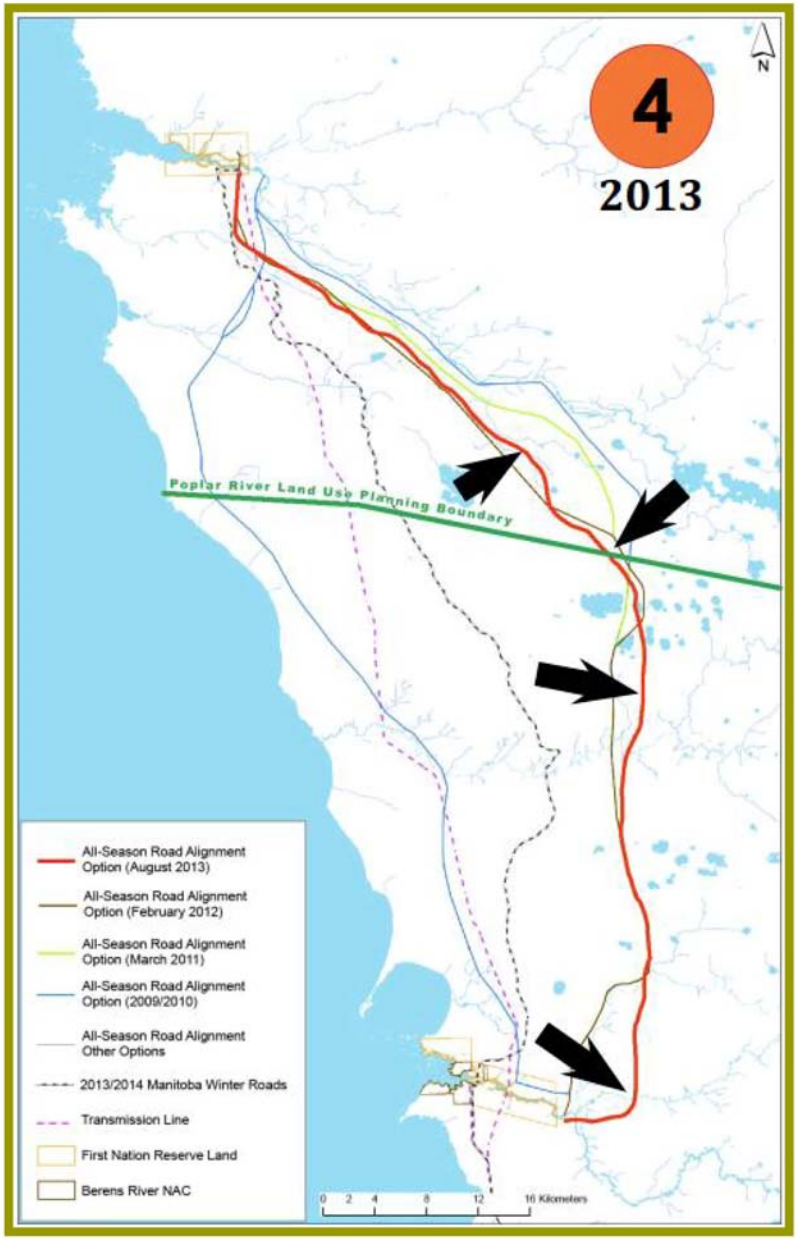

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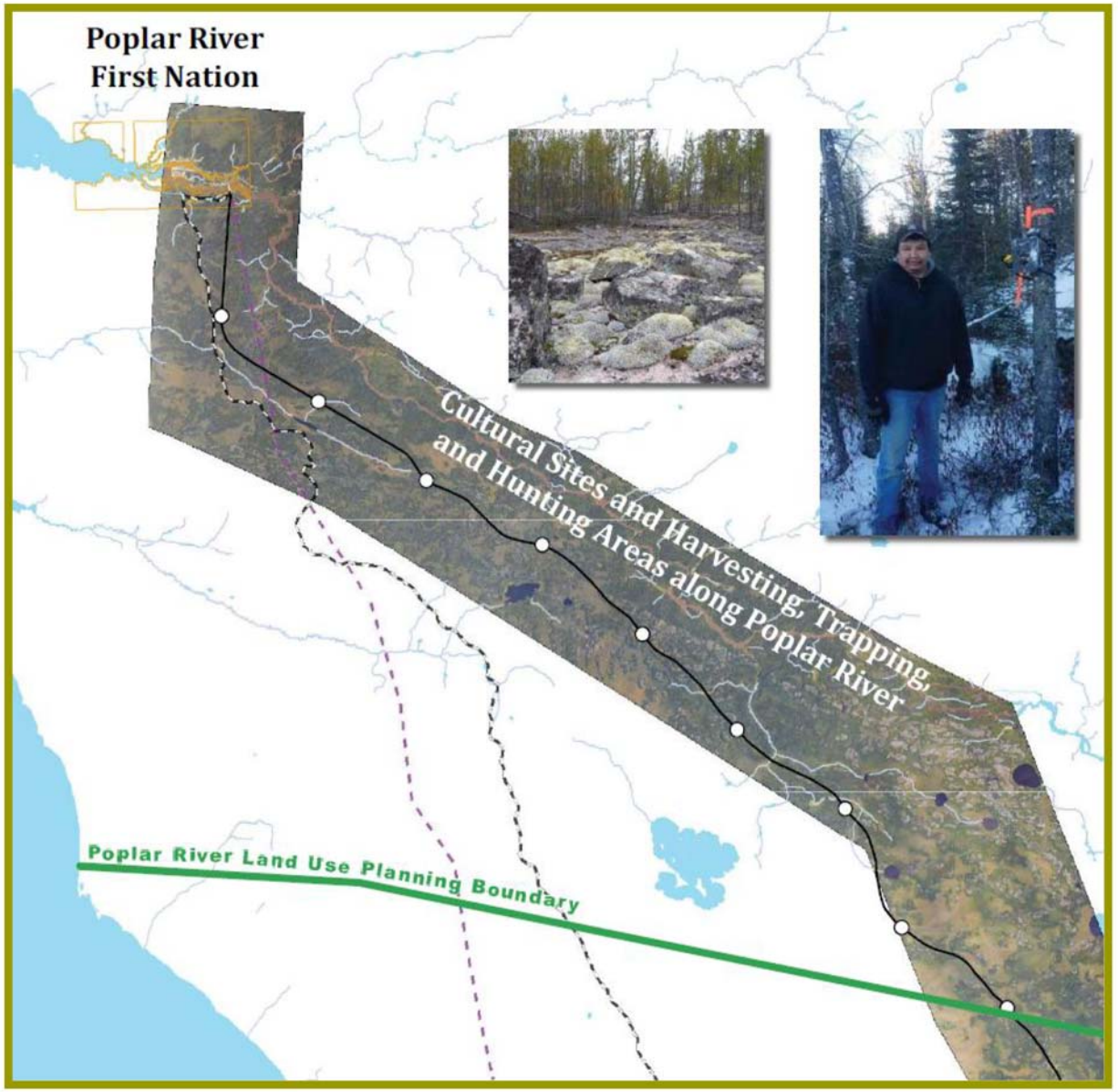
Summary of Road Route Refinements – Poplar River

- Moved portion of route west to avoid Poplar River
  - Harvested plants
  - Cultural /sacred sites
  - Traditional land use
- Moved portion of route further west to avoid sensitive sites identified during baseline studies and discussions with elders
- Avoids muskeg and wetlands along shoreline route and winter road



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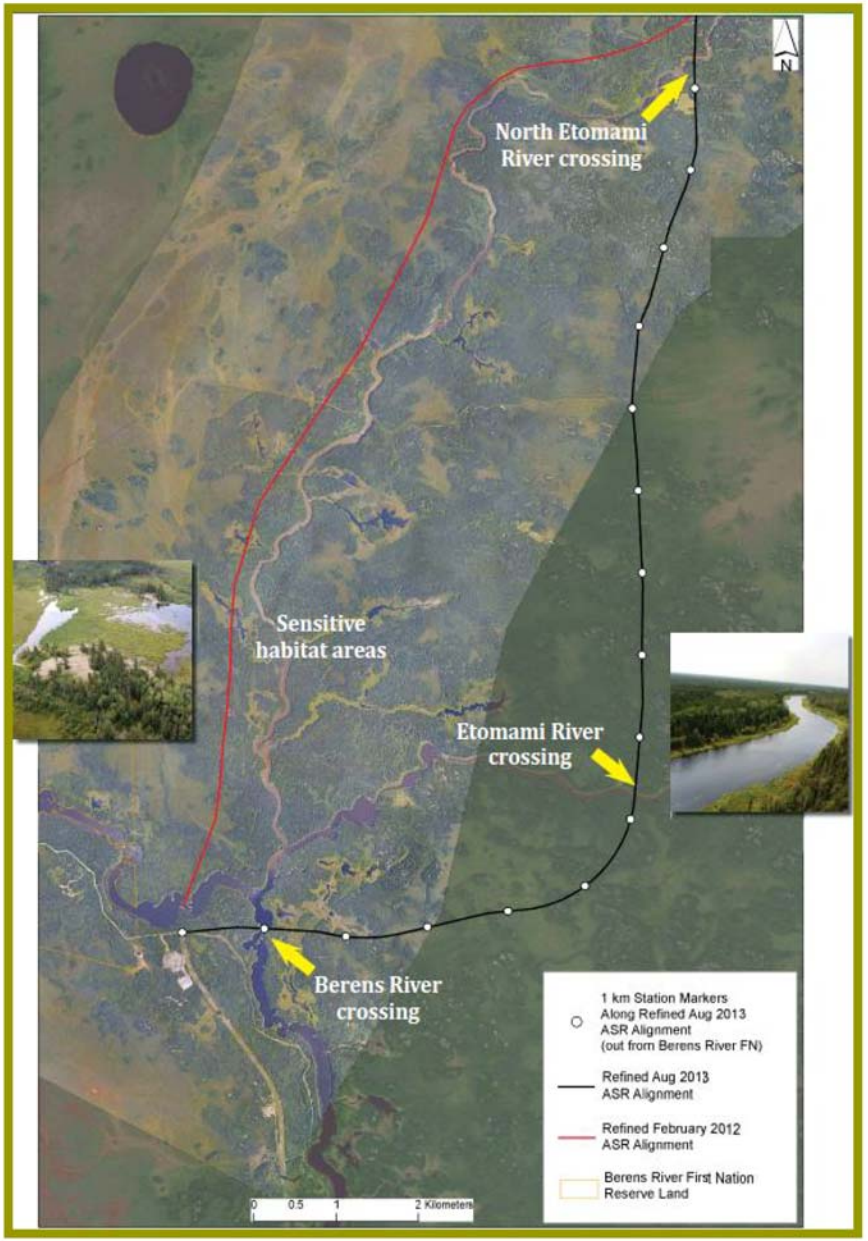
Summary of Road Route Refinements - Berens River

- Realigned road to avoid:
  - Habitat
  - Traditional land use areas
- Moved portion of route further east to avoid Etomami valley
- Requires additional river crossing sites
- Avoids muskeg and wetlands along shoreline route and winter road



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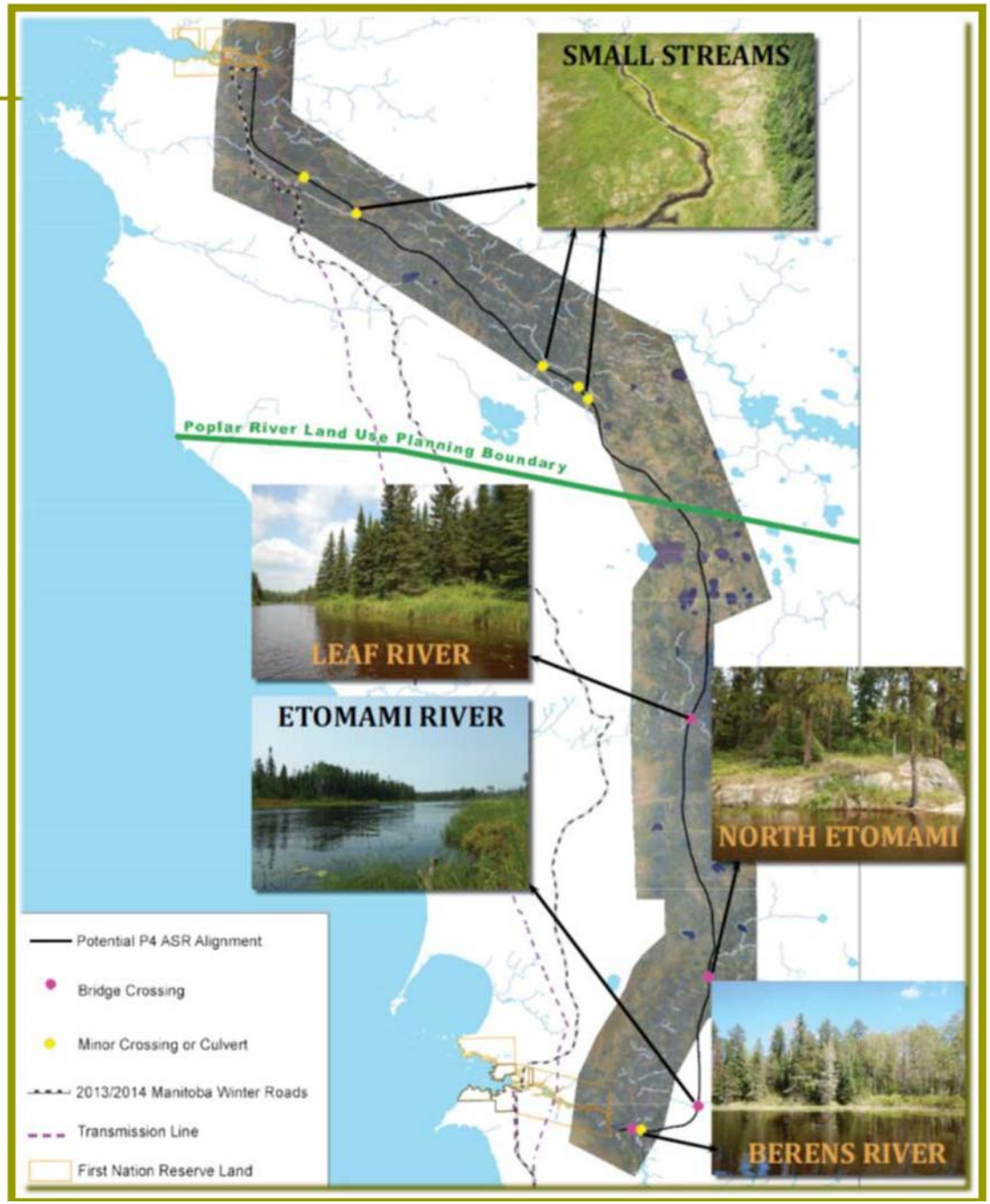
River Crossings

- Revised route will require additional river crossing sites
  - More crossings, but away from sensitive community areas
- Four bridge crossings:
  - Berens River
  - Etomami River
  - North Etomami River
  - Leaf River
- Six minor crossings or culverts



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AUTHORITY

What is Environmental Assessment?

Community Engagement

PROJECT

Possible Effects

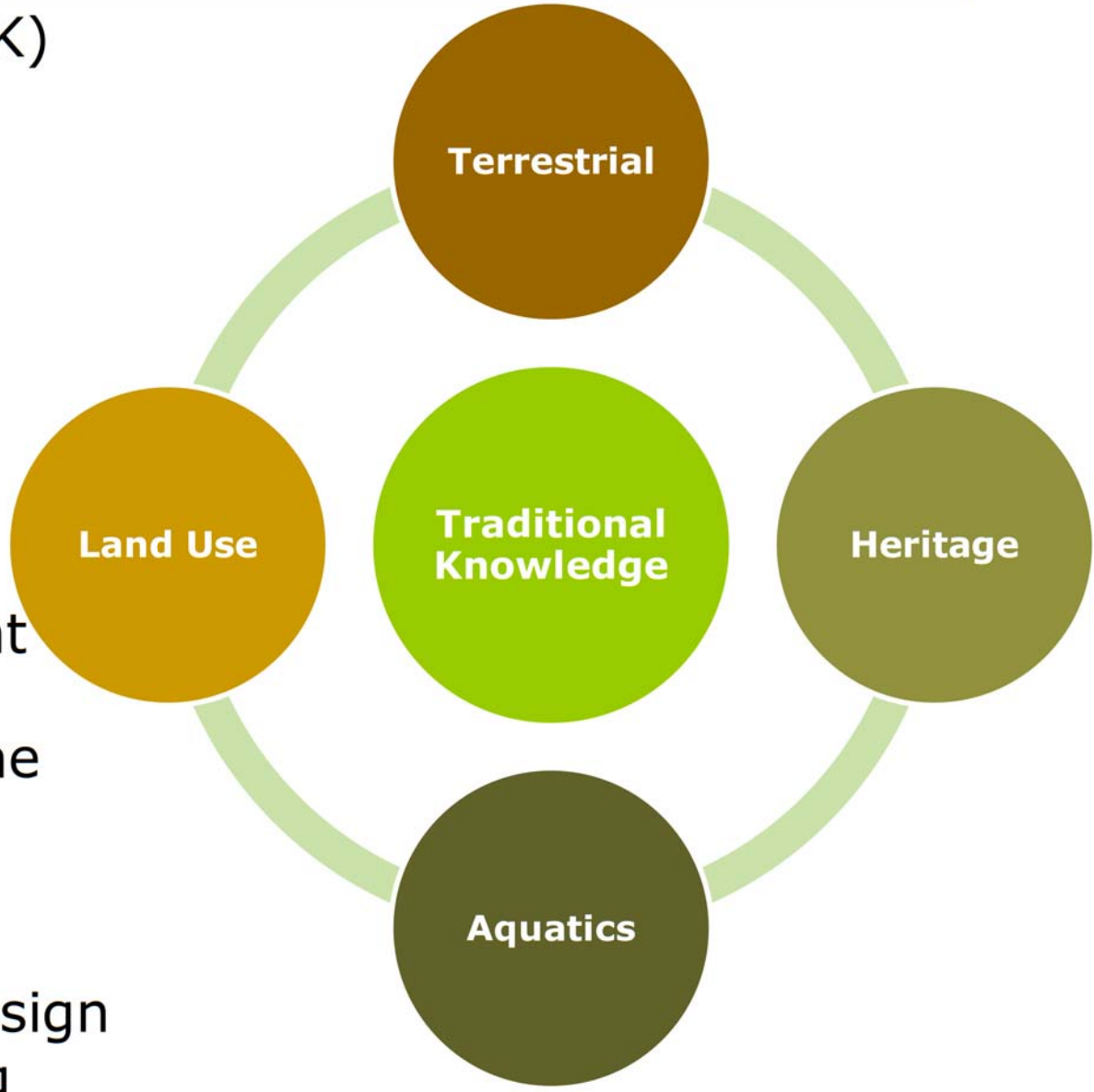
SOCIAL AND NATURAL ENVIRONMENT

Mitigation & Follow Up

East Side Road Authority

Baseline Data

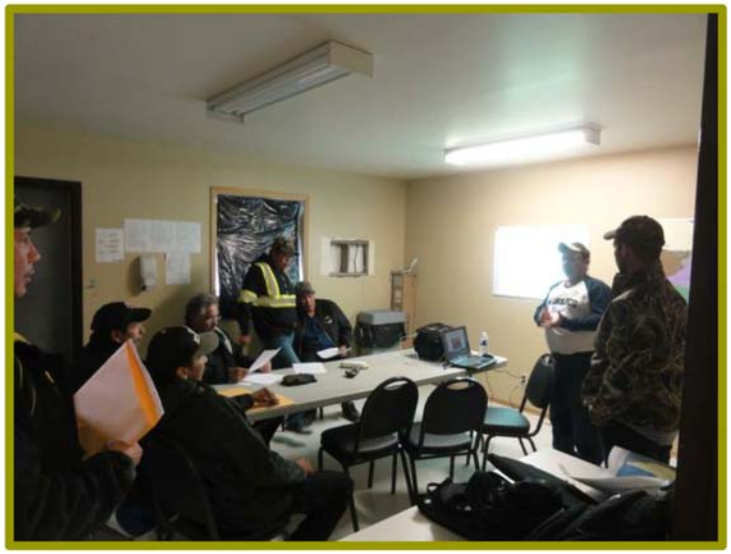
- Traditional Knowledge (TK)
- Biophysical studies to augment TK studies
  - Vegetation
  - Wildlife surveys
  - Archaeological studies
  - Fisheries and habitat
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Referenced for project design and construction planning



East Side Road Authority

Wildlife – Trapper Program

- Program started winter 2013/2014
- 3 trappers from Poplar River
- Trappers are recording:
  - Fur harvest information
  - Weather conditions
  - Animal tracks and sign
  - Collecting samples



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Wildlife

- Identify important habitat
- Identify presence of protected species
- Incorporate local knowledge
- Evaluate movement relative to existing roads, transmission lines, cut lines, etc.
- Predator/prey relationships
- Focus on caribou with additional species data collected, including:
  - Furbearers (trapped species)
  - Moose
  - Wolves

East Side Road Authority

Wildlife – Valued Components

- **Important for local community cultural, traditional, and economic activities & values**

- **Big Game:**
  - Caribou & Moose

- **Fur-bearing species:**
  - Marten
  - Lynx
  - Wolf
  - Beaver

- **Birds:**
  - Raptors / Birds of Prey (eagles, osprey, hawks, owls)
  - Waterfowl (geese, ducks)
  - Migratory birds (e.g. songbirds)
  - Game birds (grouse, partridge)

East Side Road AUTHORITY

Aquatic – Valued Components

- **Important for local community cultural, traditional, and economic activities & values**
- **Aquatic habitat**
- **Harvested fish species:**
  - Walleye / Pickerel
  - Northern Pike / Jackfish
  - White Sucker
  - Lake Whitefish
  - Lake Sturgeon

East Side Road Authority

Cultural - Valued Components

- Input from
  - Communities
  - Elders
  - Archeological studies
- Cultural and archeological sites
- Areas important for community health and well-being
- Harvesting of edible, medicinal, and cultural plants
- Trapping & hunting

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Schedule

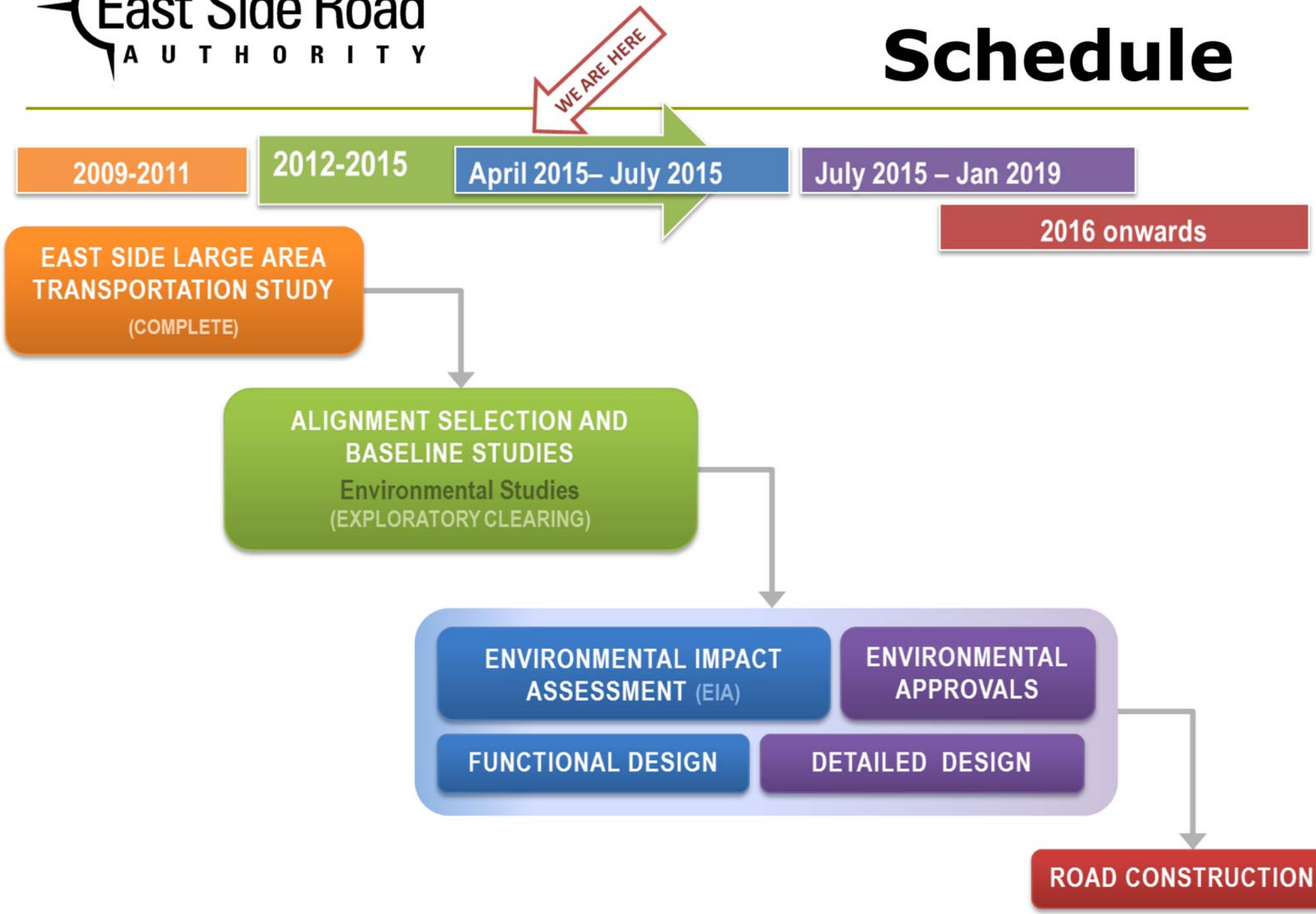

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Table Talks!

- We want to hear and learn from you
- Write on boards what is important to you, and what should be considered

We will be back to meet with you to discuss the following:

- **Late Spring 2015:** To review potential effects of the project and identify how these effects may be addressed
- **Early Summer 2015:** To confirm findings of the environmental assessment with the community

Please stay and talk with us!

MANITOBA
East Side Road
AUTHORITY

Thank you for your participation!

Contact Information

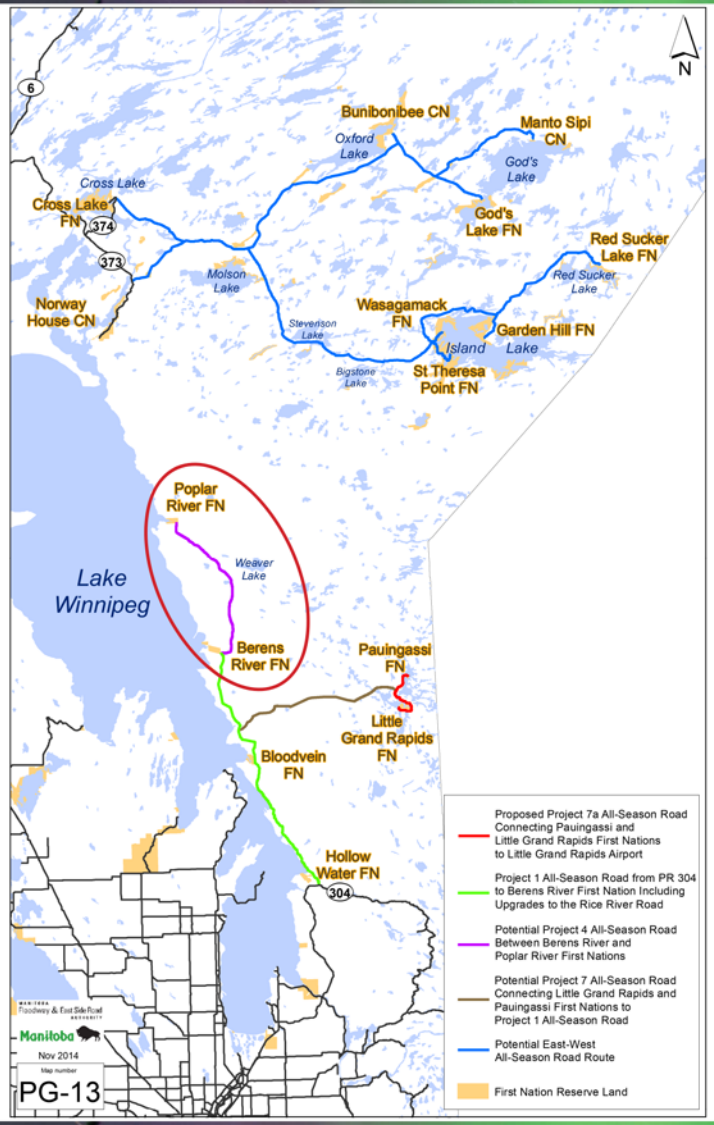
The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

Annex A3-10:
Display Boards – Poplar River First Nation Community Meeting (Round 5)

PROJECT OVERVIEW

MANITOBA East Side Road AUTHORITY



This project consists of **94 km** of All-Season Road joining Berens River First Nation to Poplar River First Nation.

There will be 4 major water crossings or bridges at:

- Leaf River
- North Etomami River
- Etomami River
- Berens River

Up to 6 possible minor crossings or culverts

Equalization culverts at multiple locations

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Photo by Jarrod Boscow

WHAT WE HEARD

As part of the Environmental Impact Assessment (EIA) process, ESRA is conducting a series of meetings with communities in the area to inform and shape the process. Continued dialogue with and input from the communities, Elders, and Chief and Council are critical to the overall process.

The first series of meetings (Round #1) were held with the communities on:

April 23rd, 2015 in Poplar River First Nation

April 30th, 2015 in Berens River First Nation

The purpose of the Round #1 meetings was to:

- Provide an overview of the proposed All Season Road project;
- Inform the community of the overall Environmental Impact Assessment (EIA) process;
- Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas; and,
- Dialogue with the community about which Valued Components should be included or highlighted in the EIA process.

Photo by Jarrod Boscow

WHAT WE HEARD

During these meetings, the communities of Poplar River First Nation and Berens River First Nation shared the following with the ESRA team:

- Communities have interest in how information for Traditional Knowledge Studies are gathered and used;
- Appropriate community and cultural activities should occur prior to any construction activities or disturbance of the land;
- Communication between ESRA and the communities should be improved;
- Bridges or other structures should be designed to allow for continued access by boats, canoes, and snowmobiles;
- Moose and moose habitat are Valued Components for the communities;
- Caribou and caribou habitat are Valued Components for the communities;
- The communities noted increased presence of wolverines nearby in the past few years;
- Ensure travel routes are maintained;
- The revised proposed road alignment has been moved away from community sensitive areas based on feedback, and was generally well received;
- To protect cultural and heritage sites, consider setbacks, restrict access, and erect temporary barriers to prohibit access during construction;
- Interest in effects around the impacts of construction noise and blasting on or around moose hunting and calving areas;
- Restrict hunting along the road alignment and during construction;
- Respect and maintain access to trap lines during construction;
- Road alignments that will avoid community sensitive areas were identified to the ESRA team;
- Concerns about how upcoming provincial or federal elections may impact the project.





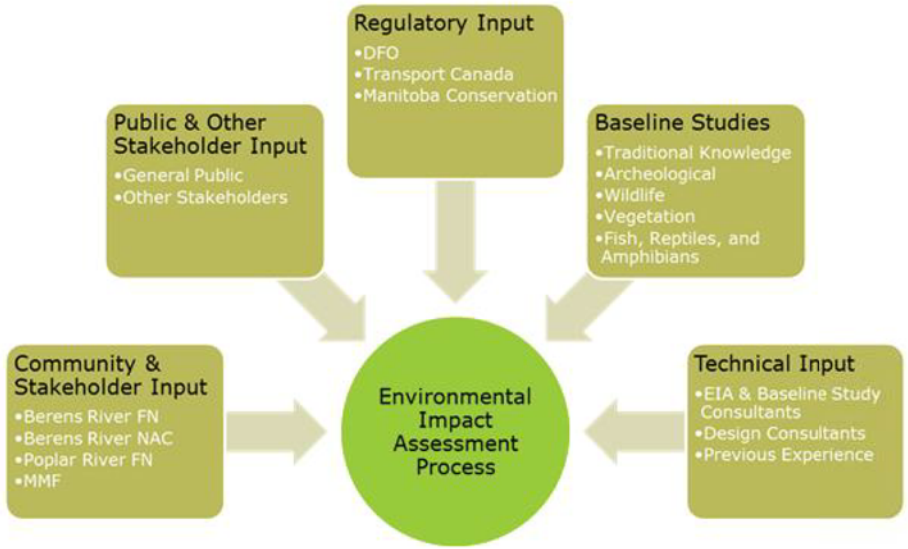


Photo by Jarrod Boscow

ENVIRONMENTAL IMPACT ASSESSMENT

As part of the East Side Transportation Initiative and its various road projects, environmental impact assessments (EIAs) are required. An environmental impact assessment is a process to predict environmental effects of proposed initiatives or projects before they are carried out. They identify potential effects of a project, propose measures to mitigate those effects, predict whether impacts will remain after mitigation is implemented, and follow up to test the effectiveness of mitigation. As a planning and decision-making tool, an EIA aims to minimize or avoid adverse environmental effects before they occur, and incorporate environmental factors into the decision making process.

An environmental impact assessment involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The environmental impact assessment process involves a wide variety of **inputs** from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholder groups, regulatory agencies, baseline studies, technical input from consultants, and previous experience.

Mitigation measures are actions that can be done to reduce (mitigate) or avoid the effects or impacts that a project could have on the environment. In terms of mitigating potential impacts, the environmental impact assessment utilizes a 'spectrum of preference' approach. In order of preference, these actions include:

PREFERENCE

- **Avoiding** the impact altogether
- **Minimizing** impacts be limiting the degree or magnitude of the action and its implementation
- **Restore** by applying rehabilitation techniques after the impact may have occurred, such as revegetation of disturbed areas
- **Reduce or Eliminate** the potential over time by preservation and maintenance operations
- **Offset** potential impacts through measures such as off-site habitat creation or tree replacement planting programs
- **Monitor** the project overtime to identify and reduce potential impacts

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Photo by Jarrod Boscow

MOOSE

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from construction
- Accidental moose-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Restrict hunting in construction contracts	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

Photo by Jarrod Boscow

CARIBOU

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from blasting
- Accidental caribou-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Limit blasting during calving season in sensitive areas	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

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Photo by Jarrod Boscow

FURBEARERS

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from construction
- Accidental vehicle collisions
- Increased access

MITIGATION IDEAS

Block temporary access roads after construction	Improve sightlines, reduced speed, and signage on road
Minimize extent of vegetation clearing	Maintain camp standards to avoid creating wildlife attractants
Maintain buffer around active dens and high quality habitat	Burn slash piles during first winter to limit furbearer use
Design equalization culverts to provide an alternate means of access for furbearers	Maintain habitat, encourage natural re-vegetation and planting with native species

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Photo by Jarrod Boscow

WATERFOWL & BIRDS OF PREY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from noise
- Disturbance of existing nests
- Increased access

MITIGATION IDEAS

Minimize extent of vegetation clearing	Minimize clearing in spring and summer
No work below high water mark in spring to prevent accidental nest disturbance	
Maintain riparian buffer zones along water's edge	
Identification and protection of critical nesting sites during construction	
Restrict construction worker activity to project area	
Restrict hunting in construction areas	
Block temporary access roads after construction	

Photo by Jarrod Boscow

HERITAGE & CULTURAL SITES

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Loss or damage to heritage sites and objects
- Damage to cultural (sacred) sites
- Damage to community use sites

MITIGATION IDEAS

Route road away from known heritage sites	
Maintain buffers and temporary fencing around heritage sites	
Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	
Block temporary access roads after construction	
Limit equipment and workers to construction areas	

DILLON CONSULTING

Photo by Jarrod Boscow

VEGETATION

POSSIBLE CHANGES (EFFECTS)

- Removal of trees and shrubs in construction areas
- Loss of species of concern from clearing activities
- Change in habitat for key species
- Spread of invasive and non-native species
- Change in subsurface water flow
- Increased access

MITIGATION IDEAS

Minimize extent of clearing to ROW, quarries, and borrow pits	Maintain subsurface water flows
Block access roads after construction	
Survey for species of concern before clearing and initiate protection plans	
Prohibit equipment outside of construction areas	
Control herbicide use	
Restore ground cover in ditches with native species	
Reclaim disturbed areas not required for road operation and maintenance	

Photo by Jarrod Boscow

FISH, REPTILES, & AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- Fish habitat loss or change in productivity
- Damaged water quality from sediment
- Improved access to waterways
- Blocked fish movements
- Changes in water flows
- Harm to fish from accidental spills
- Introduction of non-native fish species from equpment

MITIGATION IDEAS

Block access roads after construction	Avoid critical reproduction areas
Limit clearing near watercourses and restore vegetation	Use erosion protection and sediment control
Design culverts for passage and natural flow	No work below the high water mark in spring
Protect water quality through proper equipment maintenance and fuel storage	
Prohibit use of herbicides near watercourses	

Photo by Jarrod Boscow

TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)

- Loss of traditionally used plants from clearing
- Change to moose distribution affecting hunting
- Change to furbearer distribution affecting harvesting
- Change in fishery harvest
- Change in traditional collection of aquatic plants and fish eggs

MITIGATION IDEAS

Map important traditional use areas for project planning and design	Confirm setbacks and other mitigation measures with communities
Protect moose and caribou *(see boards)*	
Protect furbearers *(see board)*	
Protect fish, reptiles, amphibians *(see board)*	
Maintain access to traplines and trails during construction	
Design trail crossings to maintain trapper access and trails	
Block temporary access roads after construction	

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Photo by Jarrod Boscow

RIVER ACCESS & CROSSINGS: SOUTH

MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

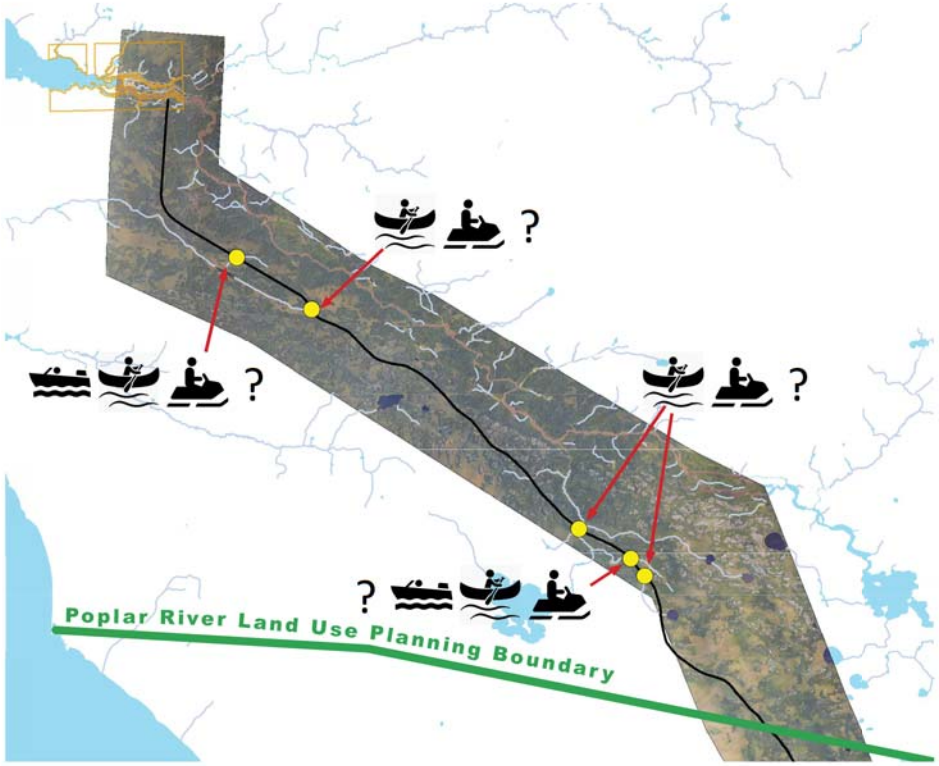
Restrict boat launch points at river crossings

Photo by Jarrod Boscow

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

RIVER ACCESS & CROSSINGS: NORTH

MANITOBA East Side Road AUTHORITY



MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

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14N

Photo by Jarrod Boscow

ALL-SEASON ROAD CONSTRUCTION STEPS

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

ASR PLANNING & DESIGN

Soil Studies

Sensitive Site Identification

Traditional Knowledge

Community and Stakeholder meetings

Environmental Studies

CONSTRUCTION

Right-of-Way Clearing

Aggregate Production and Quarries

Establishment of Borrow Pits

Grading & Gravelling

Culvert Installation and Equalization

Bridge Construction and Installation

Re-vegetation and Erosion Control

MAINTENANCE

Mowing

Mechanical Brushing

Washout Repair

Drainage Preservation

Snow Plowing

Sanding, Spreading Ice, and Dust Control

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Photo by Jarrod Boscow

HOW SHOULD WE COMMUNICATE WITH YOU?

MANITOBA East Side Road AUTHORITY

Community Radio

NCI Radio

Newsletter

Posters

Flyers

Please check the boxes of the methods you prefer

1-866-356-6355

www.eastsideroadauthority.mb.ca

Facebook and Twitter

Website

Email Distribution list

Temporary signage on road in advance of activities

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Photo by Jarrod Boscow

Annex A3-11:
Grassroots Newspaper Advertisement – Winnipeg Open House (Round 5)

OPEN HOUSE

Share Your Views on the Proposed Berens River to Poplar River All-Season Road

The East Side Road Authority (ESRA) is hosting an open house to discuss the proposed all-season road project between Berens River First Nation and Poplar River First Nation.

You are invited to attend the open house and let us know what you think is important to consider in the environmental assessment.

Date: Thursday, May 28, 2015

Location: Indian and Metis Friendship Centre
45 Robinson Street, Winnipeg

Time: 5:00 – 8:00 p.m.
Presentation will begin at 6:00 p.m.
Discussion to follow

For more information about the open house or the East Side Transportation Initiative, please contact:

Phone: 204-945-4900 in Winnipeg;
toll free 1-866-356-6355
Fax: 204-948-2462
Email: eastsideroad@gov.mb.ca
Website: www.eastsideroadauthority.mb.ca

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Manitoba

Transport Canada Transports Canada

PUBLIC NOTICE
Ports Asset Transfer Program

The Government of Canada recently launched the new Ports Asset Transfer Program to manage the transfer of the 50 port facilities Transport Canada owns across the country.

Key features of the new Program include:

- specific timelines for negotiations and transactions with interested parties;
- broader criteria to allow new port operators to expand or improve ports;
- greater flexibility for continued operations or possible alternate uses; and
- the ability of Canada Port Authorities to acquire ports.

If you or your organization want to acquire a port facility or learn more about the Program and the available port facilities in your region, visit the Transport Canada web site at http://www.tc.gc.ca/ports-asset-transfer-program

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AVIS PUBLIC
Programme de transfert des installations portuaires

Le gouvernement du Canada a récemment lancé le Programme de transfert des installations portuaires dans le but de gérer le transfert des 50 installations portuaires au pays qui appartiennent à Transports Canada.

Voici quelques-uns des éléments clés du nouveau Programme :

- échéanciers précis pour les négociations et les transactions avec les parties intéressées;
- critères moins limitatifs pour permettre aux nouveaux exploitants de ports d'agrandir ou d'améliorer des installations;
- souplesse accrue pour permettre la continuité des activités ou, si possible, des usages différents;
- possibilité pour les administrations portuaires canadiennes d'acquérir des ports.

Si vous ou votre organisation souhaitez acquérir une installation portuaire ou en savoir davantage au sujet du Programme ainsi que sur les installations portuaires disponibles dans votre région, veuillez visiter le site de Transports Canada à http://www.tc.gc.ca/programme-transfert-installations-portuaires.

Canada

Tom Anderson of Alonsa, MB intends to sell private lands.

SE 33-22-11 W NE 32-22-11 W NE 21-22-11 W NW 34-22-11 W

To David and Robin Borne who intend to acquire the following agricultural Crown land leases:

NE 31-22-11 W NW 31-22-11 W NW 32-22-11 W NW 35-22-11 W SW 05-23-11 W
SE 06-23-11 W SW 06-23-11 W NE 28-23-11 W NE 29-23-11 W NW 29-23-11 W
SE 29-23-11 W NE 35-22-12 W SE 35-22-12 W SW 35-22-12 W NE 36-22-12 W

By unit Transfer.

If you wish to comment on or object to the eligibility of this purchaser please werite to: Director, MAFRD, Agricultural Crown Lands, PO Box 1286, Minnedosa MB R0J 1E0; or Fax: 204-867-6578.

Edward and Angela Jarvie of Kinosota, MB intend to sell private lands:

SW 33-22-11 W NW 28-22-11 W NW 35-22-12 W

To Jason and Carla Borne who intend to acquire the following agricultural Crown land leases:

SW 17-22-11 NE 30-20-11 W SE 32-22-11 W SW 32-22-11 W NE 33-22-12 W NE 34-22-12 W
NW 34-22-12 W SE 34-22-12 W SW 34-22-12 W NW 02-23-12 W SE 02-23-12 W SW 02-23-12 Wa
NE 03-23-12 W NW 03-23-12 W SE 03-23-12 W SW 03-23-12 W SE 10-23-12 W

By Unit Transfer.

If you wish to comment on or object ot the eligibility of this purchaser plese write to : Director, MAFRD, Agricultural Crown Lands, PO Box 1286, Minnedosa MB R0J 1E0; or Fax 204-867-6578.

Annex A3-12:
Advertisement Proof – Winnipeg Open House (Round 5)

BERENS RIVER TO POPLAR RIVER
ALL-SEASON ROAD

OPEN HOUSE

The East Side Road Authority (ESRA) is hosting an Open House to discuss the proposed All-Season Road project between Berens River First Nation and Poplar River First Nation.

LOCATION: **Indian & Metis Friendship Centre**
45 Robinson Street, Winnipeg
DATE: **Thursday, May 28, 2015**
TIME: **Presentation 6:00 PM**
Discussion from 5:00 - 8:00 PM

The Open House is an opportunity to discuss the proposed All-Season Road project and discuss what is important to consider in the Environmental Assessment. We want to hear your views on this proposed All-Season Road.

For more information on the Open House or the East Side Transportation Initiative, please contact

www.eastsideroadauthority.mb.ca
1-866-356-6355

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East Side Road
AUTHORITY

Annex A3-13:
Handout – Winnipeg Open House (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

EAST SIDE TRANSPORTATION INITIATIVE

In 2009, the Government of Manitoba introduced the Manitoba Floodway Authority Act. It officially expanded the mandate of the Floodway Authority to assume responsibility for the construction and maintenance of an all-season road on the east side of Lake Winnipeg – this became the basis for the East Side Road Authority (ESRA). ESRA is currently undertaking the East Side Transportation Initiative (ESTI), a strategic initiative to provide improved, safe and more reliable transportation service for the remote and isolated communities on the east side of Lake Winnipeg.

The East Side Transportation Initiative consists of:

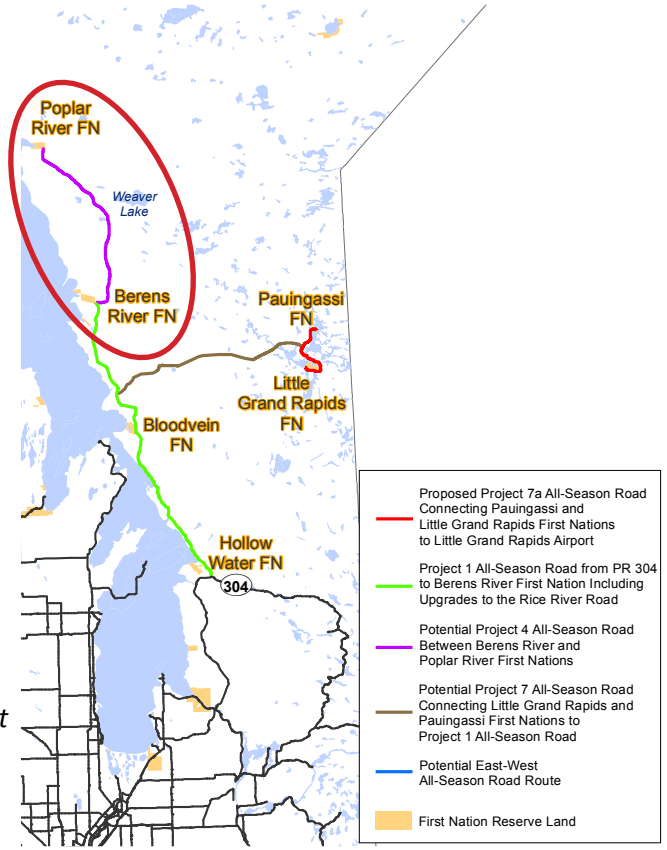
Community Economic Development

A key focus of the initiative is to ensure that local residents participate in and benefit from the construction of all-season roads and other network improvements through jobs, training and economic development opportunities. Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

Implementing the East Side Large Area Transportation Network Study

Improvements to the transportation network focus on the development of all-season roads connecting the communities to the provincial highway network, construction of interim pioneer roads and enhancements to winter road reliability. Priority projects include:

- *Construction of a 156 km all-season road from Provincial Road 304 to Berens River First Nation is underway.*
- *Planning and environmental assessments to support the construction of pioneer and all-season roads in prioritized locations is ongoing.*
- *Interim winter road enhancements are underway with a focus on crossing improvements.*



Currently, ESRA is working on the Environmental Assessment for the Berens River to Poplar River All- Season Road Alignment. The proposed road, approximately 94 kms in length, would connect Berens River First Nation and Poplar River First Nation to the wider provincial highway system. The project team is currently meeting with stakeholders and community members to outline potential road alignments, receive input into valued community heritage and cultural locations, and discuss how to mitigate any potential impacts that the road may have on the communities.

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

PROJECT BENEFITS

The East Side Road Initiative has many community benefits and economic development opportunities including:

- Providing alternative transportation to the increasingly unreliable winter road network
- Reducing transportation costs for goods and services
- Improving linkages between isolated and remote communities
- Enhancing access to emergency, health, and social services
- Creating construction employment, training, and economic opportunities
- Enhancing opportunities for local sustainable economic development

The East Side Road Authority (ESRA) is committed to working with local communities to generate economic development opportunities related to the construction of the all-season road.

As part of this commitment, ESRA will invest approximately $315 million (35% of the overall road construction budget) into jobs, training and economic development opportunities for local residents, over the next fifteen years.

To achieve this objective, ESRA has developed an Aboriginal Benefits and Tendering Strategy that consists of Community Benefits Agreements (CBAs) and local hiring and procurement requirements in construction tenders.

ESRA is entering into Community Benefit Agreements with First Nation communities located in the vicinity of the proposed all-season road. The purpose of these agreements is to provide jobs, training and economic opportunities related to road construction and maintenance. In particular, these agreements are designed to ensure hiring of residents from the east side communities, provide appropriate training and mentoring, and encourage community enterprises and capacity building.

A Community Benefit Agreement was signed with Berens River First Nation in 2009, and with Poplar River First Nation in 2010.

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Annex A3-14:
Comment Sheet – Winnipeg Open House (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

YOUR FEEDBACK

Your feedback and input on the All-Season Road between Berens River to Poplar River is important to us. What is important to you? Do you have any comments, ideas, or information you would like ESRA to consider?

Would you like us to contact you?

Name: _____

Contact info (email / phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

CONTACT INFORMATION

The East Side Road Authority

200 – 155 Carlton Street, Winnipeg, Manitoba, R3C 3H8

Phone: 204-945-4900 in Winnipeg

Toll free: 1-866-356-6355 • Fax: 204-948-2462 in Winnipeg

Email: eastside@gov.mb.ca • www.eastsideroadauthority.mb.ca

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Annex A3-15:
Presentation – Winnipeg Open House (Round 5)

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EAST SIDE TRANSPORTATION INITIATIVE

Berens River to Poplar River FN Road Network

The Environmental Assessment

Winnipeg Community
Indian & Metis Friendship Centre

May 28th, 2015

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Why are we here?

We are here today to:

- Provide information about the road project
- Review the options that have been considered
- Communicate what we have heard from the communities
- Hear from you about what you value, so that it can be considered in the environmental impact assessment (EIA) and addressed in the project design.

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EAST SIDE TRANSPORTATION INITIATIVE

- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health & social services
- Construction employment, training & economic opportunities
- Enhanced opportunities for local sustainable economic development

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Objectives

1. Community Economic Development

   Status:

   - *Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.*

2. East Side Large Area Transportation Network

   Status:

   - *Construction of an 156 km all-season road from Provincial Road PR 304 to Berens River First Nation is underway*
   - *Planning and environmental assessments to support the construction of pioneer and all season roads in prioritized locations is ongoing*
   - *Interim winter road enhancements are underway with a focus on crossing improvements*

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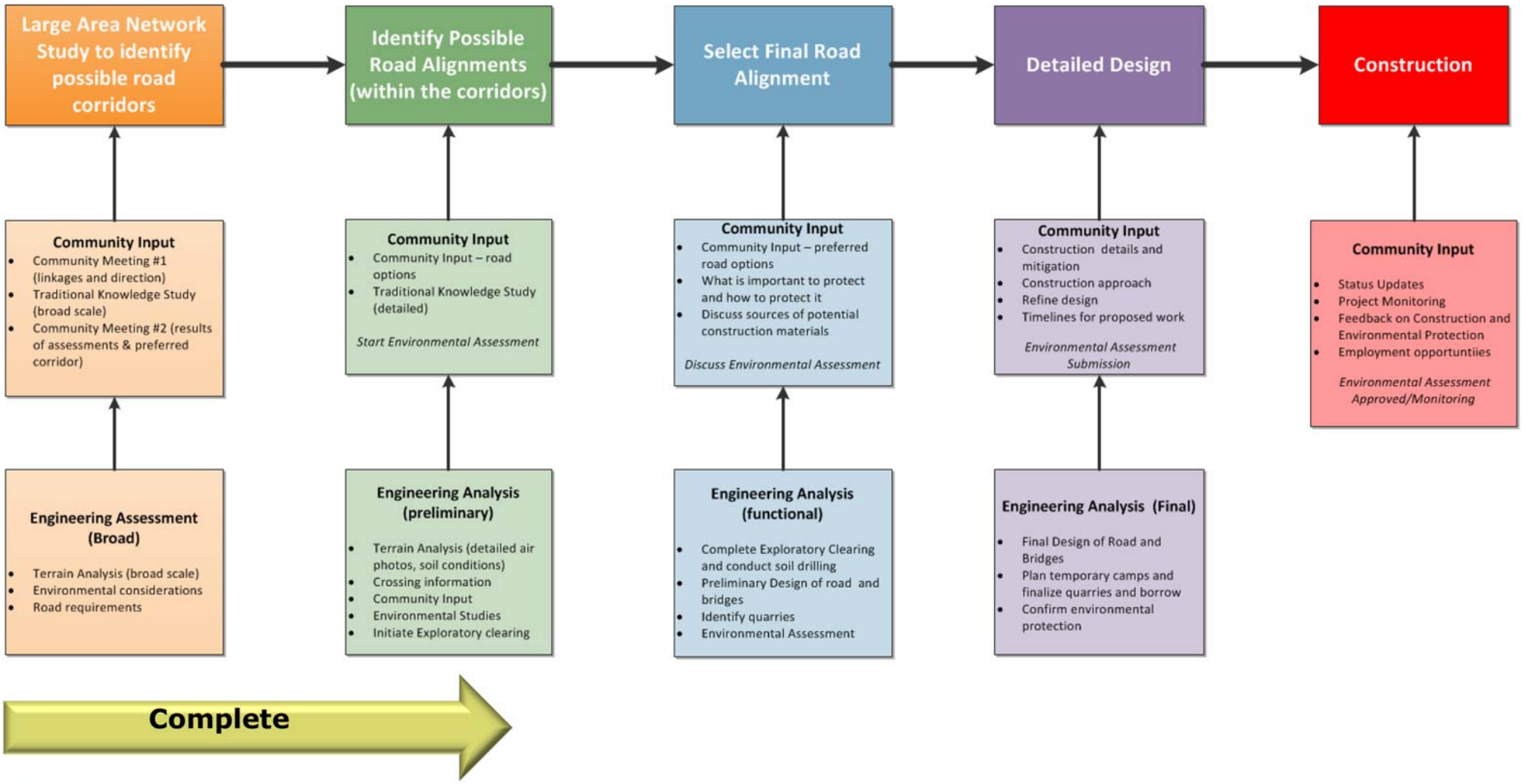
Steps to Select, Design & Construct an All Season Road



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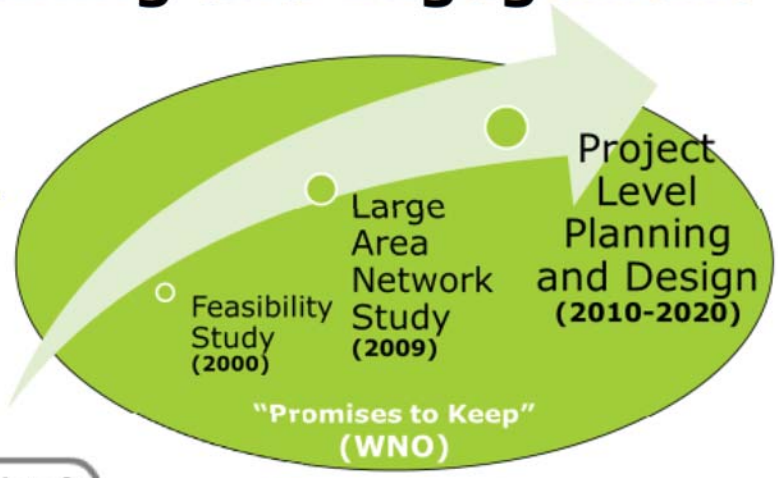
History of Planning and Engagement

- Community input is key to developing a good project



Background Planning

- 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg
- 2004 East Side Planning Initiative - generates "Promises to Keep" that identify all-season road planning as a priority objective

Route Corridor

- 2009-2011 Large Area Network Transportation Study
- Assesses network options and recommends route corridors
- Identifies possible road alignments

Road Alignment

- 2012 - 2013 Road Alignment Selection
- Local communities and other stakeholders assist with the selection of preferred alignment to study in greater detail

Final Alignment

- 2013 - 2015 Environmental and Engineering Studies
- Environmental Impact Assessment to consider possible effects and mitigation
- Refinement of road alignment based on findings of baseline and engineering studies and community, stakeholder and public input

Public and Other Stakeholders

Aboriginal Leadership
(MMF, WNO, SETC)

Local Communities
(First Nation and Northern Affairs)

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Description of Project

- 94 km of All Season Road joining Poplar River to Berens River

  Includes:

  - 4 major water crossings:
    - Leaf River
    - North Etomami River
    - Etomami River
    - Berens River
  - 6 possible minor crossings or culverts, and
  - Equalization culverts

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All-Season Road Construction Steps

PLANNING & DESIGN

Soil Studies

Sensitive Site Identification

Traditional Knowledge

Community and Stakeholder meetings

Environmental Studies

Road Design

CONSTRUCTION

Right-of-Way Clearing

Aggregate Production and Quarries

Grading & Gravelling

Culvert Installation and Equalization

Bridge Construction and Installation

Re-vegetation and Erosion Control

MAINTENANCE

Mowing

Mechanical Brushing

Washout Repair

Drainage Preservation

Snow Plowing

Sanding, Spreading Ice, and Dust Control

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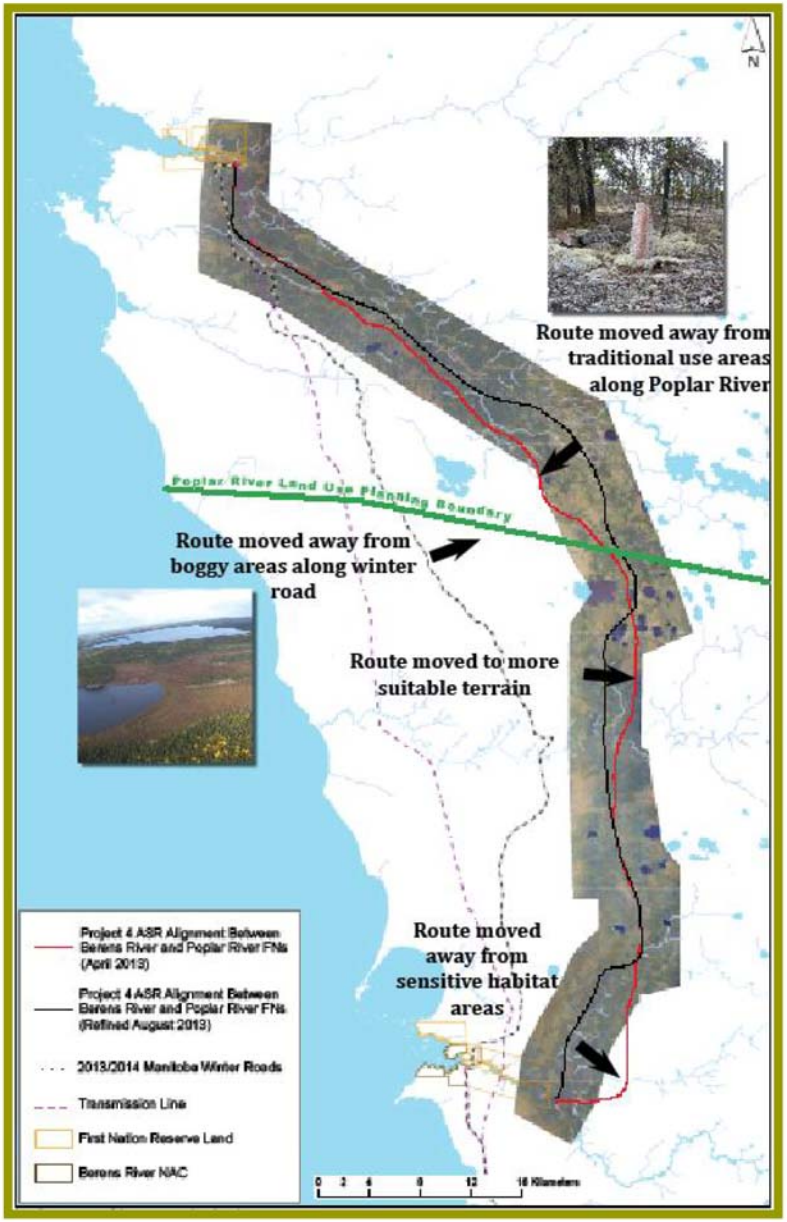
Road Route Refinements (overall)

- Original route concept has been refined several times based on:
  - community feedback and knowledge of the land
  - results of traditional knowledge, archeology, soils and wildlife investigations



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Evolution of Road Route Refinements

- Two route options originally identified –
  1. Coastal Route
  2. Inland Route

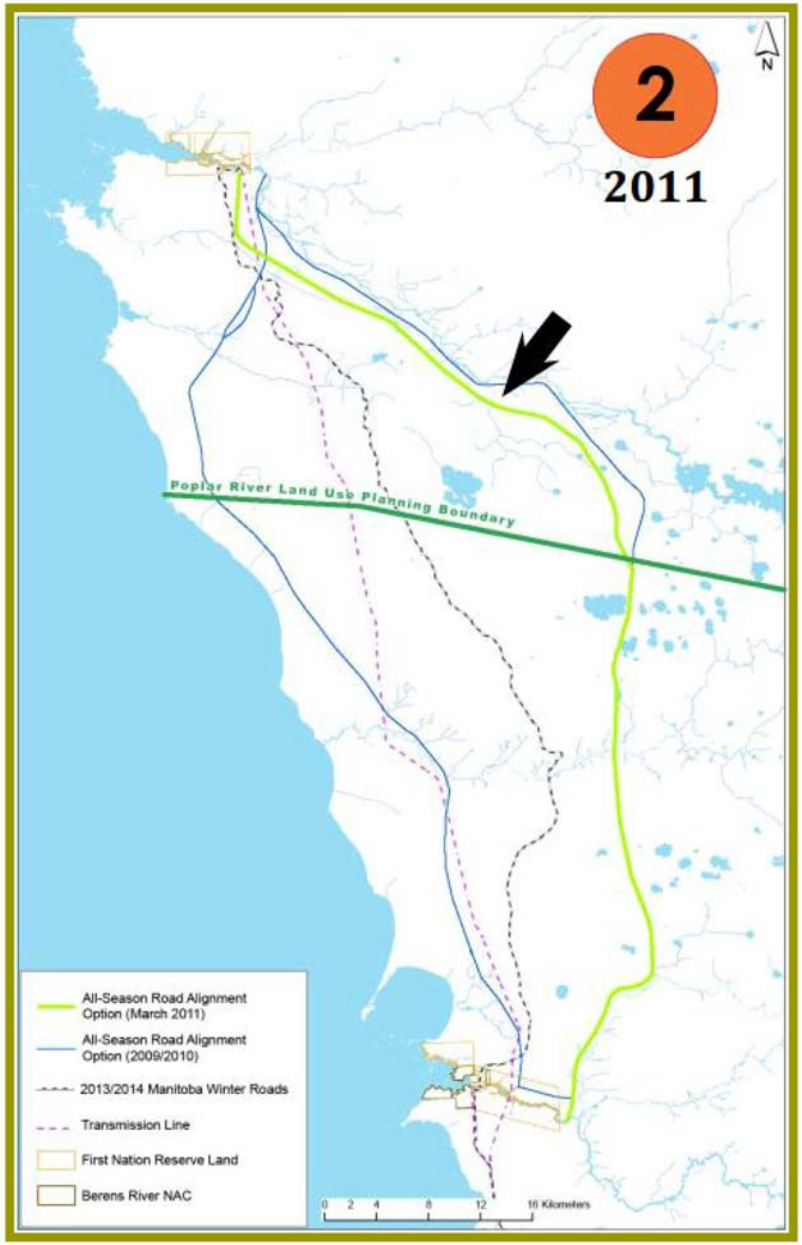
- Considered topographic, physiographic, geological, social-economic and natural environmental information

- Moved route from muskeg areas near Lake Winnipeg further inland to suitable terrain for constructability

MANITOBA East Side Road AUTHORITY

Evolution of Road Route Refinements

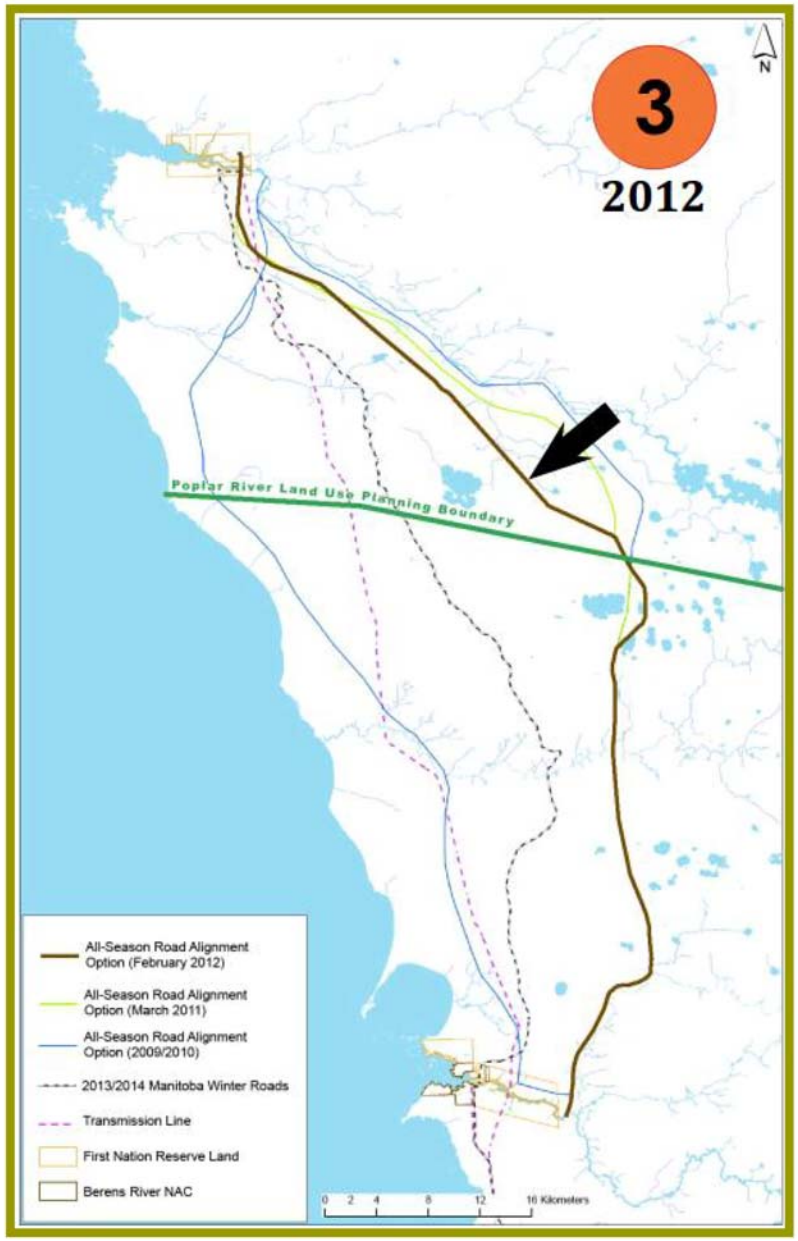
- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas



MANITOBA East Side Road AUTHORITY

Evolution of Road Route Refinements

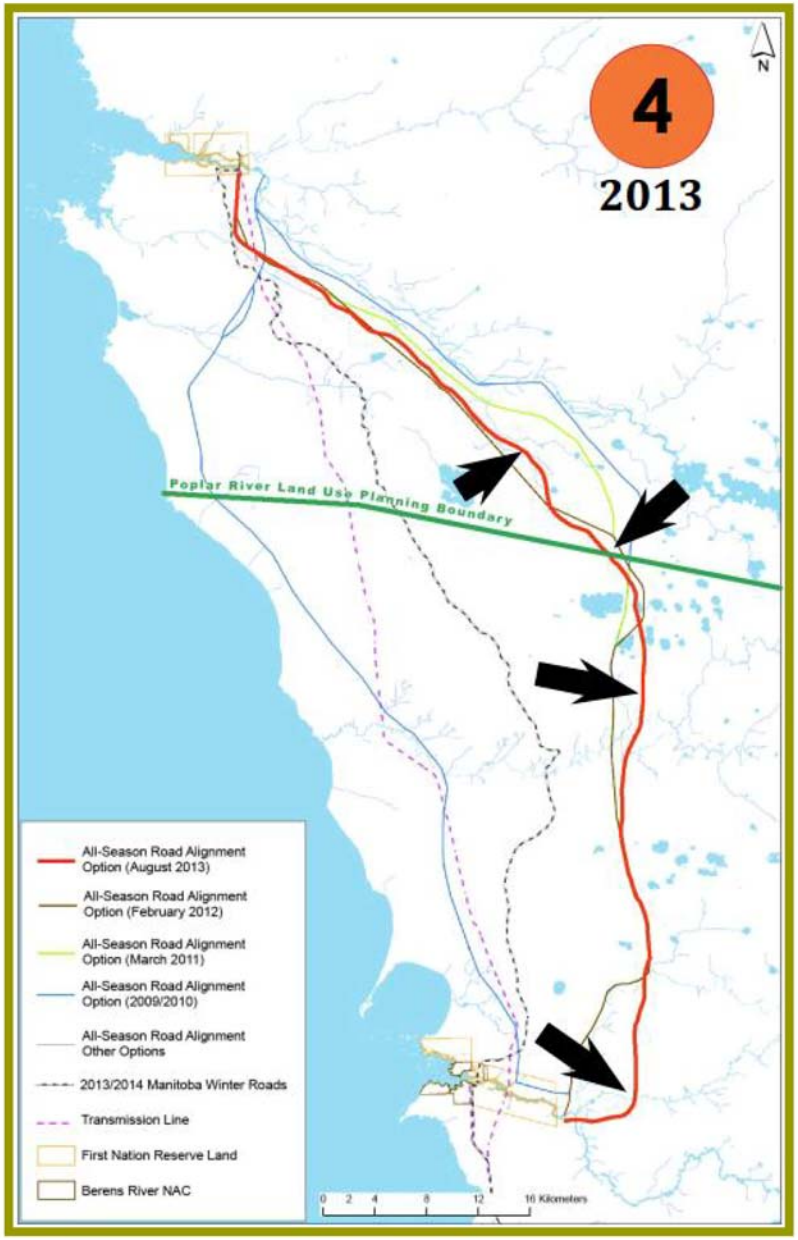
- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas
- Moved route further to the west to avoid sensitive sites



MANITOBA East Side Road AUTHORITY

Evolution of Road Route Refinements

- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas
- Moved route further to the west to avoid sensitive sites
- Moved portion of route to east away from sensitive habitat and traditional use areas near Etomami River



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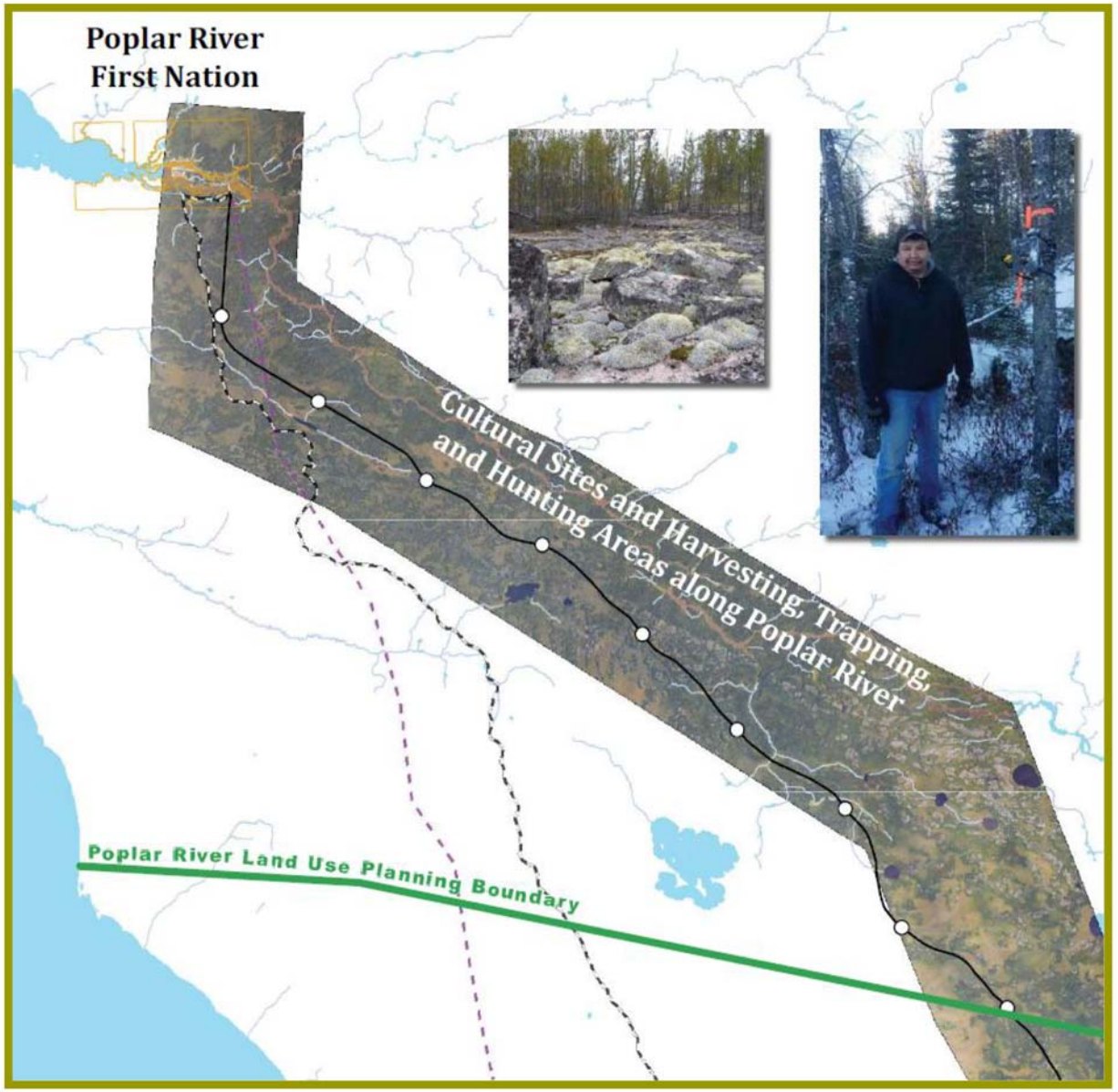
Summary of Road Route Refinements – Poplar River

- Moved portion of route west to avoid Poplar River
  - Harvested plants
  - Cultural /sacred sites
  - Traditional land use
- Moved portion of route further west to avoid sensitive sites identified during baseline studies and discussions with Elders
- Avoids muskeg and wetlands along shoreline route and winter road



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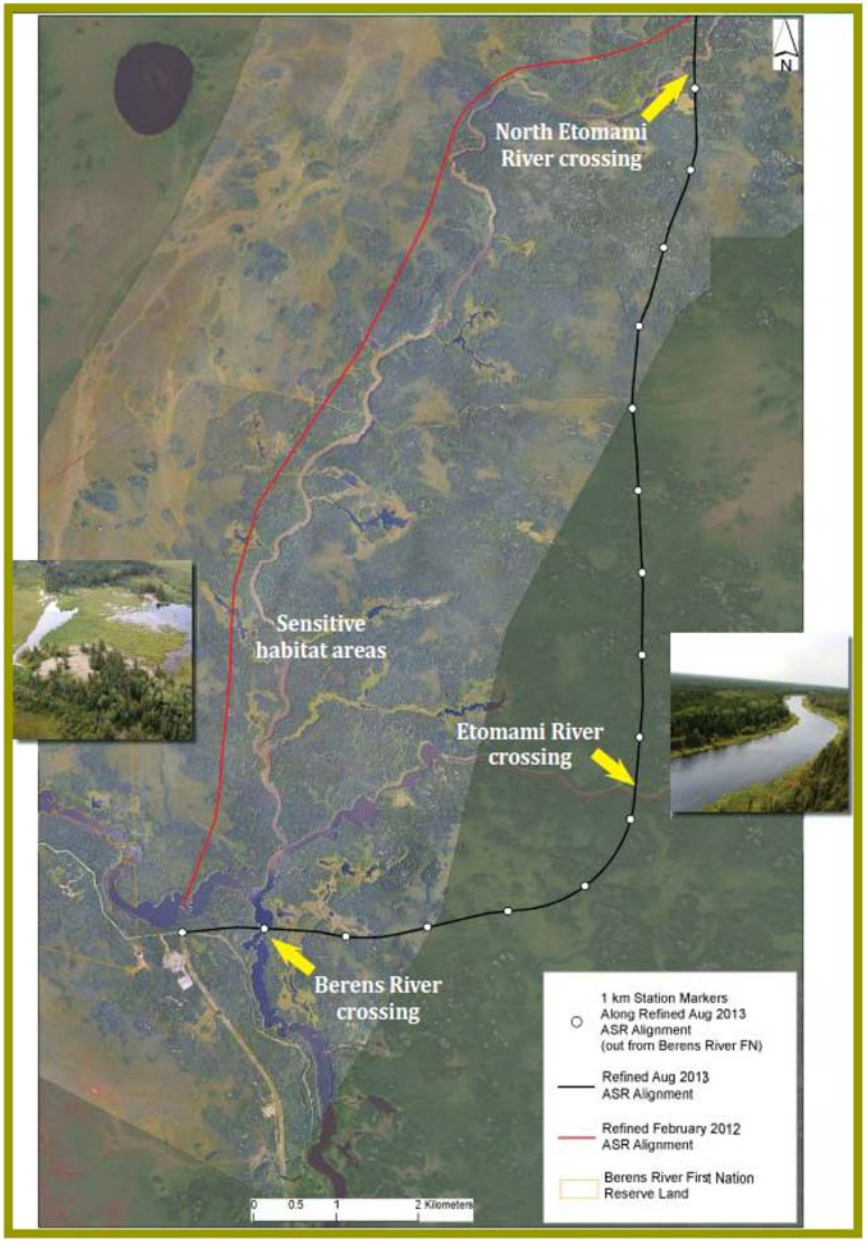
Summary of Road Route Refinements - Berens River

- Realigned road to avoid:
  - Habitat
  - Traditional land use areas
- Moved portion of route further east to avoid Etomami valley
- Requires additional river crossing sites
- Avoids muskeg and wetlands along shoreline route and winter road



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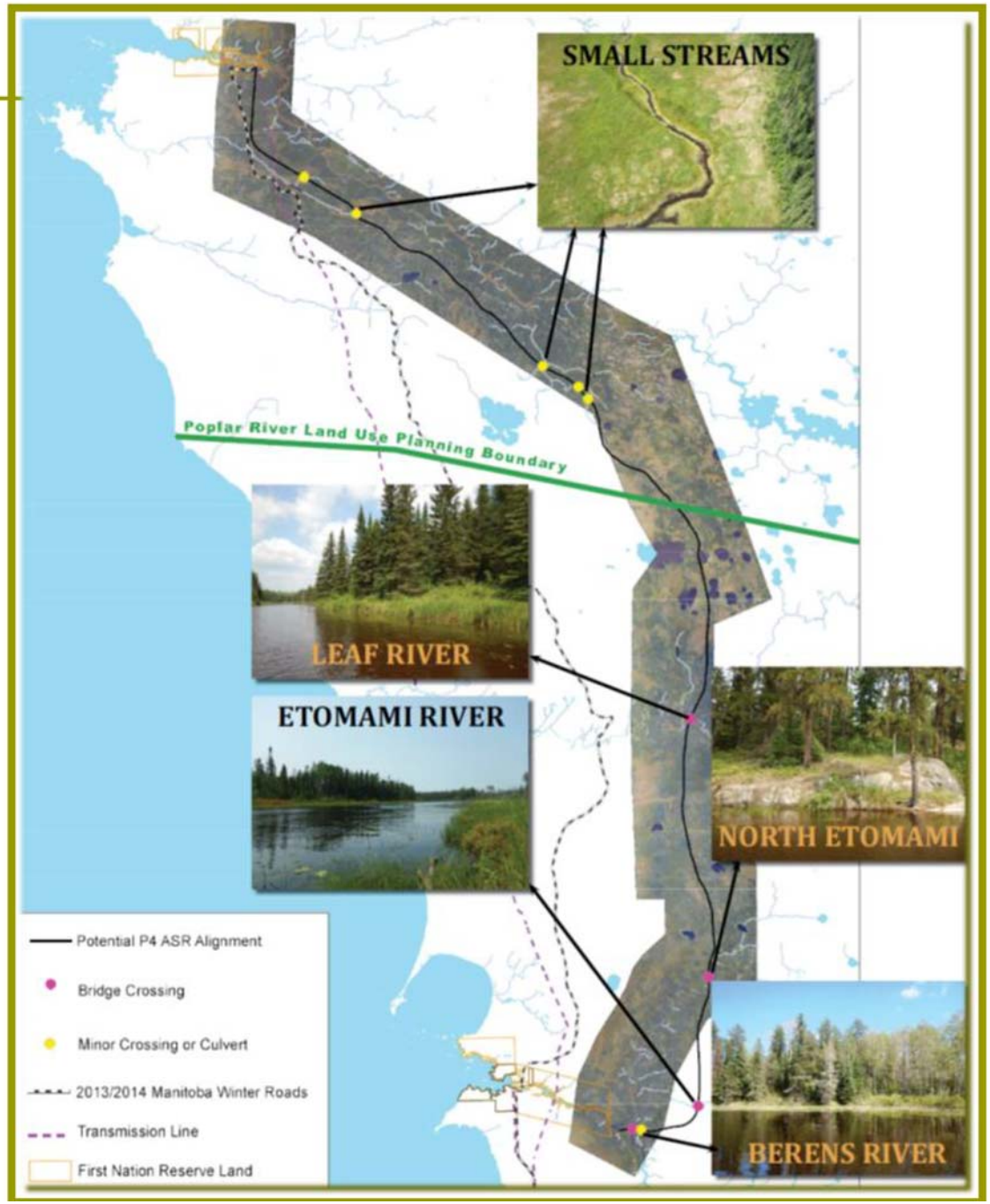
River Crossings

- Revised route will require additional river crossing sites
  - More crossings, but away from sensitive community areas
- Four bridge crossings:
  - Berens River
  - Etomami River
  - North Etomami River
  - Leaf River
- Six minor crossings or culverts



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In-Community Meetings

- The first series of In-Community meetings were held on:
  - April 23, 2015 Poplar River
  - April 30, 2015 Berens River
- The purpose of the In-Community meetings was to:
  - Provide an overview of the project;
  - Inform the community of the overall Environmental Impact Assessment process;
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas; and,
  - Dialogue with the community about which Valued Components should be included or highlighted in the process.

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Summary of What We Heard – In-Community Meetings

- What we heard from Berens River & Poplar River communities:
  - Revised road alignment has been moved away from community sensitive areas, and was well received;
  - How information for Traditional Knowledge Studies are used;
  - Appropriate community and cultural activities should occur prior to any construction activities or disturbance of the land;
  - Project-focused communication to inform communities on progress and activities;
  - Protect waterway travel routes;
  - Moose, caribou, furbearers and their habitat are valued components for the communities;

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Summary of What We Heard – In-Community Meetings

- What we heard (continued):
  - Ensure travel routes and access to trap lines are maintained;
  - Consider setbacks, restricting access, and temporary barriers to protect sensitive sites;
  - For sensitive lifecycle stages (i.e. spawning fish) schedule construction activities appropriately
  - Interest in the potential effects of construction noise and blasting on sensitive areas;
  - Restrict hunting along the road alignment and during construction; and,
  - Concerns over how a provincial or federal election may impact the project.

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What is Environmental Impact Assessment?

Community Engagement

PROJECT

Possible Effects

SOCIAL AND NATURAL ENVIRONMENT

Mitigation & Follow Up

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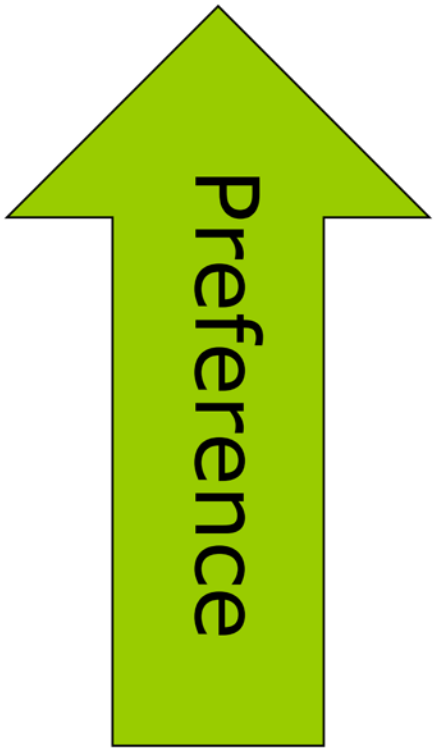
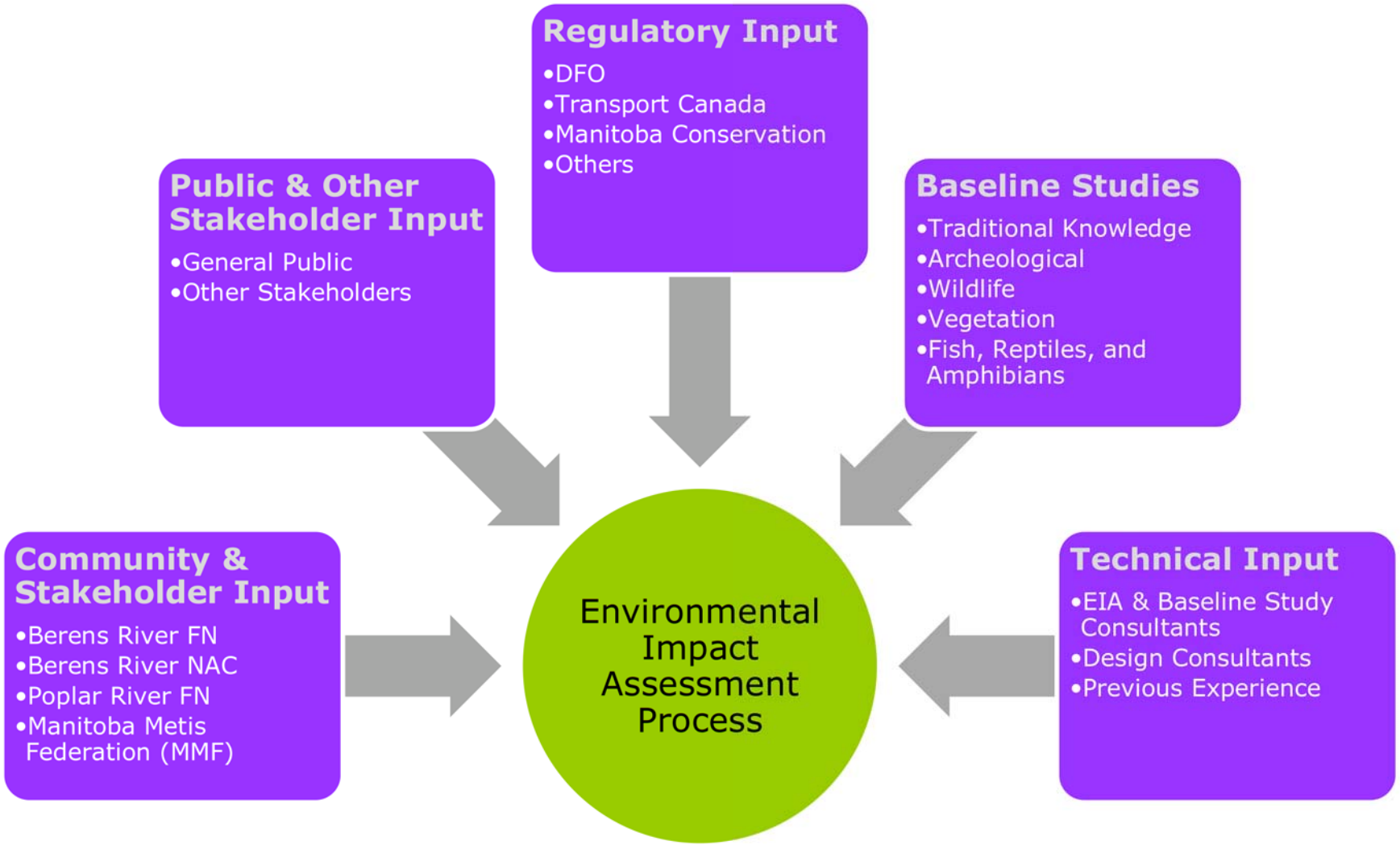
What is Environmental Impact Assessment?

- "Spectrum of Preference":
  - **Avoid**
  - **Minimize**
  - **Restore**
  - **Reduce or Eliminate**
  - **Offset**
  - **Monitor**



MANITOBA East Side Road AUTHORITY

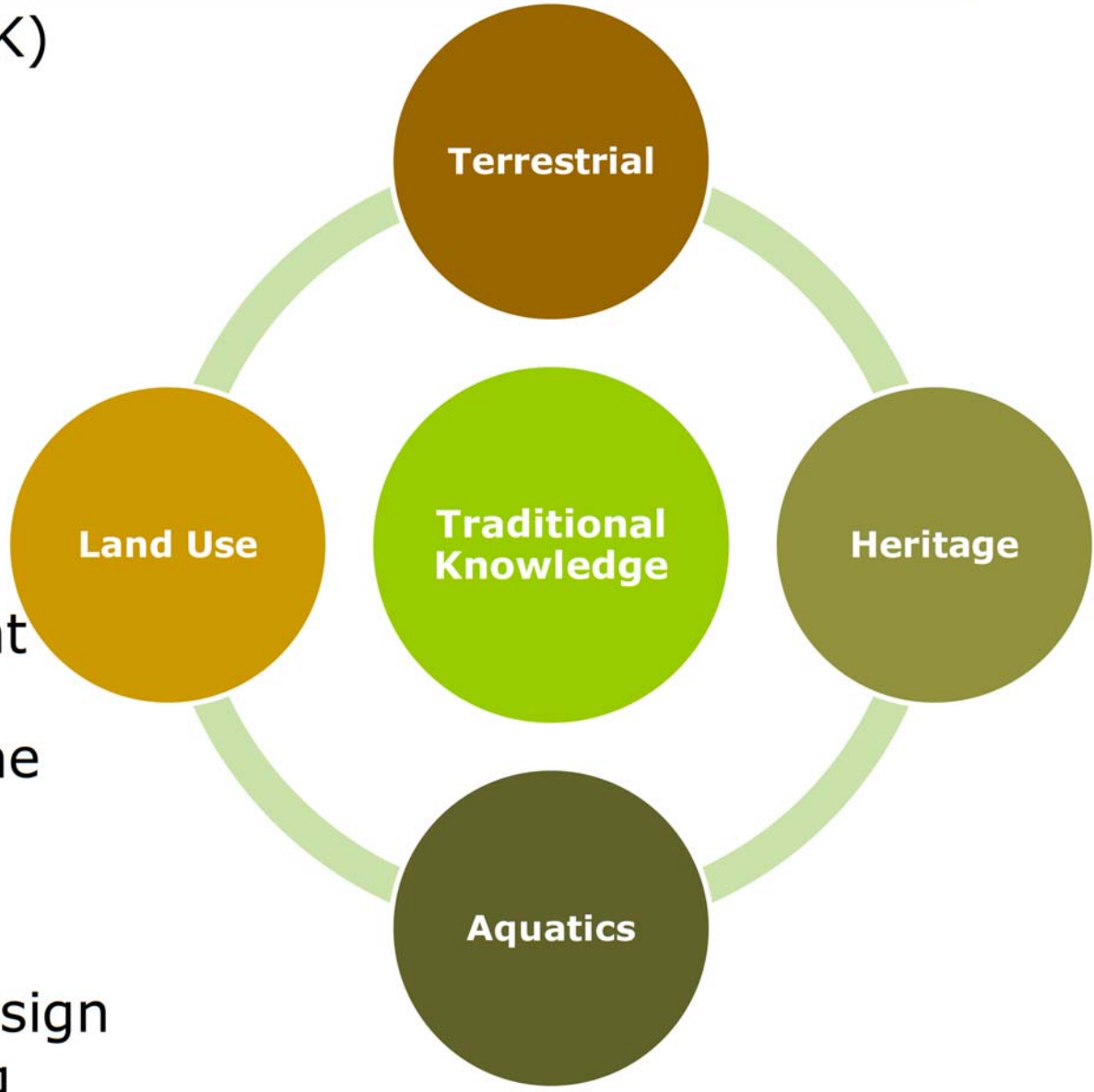
Inputs into the Environmental Impact Assessment Process



MANITOBA East Side Road AUTHORITY

Baseline Data

- Traditional Knowledge (TK)
- Biophysical studies to augment TK studies
  - Vegetation
  - Wildlife surveys
  - Archaeological studies
  - Fisheries and habitat
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Referenced for project design and construction planning



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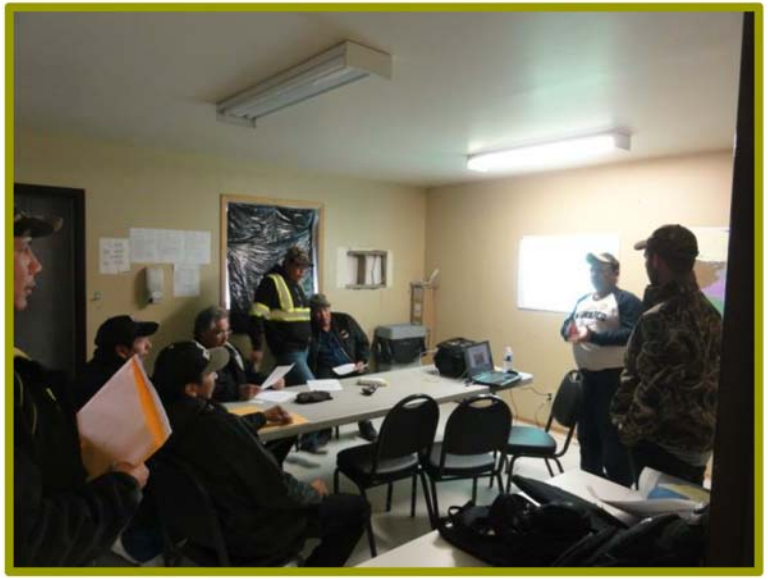
Wildlife

- Identify important habitat
- Identify presence of protected species
- Incorporate local knowledge
- Evaluate movement relative to existing roads, transmission lines, cut lines, etc.
- Predator/prey relationships
- Focus on:
  - Caribou
  - Furbearers (trapped species)
  - Moose
  - Wolves
  - Birds

MANITOBA East Side Road AUTHORITY

Wildlife – Trapper Program

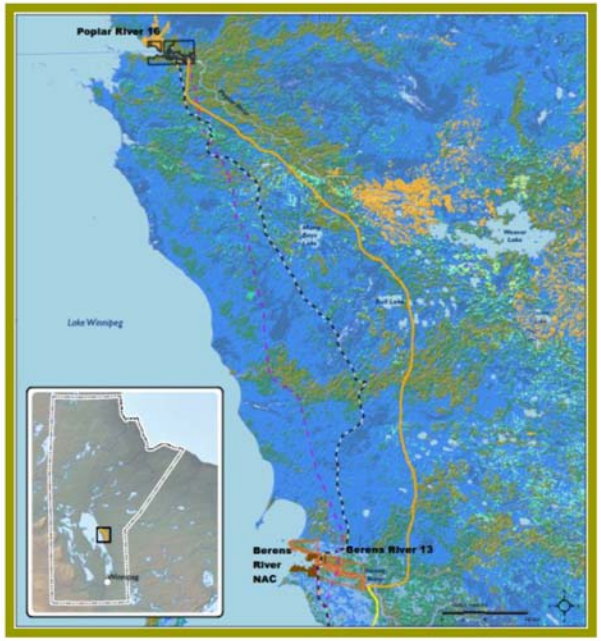
- Program started winter 2013/2014
- Trappers are recording:
  - Fur harvest information
  - Weather conditions
  - Animal tracks and sign
  - Collecting samples



MANITOBA East Side Road AUTHORITY

Terrestrial

- **Vegetation**
  - Aerial imagery studies to document plant communities
  - Field visits to document individual species
  - Species at risk, edible plants, medicines
- **Soils & Topography**
  - Geotechnical studies
  - Evaluation of potential change



MANITOBA East Side Road AUTHORITY

Fisheries /Aquatic

- **Field assessment of fisheries, aquatic habitat, and watercourse characteristics**
  - Aquatic species and habitat
  - Channel conditions and characteristics
  - Riparian (stream banks)
  - Species at risk
  - Spawning areas

- **Community discussions on:**
  - Harvested species
  - Sensitive areas

MANITOBA East Side Road AUTHORITY

Cultural and Traditional Land Use

- Input from:
  - Communities
  - Elders
  - Traditional Knowledge
  - Archeological studies
- Cultural and archeological sites
- Areas important for community health and well-being
- Harvesting of edible, medicinal, and cultural plants
- Trapping & hunting

MANITOBA East Side Road AUTHORITY

Schedule

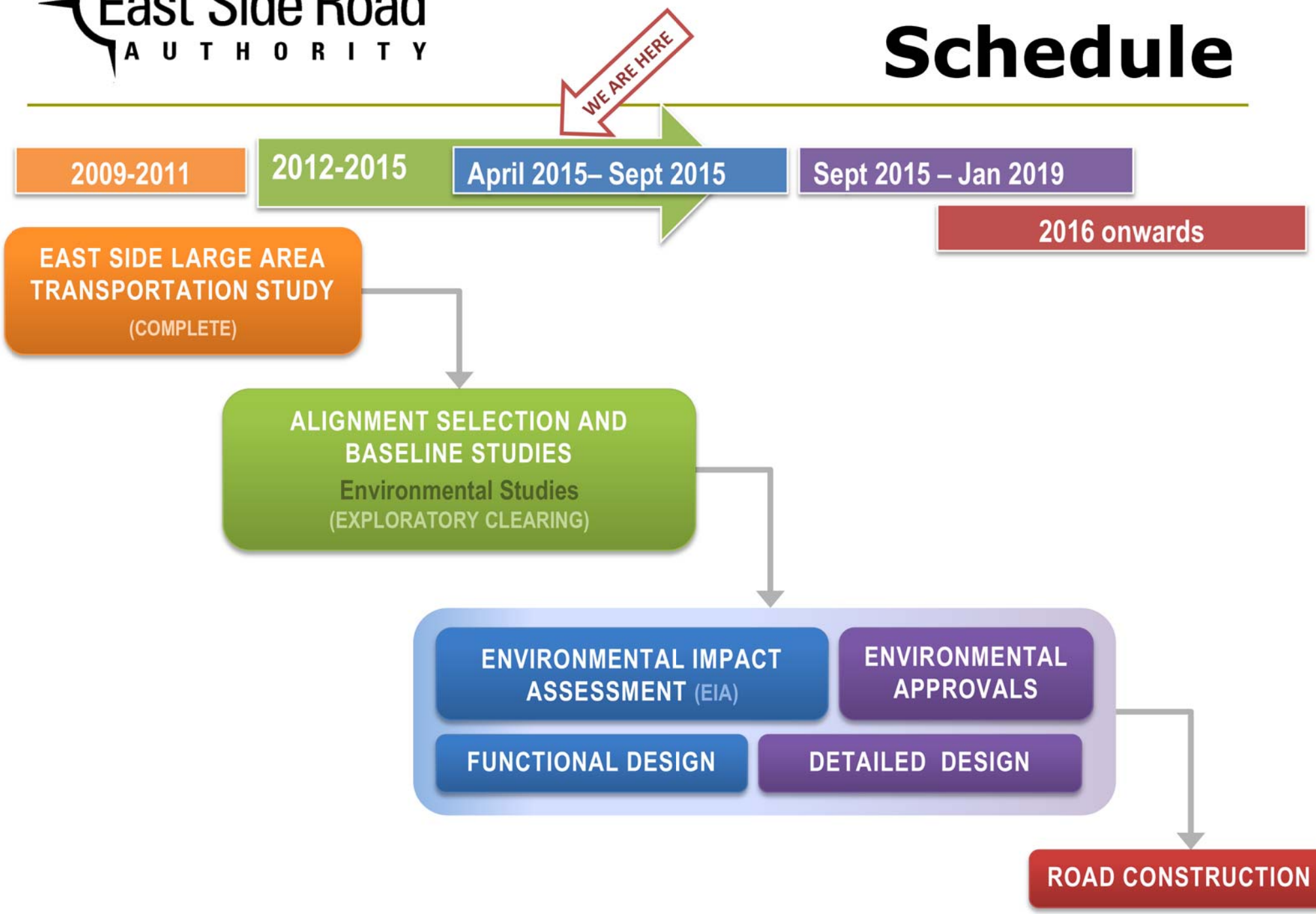


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Table Talks!

- We want to hear and learn from you
- Write on boards what is important to you, and what should be considered
- Complete a comment form

We will be back to meet with you to discuss the following:

- **Summer 2015:** To discuss measures to protect the environment

Please stay and talk with us!

MANITOBA
East Side Road
AUTHORITY

Thank you for your participation!

Contact Information

The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

Annex A3-16:
Display Boards – Winnipeg Open House (Round 5)

PROJECT OVERVIEW

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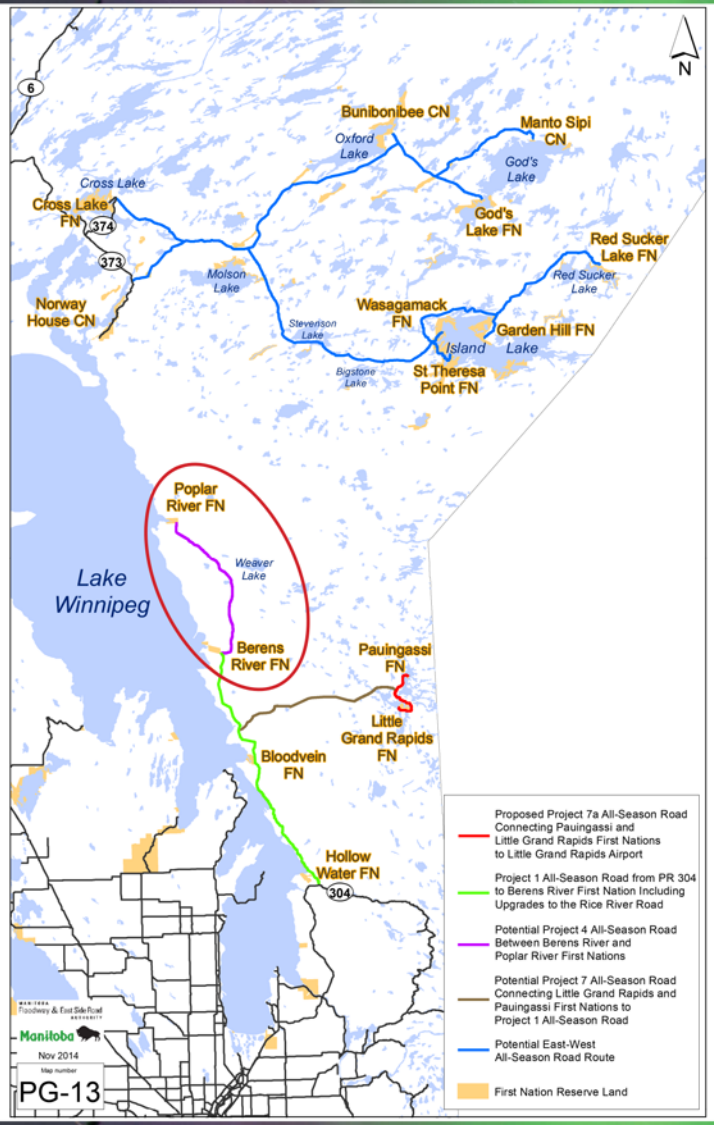

This project consists of **94 km** of All-Season Road joining Berens River First Nation to Poplar River First Nation.

There will be 4 major water crossings or bridges at:

- Leaf River
- North Etomami River
- Etomami River
- Berens River

Up to 6 possible minor crossings or culverts

Equalization culverts at multiple locations

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Photo by Jarrod Boscow

WHAT WE HEARD

As part of the Environmental Impact Assessment (EIA) process, ESRA is conducting a series of meetings with communities in the area to inform and shape the process. Continued dialogue with and input from the communities, Elders, and Chief and Council are critical to the overall process.

The first series of meetings (Round #1) were held with the communities on:

April 23rd, 2015 in Poplar River First Nation

April 30th, 2015 in Berens River First Nation

The purpose of the Round #1 meetings was to:

- Provide an overview of the proposed All Season Road project;
- Inform the community of the overall Environmental Impact Assessment (EIA) process;
- Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas; and,
- Dialogue with the community about which Valued Components should be included or highlighted in the EIA process.

Photo by Jarrod Boscow

WHAT WE HEARD

During these meetings, the communities of Poplar River First Nation and Berens River First Nation shared the following with the ESRA team:

- Communities have interest in how information for Traditional Knowledge Studies are gathered and used;
- Appropriate community and cultural activities should occur prior to any construction activities or disturbance of the land;
- Communication between ESRA and the communities should be improved;
- Bridges or other structures should be designed to allow for continued access by boats, canoes, and snowmobiles;
- Moose and moose habitat are Valued Components for the communities;
- Caribou and caribou habitat are Valued Components for the communities;
- The communities noted increased presence of wolverines nearby in the past few years;
- Ensure travel routes are maintained;
- The revised proposed road alignment has been moved away from community sensitive areas based on feedback, and was generally well received;
- To protect cultural and heritage sites, consider setbacks, restrict access, and erect temporary barriers to prohibit access during construction;
- Interest in effects around the impacts of construction noise and blasting on or around moose hunting and calving areas;
- Restrict hunting along the road alignment and during construction;
- Respect and maintain access to trap lines during construction;
- Road alignments that will avoid community sensitive areas were identified to the ESRA team;
- Concerns about how upcoming provincial or federal elections may impact the project.





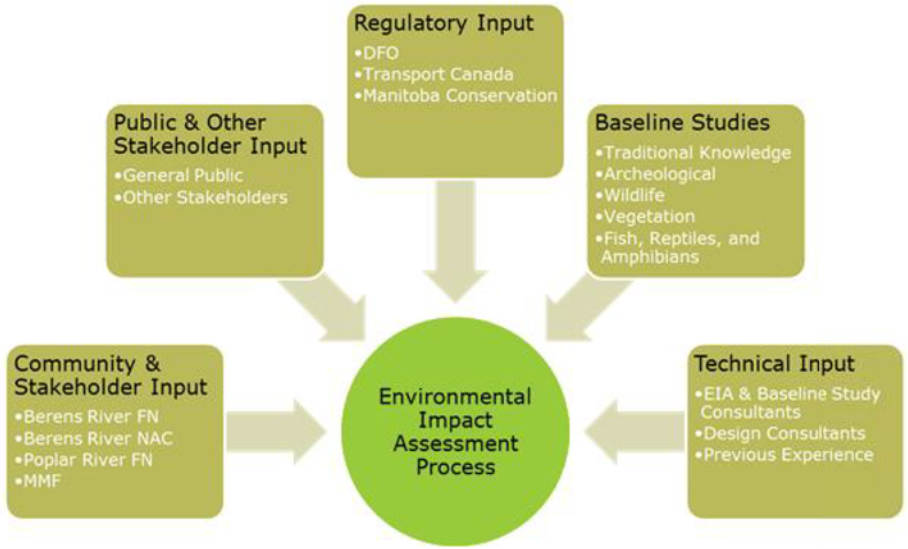


Photo by Jarrod Boscow

ENVIRONMENTAL IMPACT ASSESSMENT

As part of the East Side Transportation Initiative and its various road projects, environmental impact assessments (EIAs) are required. An environmental impact assessment is a process to predict environmental effects of proposed initiatives or projects before they are carried out. They identify potential effects of a project, propose measures to mitigate those effects, predict whether impacts will remain after mitigation is implemented, and follow up to test the effectiveness of mitigation. As a planning and decision-making tool, an EIA aims to minimize or avoid adverse environmental effects before they occur, and incorporate environmental factors into the decision making process.

An environmental impact assessment involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The environmental impact assessment process involves a wide variety of **inputs** from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholder groups, regulatory agencies, baseline studies, technical input from consultants, and previous experience.

Mitigation measures are actions that can be done to reduce (mitigate) or avoid the effects or impacts that a project could have on the environment. In terms of mitigating potential impacts, the environmental impact assessment utilizes a 'spectrum of preference' approach. In order of preference, these actions include:

PREFERENCE

- **Avoiding** the impact altogether
- **Minimizing** impacts be limiting the degree or magnitude of the action and its implementation
- **Restore** by applying rehabilitation techniques after the impact may have occurred, such as revegetation of disturbed areas
- **Reduce or Eliminate** the potential over time by preservation and maintenance operations
- **Offset** potential impacts through measures such as off-site habitat creation or tree replacement planting programs
- **Monitor** the project overtime to identify and reduce potential impacts

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MOOSE

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from construction
- Accidental moose-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Restrict hunting in construction contracts	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

Photo by Jarrod Boscow

CARIBOU

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POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from blasting
- Accidental caribou-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Limit blasting during calving season in sensitive areas	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

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Photo by Jarrod Boscow

FURBEARERS

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from construction
- Accidental vehicle collisions
- Increased access

MITIGATION IDEAS

Block temporary access roads after construction	Improve sightlines, reduced speed, and signage on road
Minimize extent of vegetation clearing	Maintain camp standards to avoid creating wildlife attractants
Maintain buffer around active dens and high quality habitat	Burn slash piles during first winter to limit furbearer use
Design equalization culverts to provide an alternate means of access for furbearers	Maintain habitat, encourage natural re-vegetation and planting with native species

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Photo by Jarrod Boscow

WATERFOWL & BIRDS OF PREY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from noise
- Disturbance of existing nests
- Increased access

MITIGATION IDEAS

Minimize extent of vegetation clearing	Minimize clearing in spring and summer
No work below high water mark in spring to prevent accidental nest disturbance	
Maintain riparian buffer zones along water's edge	
Identification and protection of critical nesting sites during construction	
Restrict construction worker activity to project area	
Restrict hunting in construction areas	
Block temporary access roads after construction	

Photo by Jarrod Boscow

HERITAGE & CULTURAL SITES

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POSSIBLE CHANGES (EFFECTS)

- Loss or damage to heritage sites and objects
- Damage to cultural (sacred) sites
- Damage to community use sites

MITIGATION IDEAS

Route road away from known heritage sites	
Maintain buffers and temporary fencing around heritage sites	
Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	
Block temporary access roads after construction	
Limit equipment and workers to construction areas	

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VEGETATION

POSSIBLE CHANGES (EFFECTS)

- Removal of trees and shrubs in construction areas
- Loss of species of concern from clearing activities
- Change in habitat for key species
- Spread of invasive and non-native species
- Change in subsurface water flow
- Increased access

MITIGATION IDEAS

Minimize extent of clearing to ROW, quarries, and borrow pits	Maintain subsurface water flows
Block access roads after construction	
Survey for species of concern before clearing and initiate protection plans	
Prohibit equipment outside of construction areas	
Control herbicide use	
Restore ground cover in ditches with native species	
Reclaim disturbed areas not required for road operation and maintenance	

Photo by Jarrod Boscow

FISH, REPTILES, & AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- Fish habitat loss or change in productivity
- Damaged water quality from sediment
- Improved access to waterways
- Blocked fish movements
- Changes in water flows
- Harm to fish from accidental spills
- Introduction of non-native fish species from equpment

MITIGATION IDEAS

Block access roads after construction	Avoid critical reproduction areas
Limit clearing near watercourses and restore vegetation	Use erosion protection and sediment control
Design culverts for passage and natural flow	No work below the high water mark in spring
Protect water quality through proper equipment maintenance and fuel storage	
Prohibit use of herbicides near watercourses	

Photo by Jarrod Boscow

TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)

- Loss of traditionally used plants from clearing
- Change to moose distribution affecting hunting
- Change to furbearer distribution affecting harvesting
- Change in fishery harvest
- Change in traditional collection of aquatic plants and fish eggs

MITIGATION IDEAS

Map important traditional use areas for project planning and design	Confirm setbacks and other mitigation measures with communities
Protect moose and caribou *(see boards)*	
Protect furbearers *(see board)*	
Protect fish, reptiles, amphibians *(see board)*	
Maintain access to traplines and trails during construction	
Design trail crossings to maintain trapper access and trails	
Block temporary access roads after construction	

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Photo by Jarrod Boscow

RIVER ACCESS & CROSSINGS: SOUTH

MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

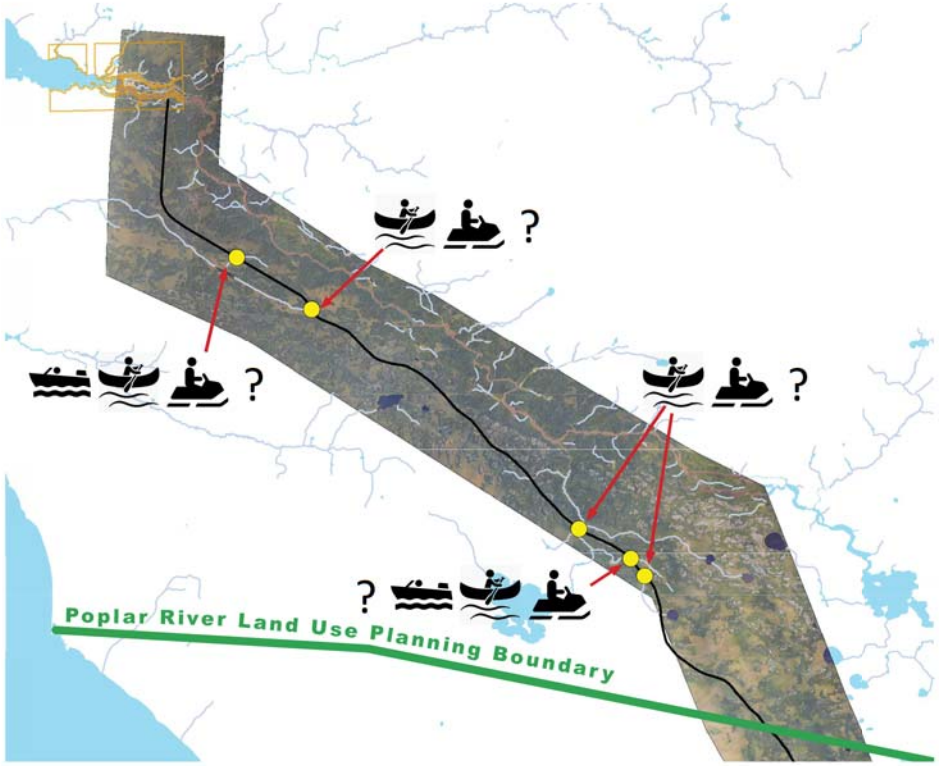
Restrict boat launch points at river crossings

Photo by Jarrod Boscow

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

RIVER ACCESS & CROSSINGS: NORTH

MANITOBA East Side Road AUTHORITY



MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

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ALL-SEASON ROAD CONSTRUCTION STEPS

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

ASR PLANNING & DESIGN

Soil Studies

Sensitive Site Identification

Traditional Knowledge

Community and Stakeholder meetings

Environmental Studies

CONSTRUCTION

Right-of-Way Clearing

Aggregate Production and Quarries

Establishment of Borrow Pits

Grading & Gravelling

Culvert Installation and Equalization

Bridge Construction and Installation

Re-vegetation and Erosion Control

MAINTENANCE

Mowing

Mechanical Brushing

Washout Repair

Drainage Preservation

Snow Plowing

Sanding, Spreading Ice, and Dust Control

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Photo by Jarrod Boscow

HOW SHOULD WE COMMUNICATE WITH YOU?

MANITOBA East Side Road AUTHORITY

Community Radio

NCI Radio

Newsletter

Posters

Flyers

Please check the boxes of the methods you prefer

1-866-356-6355

www.eastsideroadauthority.mb.ca

Facebook and Twitter

Website

Email Distribution list

Temporary signage on road in advance of activities

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