

## **SUMMARY OF COMMENTS/RECOMMENDATIONS**

**PROPONENT:** Transportation and Government Services  
**PROPOSAL NAME:** Garden Hill to Red Sucker Lake Winter Road  
**CLASS OF DEVELOPMENT:** 2  
**TYPE OF DEVELOPMENT:** Transportation  
**CLIENT FILE NO.:** 4867.00

### **OVERVIEW:**

The Environment Act Proposal was dated November 19, 2002 and received on November 22, 2002. The advertisement of the Proposal read as follows:

"A Proposal filed by the Manitoba Department of Transportation and Government Services to construct an overland winter road linking the communities of Garden Hill on Island Lake with Red Sucker Lake. The purpose of this project is to provide an alternate route between the communities to avoid unsafe ice conditions experienced along the existing winter road between Island Lake and Red Sucker Lake. The project is scheduled to be completed and opened for the winter road 2002/2003 winter road season".

The Proposal was advertised in the Winnipeg Free Press on November 23, 2002. Copies of the Proposal were filed in the following Public Registries: Manitoba Eco-Network, the Centennial Public Library and the Garden Hill and Red Sucker Lakes First Nations. It was also distributed to the "Transportation" Technical Advisory Committee (TAC) for comment. All comments were requested by December 9, 2002.

### **PUBLIC RESPONSE:**

No public response was received.

### **COMMENTS FROM THE TECHNICAL ADVISORY COMMITTEE:**

#### **Conservation (Sustainable Resource Management Branch):**

The Northeast Region has no objections to the issuance of an Environment Licence. Recommend the following conditions be included:

- The proponent (Transportation and Government Services) provide an updated map printed at a scale of 1:100,000 of the most recent version of the proposed route, provide revisions of the map if significant deviations to the routing are required during construction, and a final routing after the road has been constructed to the Island Lake District Office.

- The proponent flag the centreline of the road a minimum of 500 metres in advance of clearing operations.
- Should Manitoba Hydro not allow the road to be on or immediately adjacent to the existing transmission line the Region recommends the proponent maintain a 50 metre buffer between the transmission line and the road to ensure the trees separating the two remain windfirm.
- The proponent be required to have a qualified person physically inspect stream crossings on the ground, and the crossing locations be flagged prior to clearing operation. The inspection should confirm that the bank grade and height at the location are appropriate for a snow and ice crossing as described in "Manitoba Stream Crossing Guidelines for the Protection of Fish and Fish Habitat, May 1996". The Region requests this as there are a significant number of smaller stream crossing in addition to the four major crossing identified in the proposal, and none of the crossings have been looked at from the ground.
- The proponent be required to obtain a Work Permit from Manitoba Conservation (Island Lake District office) prior to construction.

In addition to the above, the Region has developed the following Work Permit conditions for winter roads:

1. The Department of Transportation Construction Order Standard Conditions (COSC) shall be followed except where they contradict Work Permit conditions in which case work permit conditions shall supercede the COSC.
2. The permittee will ensure that creek crossings are done according to the Manitoba Stream Crossing Guidelines for the Protection of Fish and Fish Habitat (1996).
3. A minimum buffer distance of 100 metres from all watercourses (Lakes, Streams, Creeks) shall be left undisturbed, except where authorized by the Natural Resource Officer, except for the approaches to crossings.
4. Mechanized clearing is not allowed within 30 m of a stream crossing or a waterbody. Vegetation must be hand cleared within this area.
5. Existing trails, portages and other travelways shall not be altered so as to interfere with other users.
6. Debris must be disposed of in an approved manner, as directed by Manitoba Conservation in the Work Permit.
7. If areas that are not frozen sufficiently are encountered and rutting occurs, every effort shall be made to minimize the environmental impact (rutting).
8. Removal of borrow material from pits or banks is not authorized.
9. All garbage, debris or waste contaminants resulting from the operation shall be packaged and removed from the permit area and disposed of at an approved site.
10. Gas/oil drums and oilcans are to be removed to an approved disposal site or yard compound.
  - a) Fuel caches shall not be closer than 100 metres from any watercourse.
  - b) There shall be no changing of equipment oil within 100 metres of a water body. Used oil shall be disposed of at an approved site.

- c) All petroleum products or other contaminant spills shall be cleaned up immediately. Any spill larger than 100 litres on land or 10 litres within 100 metres of a water body shall be reported immediately to Manitoba Conservation at (204) 944 4888 and the local Natural Resource Officer.
11. At the conclusion of the winter road season the permittee will ensure that the road is physically closed and posted with notices stating that the road is closed to traffic and that creek crossings have been removed. The removal of the creek crossings will be done according to the *Manitoba Stream Crossing Guidelines for the Protection of Fish and Fish Habitat (1996)*. The permittee shall ensure that the road is closed before it becomes too soft and rutting or other environmental damage is likely to occur.
  12. The permittee is responsible for ensuring that all of its contractors who are working on the road carry sufficient insurance. The insurance must cover the removal of equipment that goes through the ice or becomes stuck on crown land. In the event that equipment goes through the ice or becomes stuck on crown land the permittee is responsible for ensuring that the equipment is retrieved and removed from crown land.
  13. The permittee is responsible for reporting and when necessary, arranging for the removal of abandoned or derelict vehicles on the winter road or the right-of-way.
  14. The permittee is responsible for removing all visible litter / garbage from the winter road and the right-of-way.
  15. Upon completion of the winter road season the permittee will ensure that all equipment, vehicles, fuel tanks, drums etc. and any related materials are removed from Crown Land.

Disposition:

Comments can be accommodated as conditions of licencing.

**Agriculture** - No concerns identified with the Proposal.

**Historic Resources** - No concerns with regard to the project's potential to impact heritage resources.

**Mines Branch** - No concerns.

**Petroleum Branch** - No comments or concerns.

**Health** - No negative direct or indirect health impacts have been identified.

**Canadian Environmental Assessment Agency** - The Department of Indian and Northern Affairs (DIANA) advised that an Environmental assessment under *The Canadian Environmental Assessment Act* is required for locations of the project on federal lands. In addition, both DIANA and the Department of Natural Resources Canada have indicated that they are willing to provide specialist advice with respect to the project.

Disposition:

The Manitoba Environment Act applies to the portion of the project on Crown land. Therefore, a Licence and Work Permit can be issued to allow construction of the road to proceed on Crown land.

**RECOMMENDATION:**

A public hearing is not recommended. The TAC comments can be accommodated as conditions of licencing for the project. It is recommended that the Development be licenced under The Environment Act subject to the limits terms and conditions as described in the attached Draft Environment Act Licence. It is further recommended that enforcement of the Licence be assigned to the Manitoba Conservation Northeast Region.

PREPARED BY:

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December 10, 2002

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