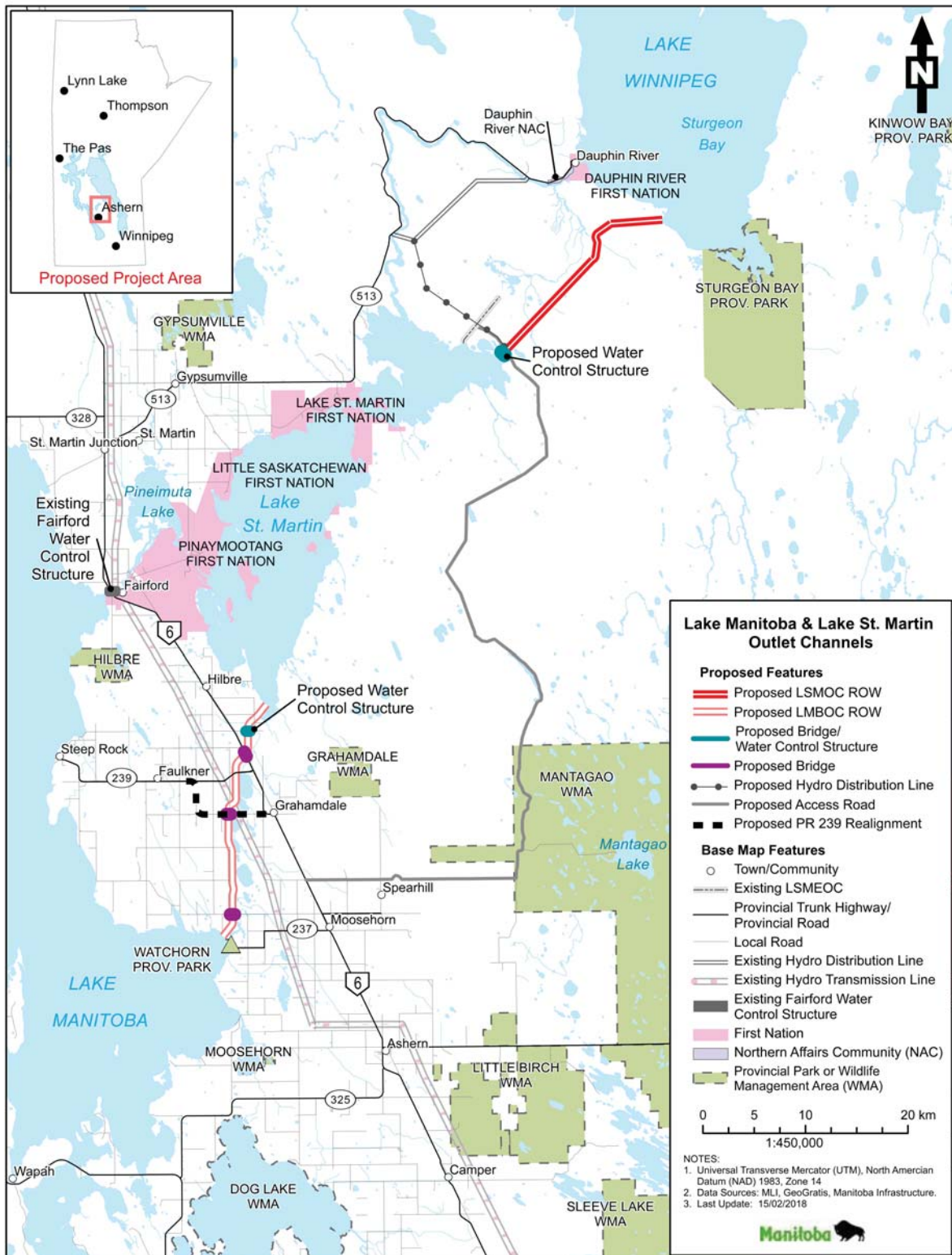


APPENDIX D

ENGAGEMENT INFORMATION

APPENDIX D-1

STORYBOARD ILLUSTRATING ACCESS ROAD LOCATION AND OTHER EXISTING AND PROPOSED INFRASTRUCTURE IN THE PROJECT REGION



APPENDIX D-2

FIRST NATION COMMUNITIES INVITED TO PUBLIC OPEN HOUSES

First Nation Communities Invited to Public Open Houses	
First Nations Communities	Email Sent
Peguis First Nation	Yes
Pinaymootang	Yes
Dauphin River First Nation	Yes
Lake St. Martin First Nation	Yes
Little Saskatchewan First Nation	Yes
Fisher River Cree Nation	Yes
Dauphin River IMR	Yes
O-Chi-Chak-Ko-Spi	Yes
Kinonjeoshtegon	Yes
Ebb and Flow First Nation	Yes
Manitoba Metis Federation	Yes
Interlake Regional Tribal Council(IRTC)	Yes

APPENDIX D-3

ACCESS ROAD RELATED RESPONSES TO A QUESTIONNAIRE

Lake Manitoba and Lake St. Martin Outlet Channels QUESTIONNAIRE FOR THE REGULATORY COMMUNITY

What information is important to you?

Light Blue Road alignment (existing forestry road): runs through two Areas of Special Interest (ASIs):

- The designated Mantagao Lake WMA which has been identified as a candidate protected area.
- Idylwild ASI to the north of Mantagao WMA. This ASI is made up largely of wetland complexes of marsh, swamp, and shallow open water interspersed with mineral soil. Please limit disturbance to the wetland areas in the ASI.

Parks and Protected Spaces Branch recommends that quarrying for upgrades to the existing forestry road proposed to take place inside these ASIs be limited to the final road right-of-way, and to the existing Highways quarry withdrawal areas. It is recommended that any additional aggregate required should be accessed from sources outside of Idylwild ASI and Mantagao WMA ASI.

Areas of Special Interest (ASIs) are candidate protected areas selected to represent the enduring features found within an ecoregion that still need to be captured to achieve adequate representation of biodiversity in Manitoba.

Protected areas are land, freshwater, or marine areas where logging, mining, hydroelectric development, oil and gas development, exploring for and harvesting peat, and other activities that significantly and adversely affect habitat are prohibited by law.

ASI and WMA shapefiles are available on MLI.

Red Road alignment (existing winter road): near Lake St Martin Islands Important Bird Area. Please contact Wildlife and Fisheries Branch for information on potential implications.

Channel Option C: Parks and Protected Spaces Branch has no comments at this time.

Channel Option D: Goes through Lake St Martin Islands Important Bird Area (which includes the water bodies). Please contact Wildlife and Fisheries Branch for information on potential implications.

Reaches 1-3: Option JB & Option WP pass through Sturgeon Bay ASI. PAI has already provided information on these sites and has nothing to add at this point.

What are the critical data for inclusion in Permit and Licence application documents?

- Locations of aggregate sources that would be needed for this project should also be included to help determine the overall ecological cost of the project.
- Specific locations of the major road realignments (unclear whether KMs begin counting at start of winter road, or the municipal road)

What information can be collected during construction/operation?
<ul style="list-style-type: none"> Wildlife and Fisheries Branch recommendations on data collection are supported by Parks and Protected Spaces Branch as this would feed into future protected areas planning in these ASIs.
What monitoring requirements will be in place?
What frequency of project updates do you require?
Please update Parks and Protected Spaces Branch on any borrow pits or other quarrying activity required for any part of this project, (ie for the existing forestry road as well as the existing winter road that will be part of the license). Please limit quarrying activity to existing pits and do not make new pits in either of the ASIs.
Is the proposed schedule realistic?
<input type="checkbox"/> Yes <input type="checkbox"/> No
Who are your primary points of contact? <i>(Name, Designation, Office and Contact Information)</i>
<ul style="list-style-type: none"> Jenny Harms, Protected Areas Specialist – Jenny.Harms@gov.mb.ca, 204.945.4363
Additional Notes/Comments:
Parks and Protected Spaces Branch may have additional comments once the specific details in the final consultants' report are available.
Please send completed form to:
Ryan Coulter, M.Sc., P.Eng. Manager of Environmental Services Mail: Manitoba Infrastructure and Transportation 1420-215 Garry Street Winnipeg, MB R3C 3P3 Email: Ryan.Coulter@gov.mb.ca Fax: (204) 945-0593

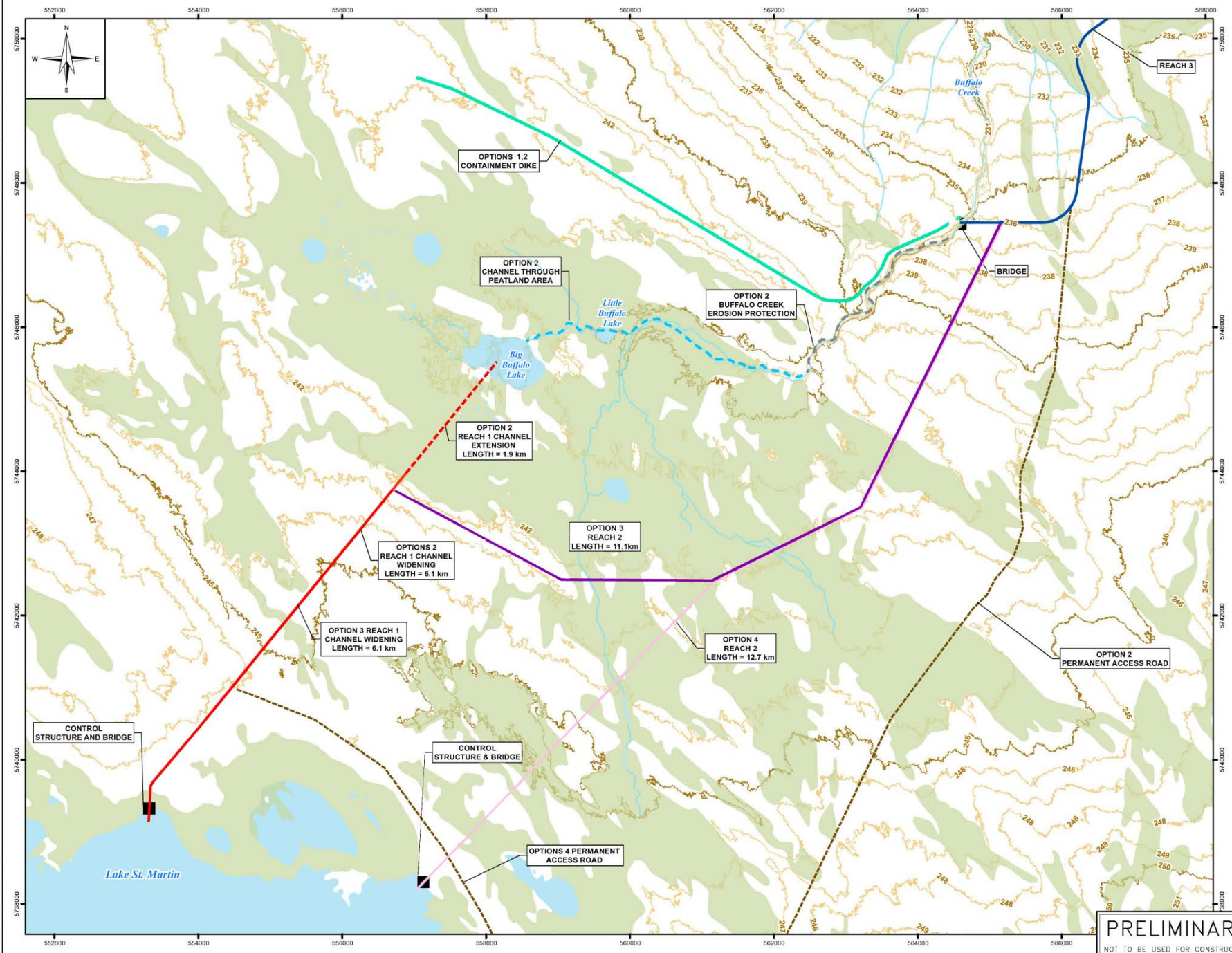
APPENDIX D-4

MANITOBA INFRASTRUCTURE PRESENTATION TO VARIOUS STAKEHOLDERS ON MAY 10, 2017



Lake St Martin Outlet Channel Access Road





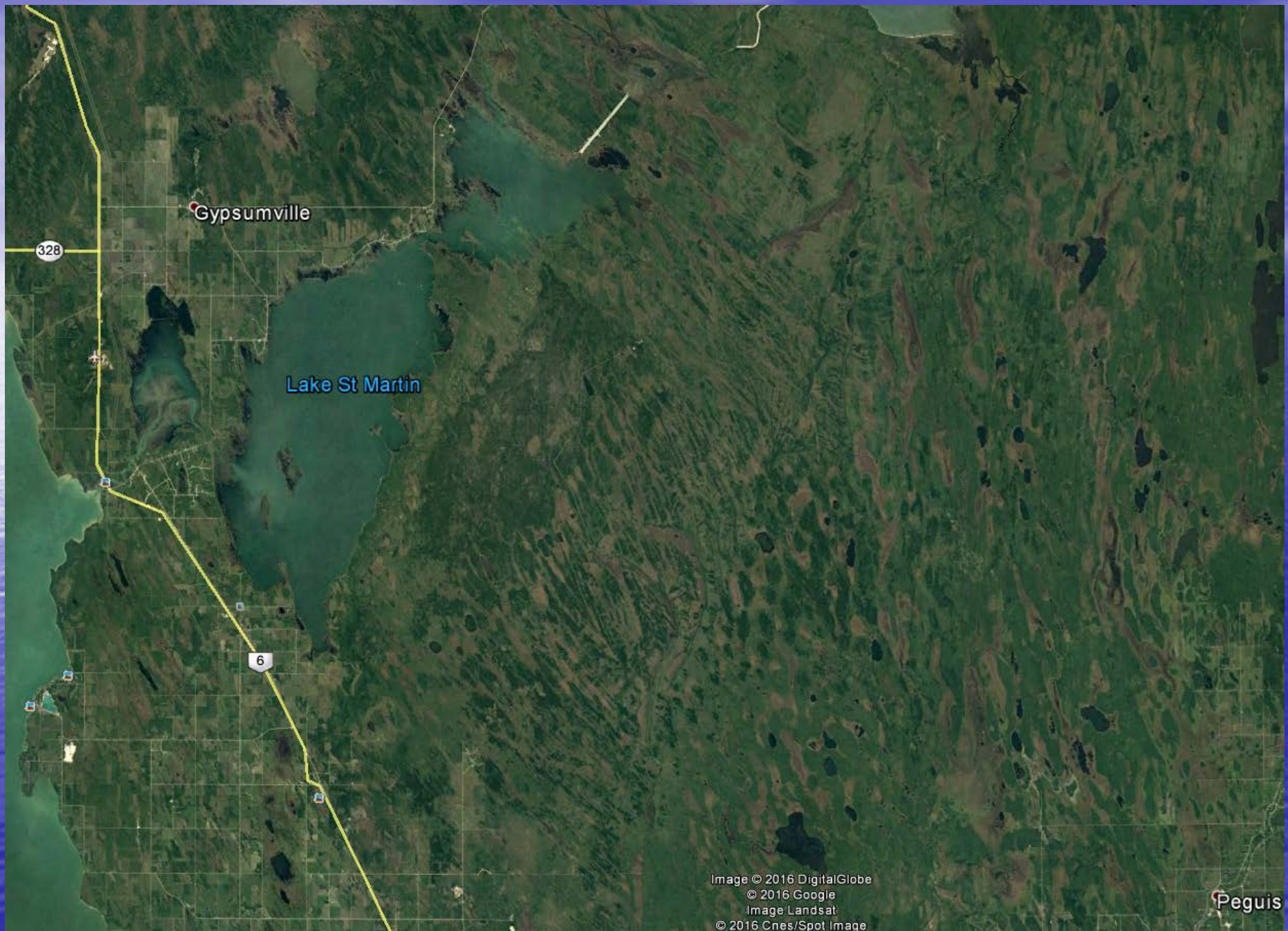
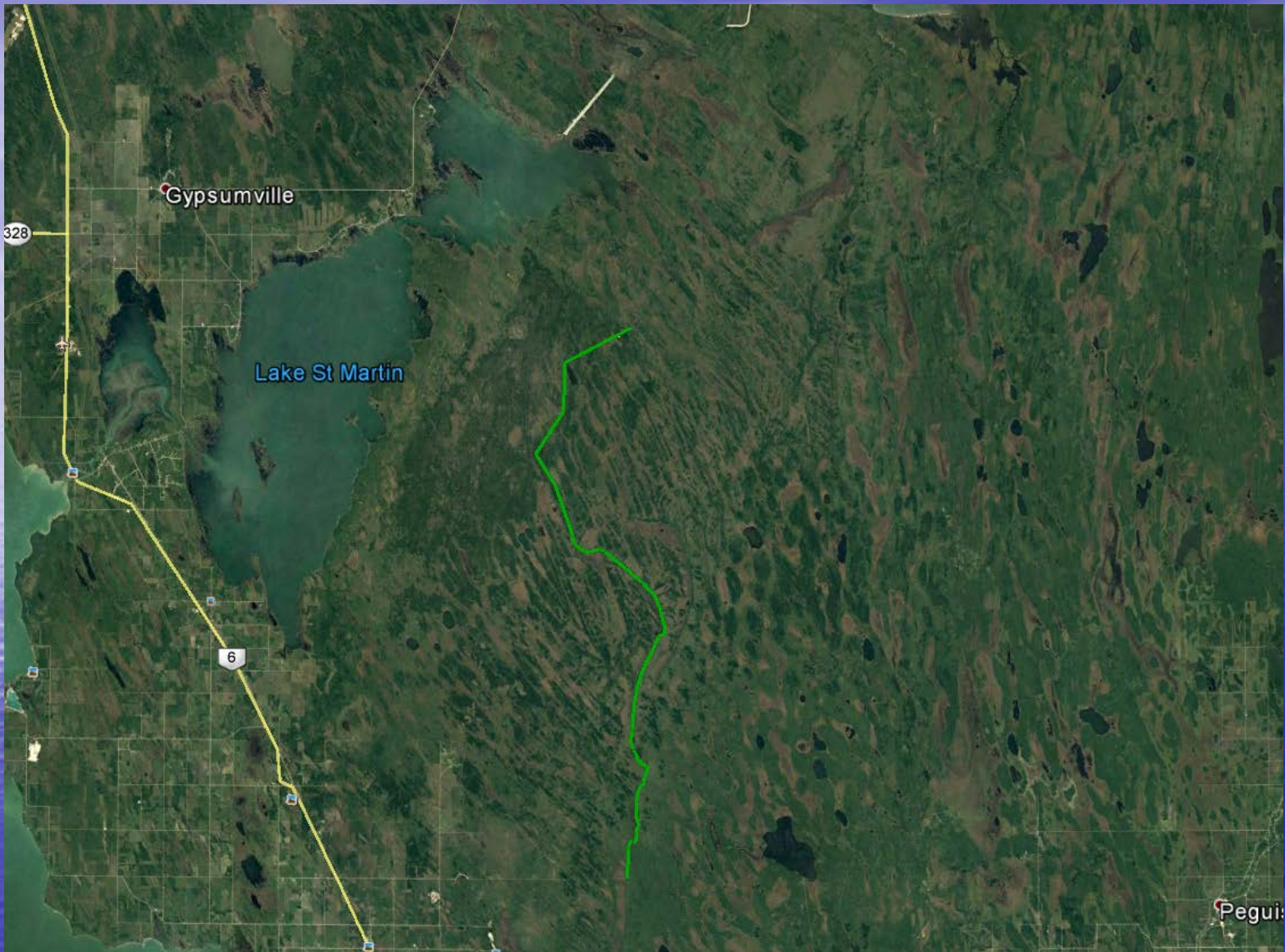
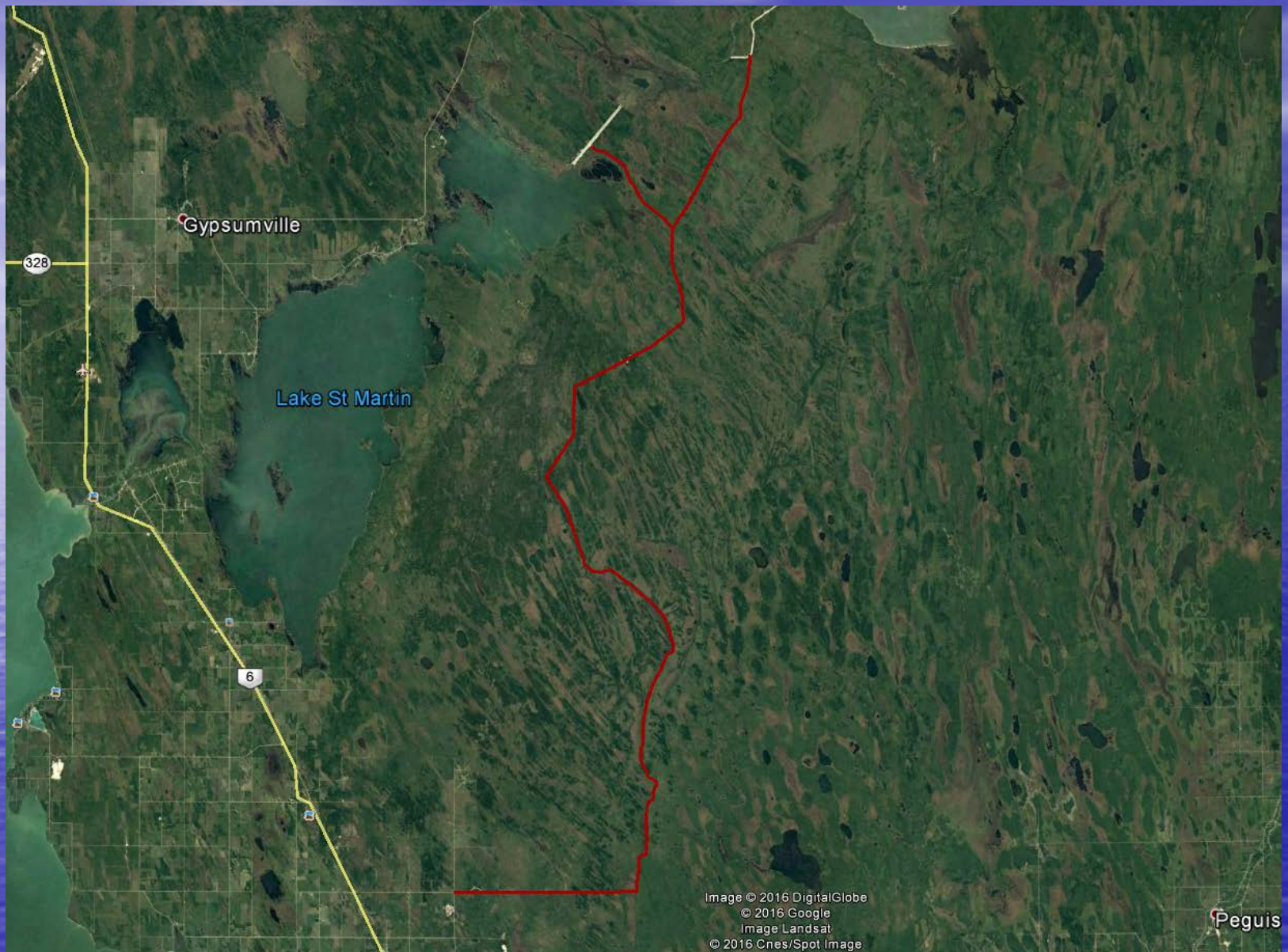


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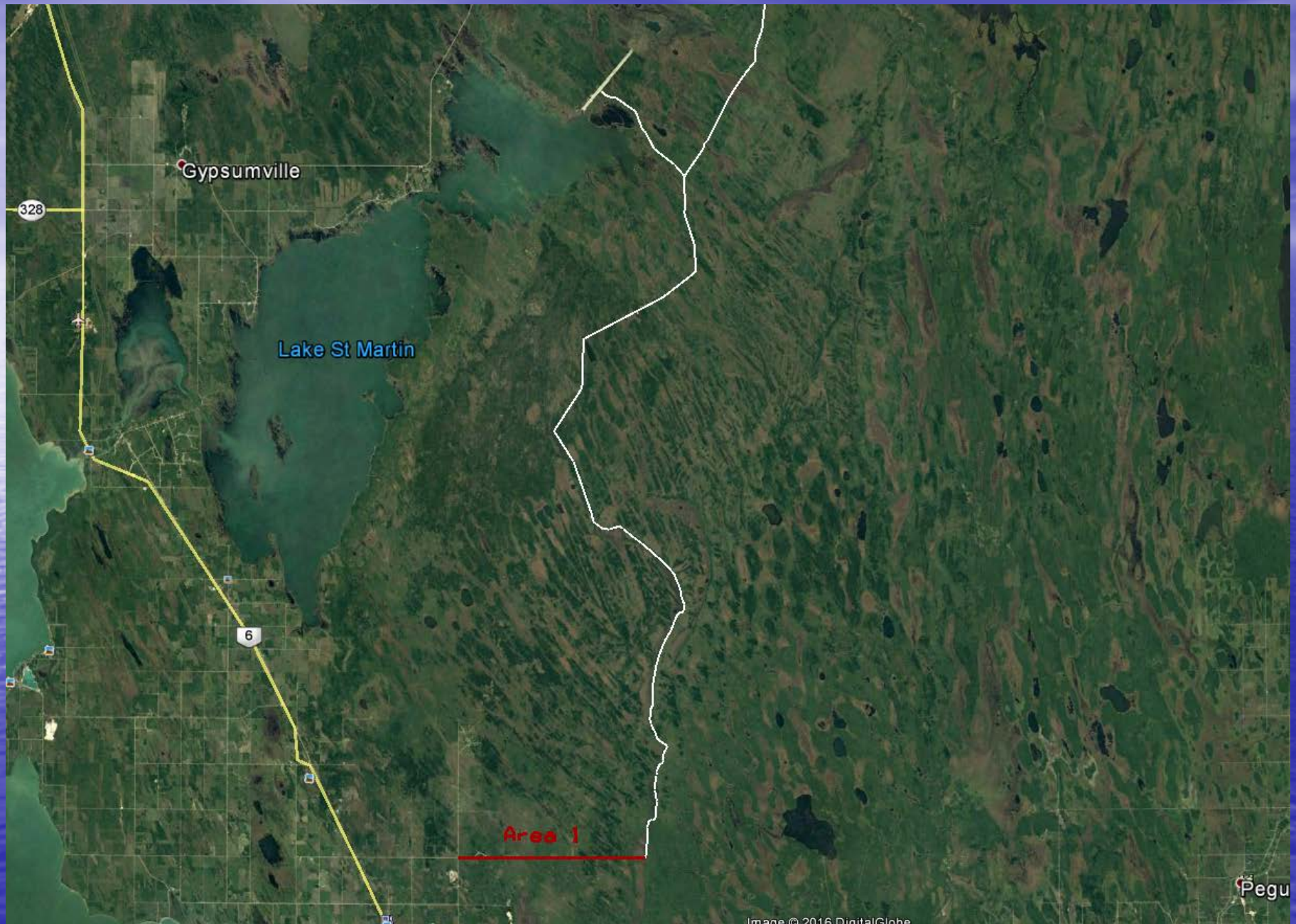
Peguis



-existing Idlewild road



-proposed LSM outlet channel access road



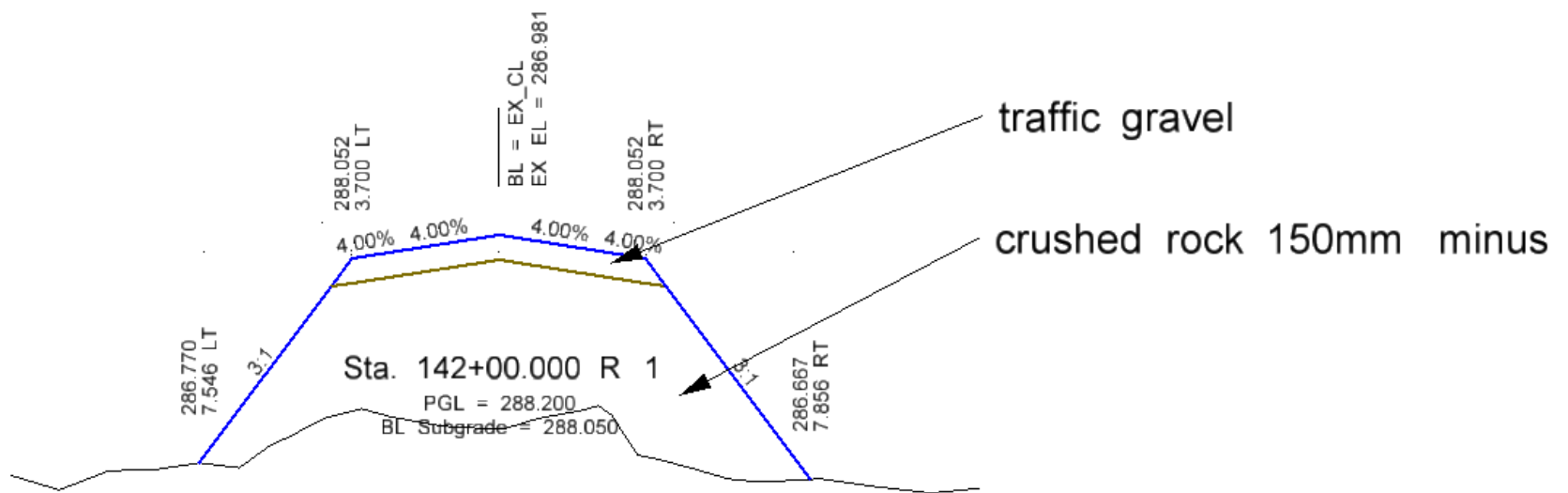


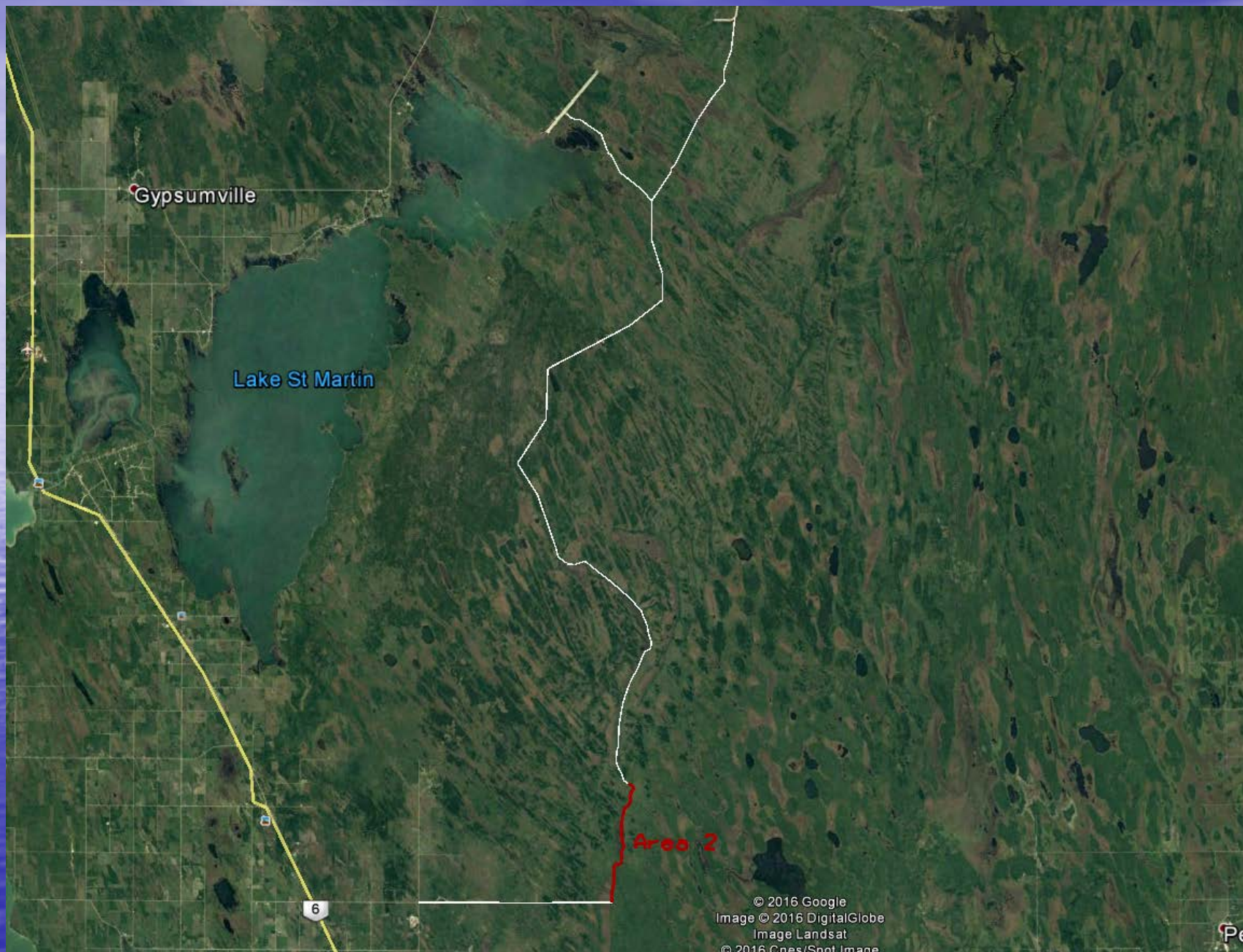


Area 1

- -municipal road (13.2 km).
- -staying on current alignment
- -one relocation at gravel pit area
- -low areas to be filled with crushed rock
- -12 thru-grade culvert installations
- 20m right of way, larger trees salvaged, remaining mechanical brushing







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Image © 2016 DigitalGlobe
Image Landsat
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Area 2

- First section of the Idlewild road (8.9 km)
- Within the Mantagao wildlife management area
- Narrow with no defined embankment
- Mostly on existing alignment
- Two areas of relocation
- Composite borrow embankment with traffic gravel
- Contractors to locate borrow
- MI to establish minimum buffer and min/max size
- 5 thru-grade culvert installations
- 20m right of way, salvage and mech. brushing



- Typical of area 2
- No defined embankment



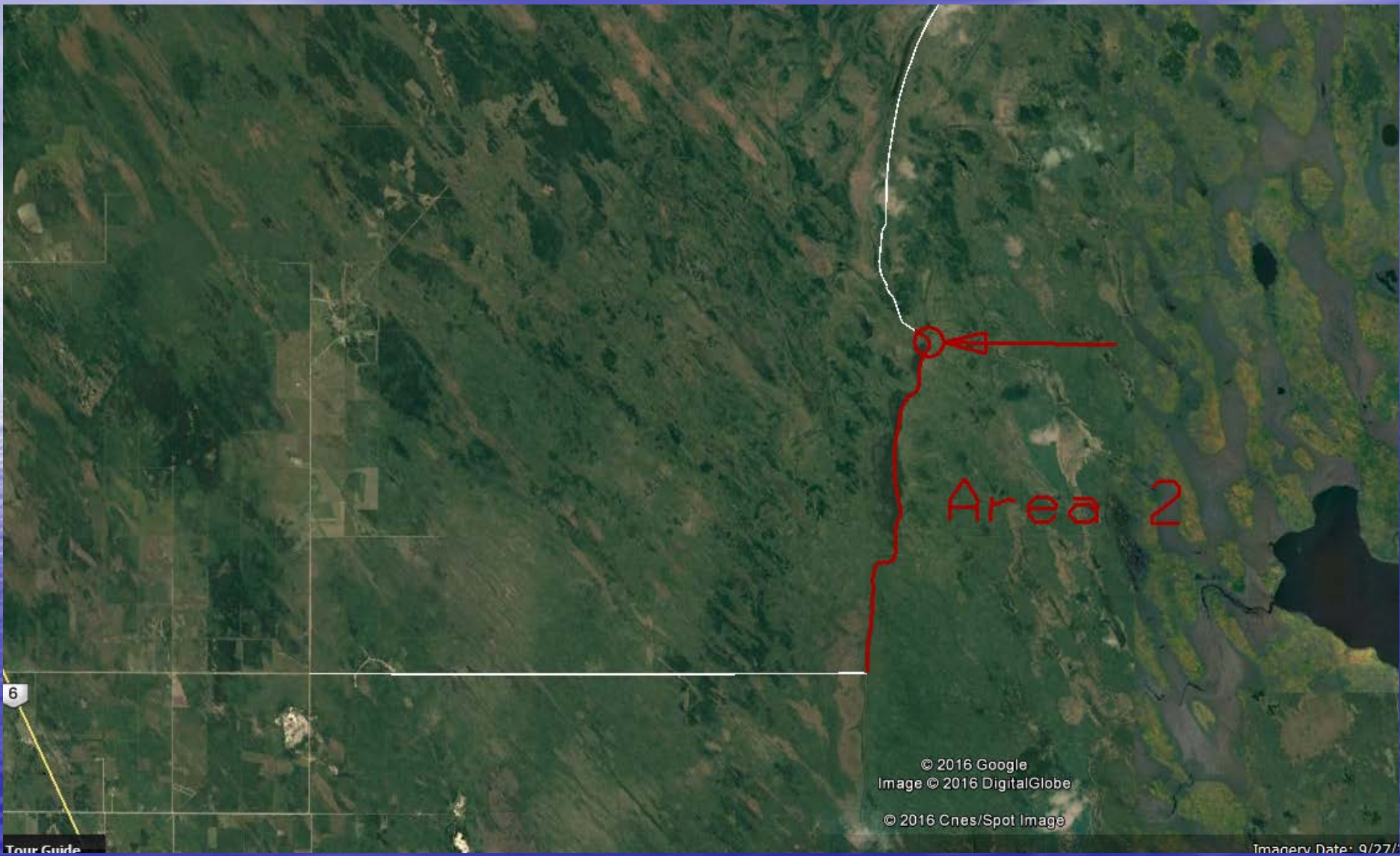
- Many beaver issues in area 2



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Image © 2016 DigitalGlobe
© 2016 Cnes/Spot Image

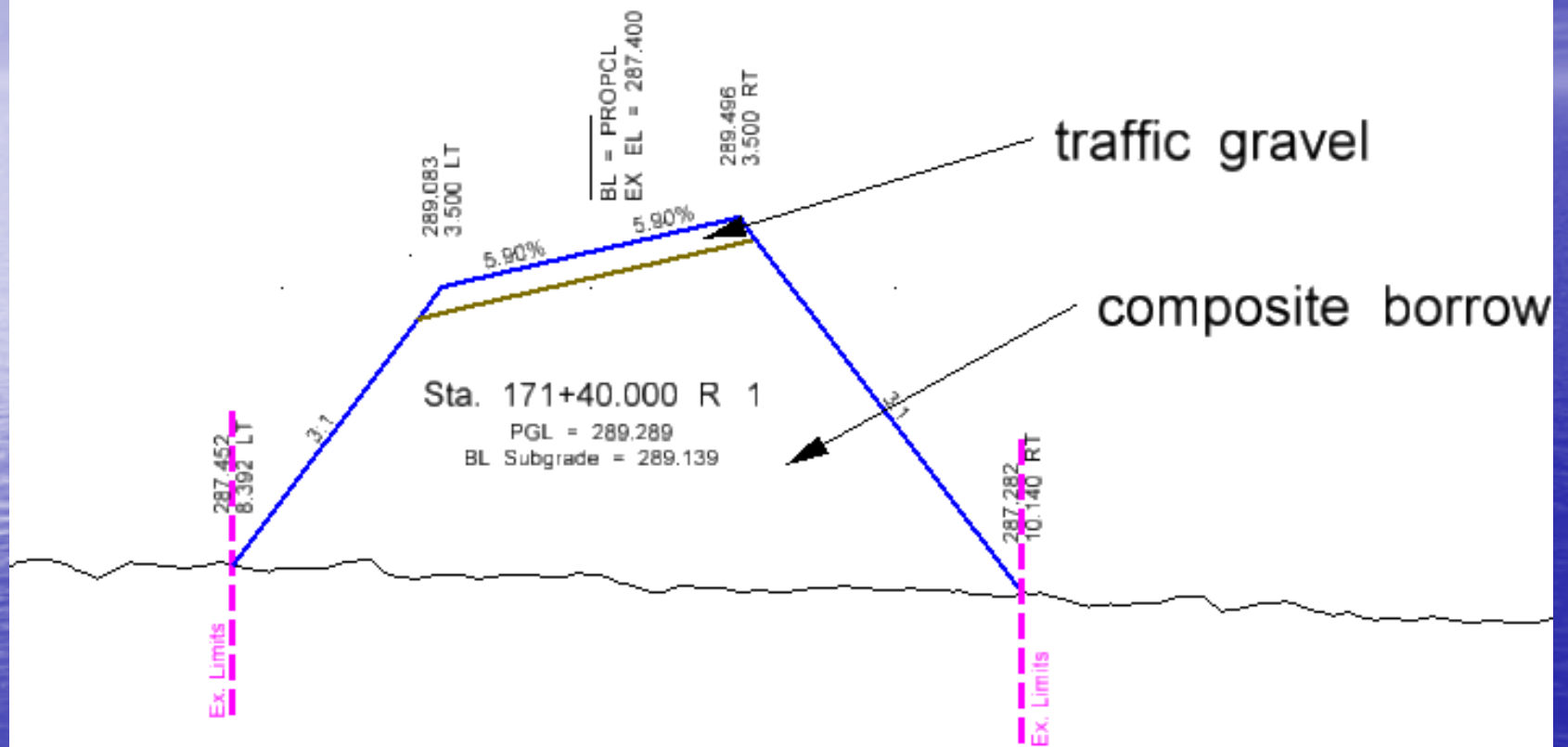


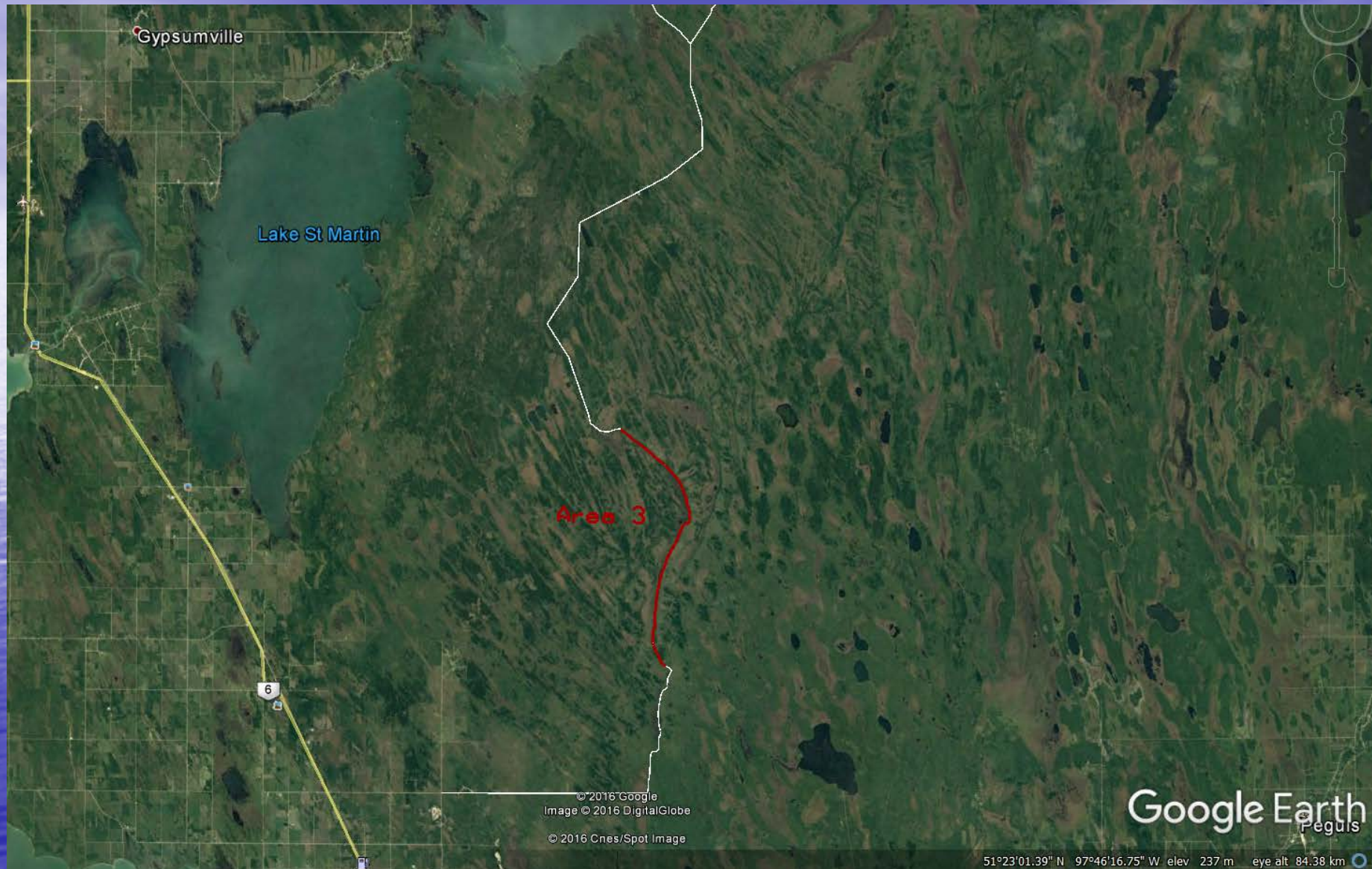
Mantagao Lake Road



Helm's Creek







Gypsumville

Lake St Martin

Area 3

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Image © 2016 DigitalGlobe
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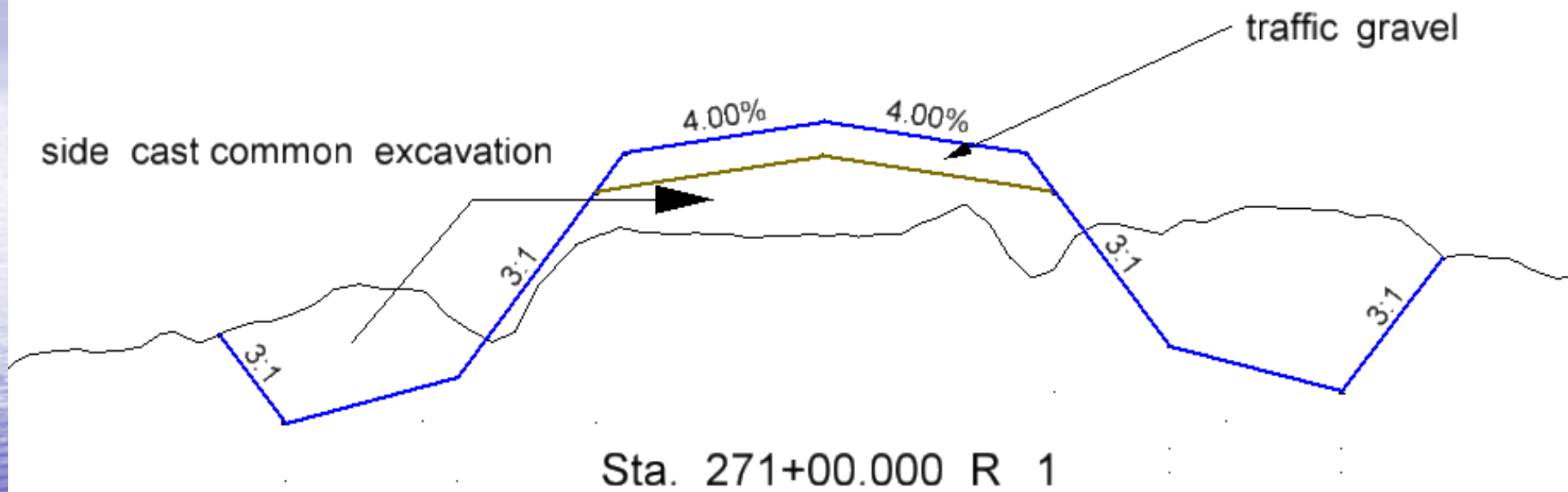
Google Earth
Peguis

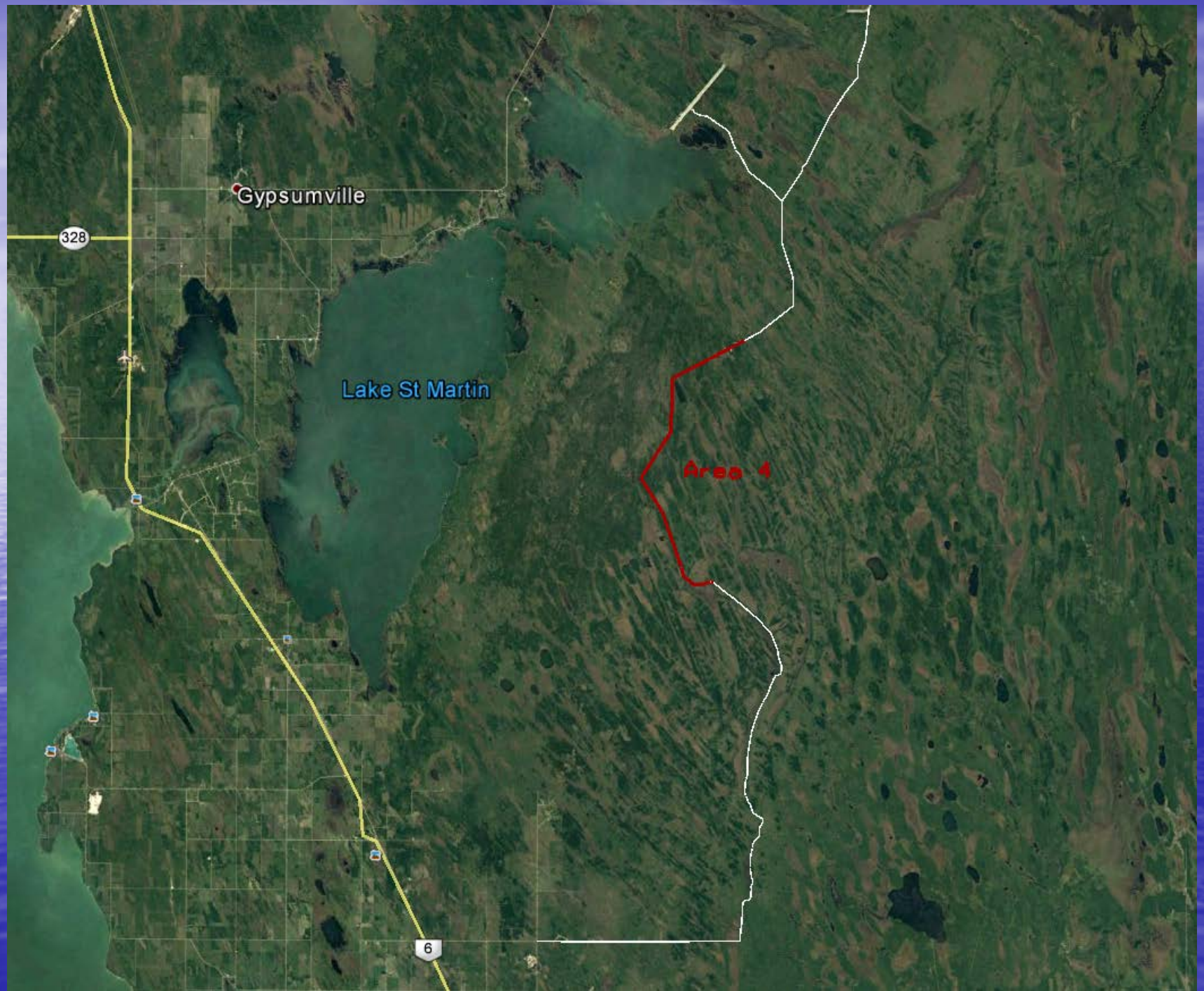
51°23'01.39" N 97°46'16.75" W elev 237 m eye alt 84.38 km

Area 3

- Existing Idlewild road (17.8 km)
- South half in the Mantagao WMA
- Existing alignment
- Narrow, little to no differential
- Granular esker
- Side cast for width and differential
- No thru-grade culverts
- 25 to 30m right of way, salvage larger trees and then clearing and grubbing







Area 4

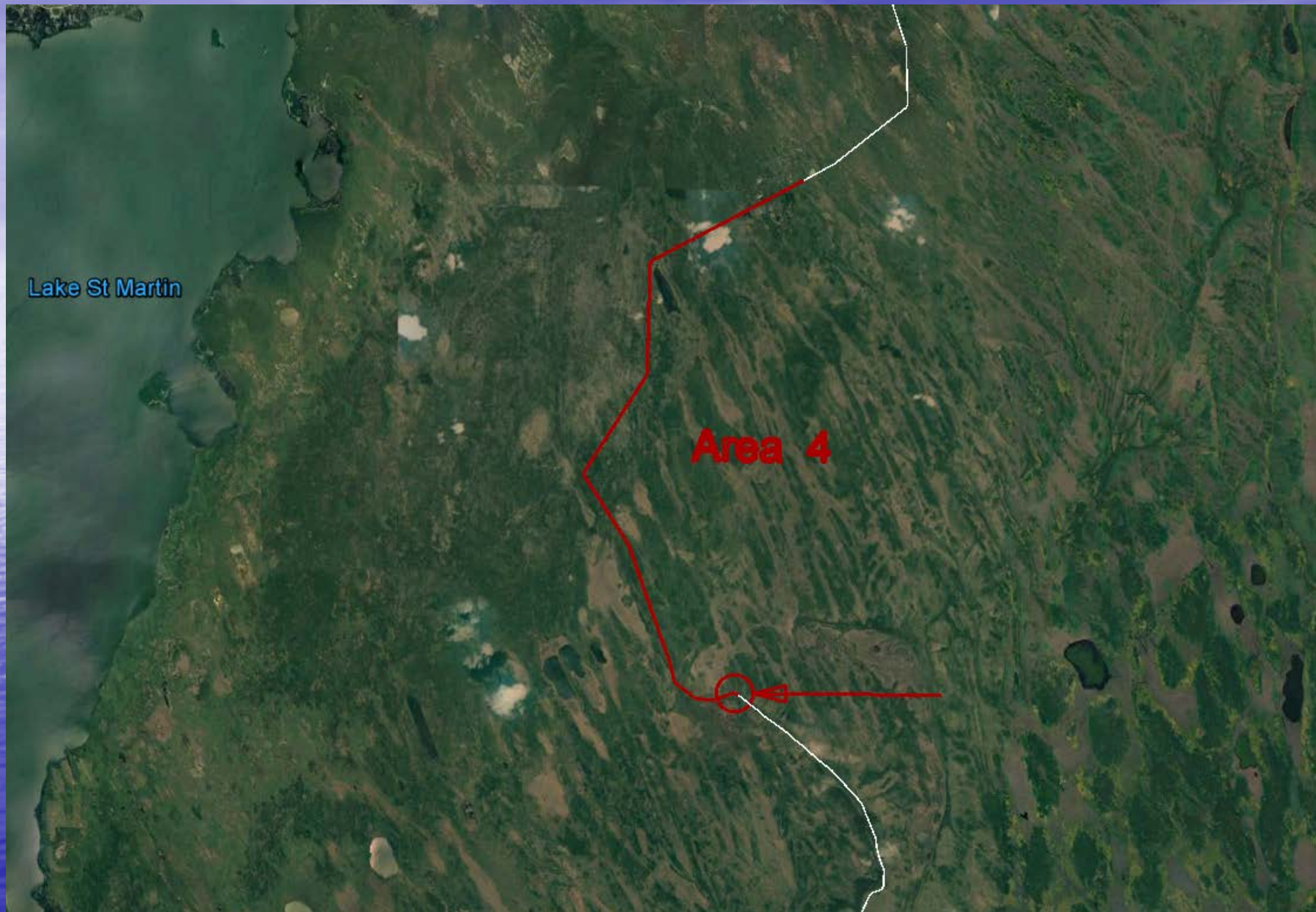
- Last section of existing Idlewild rd (21.4km)
- Mostly on existing alignment
- 3 areas of relocation
- Existing width and differential mostly acceptable
- Crushed rock through low areas
- Crushed rock or composite in curve relocations
- 14 thru-grade installations
- Significant beaver issues
- 20-30m right of way, mechanical brushing



- more defined embankment
- better width

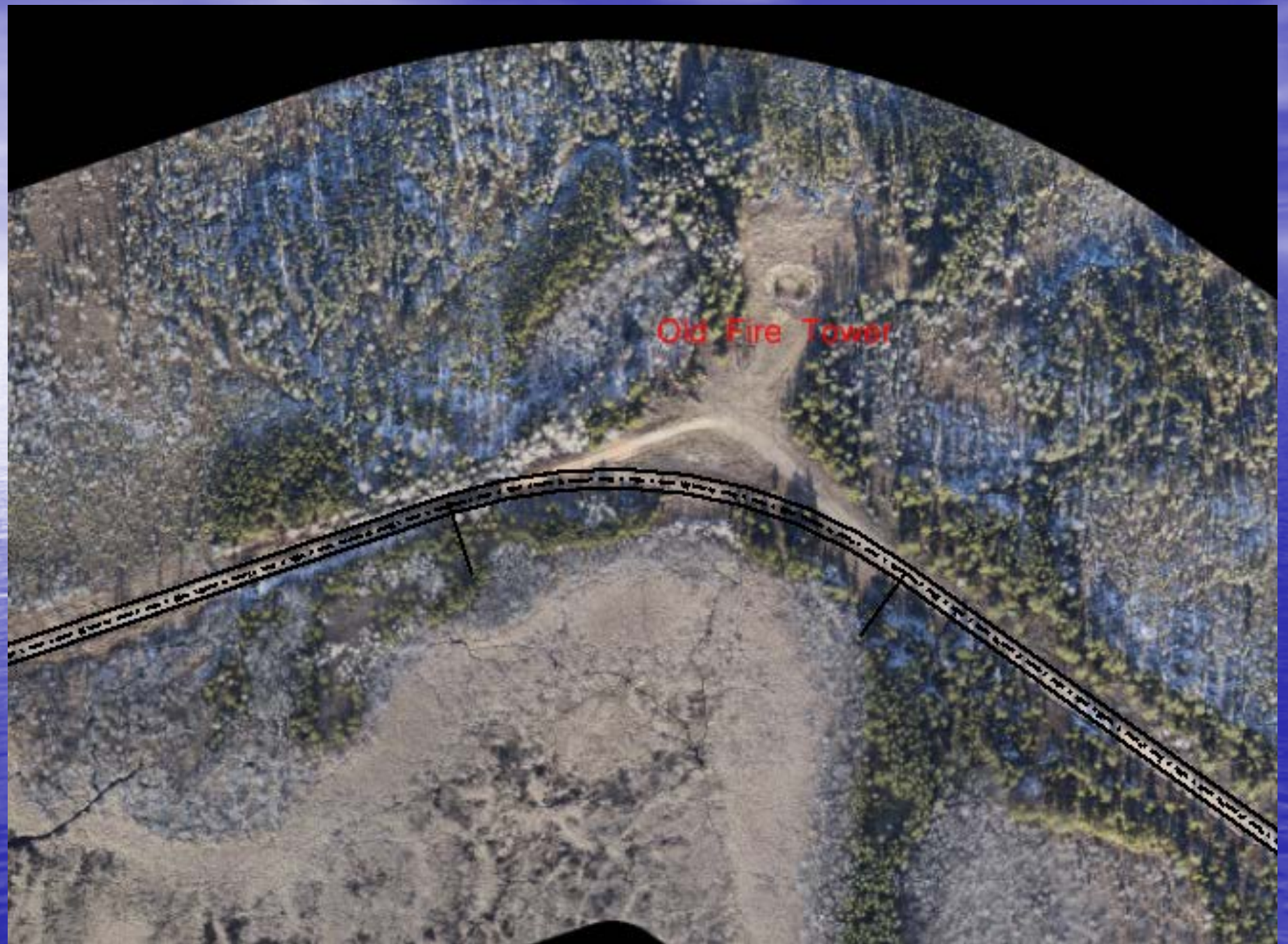


- Some areas through existing wet area, no differential
- grade these areas with crushed rock



Lake St Martin

Area 4



Old Fire Tower

Lake St Martin

Area 4

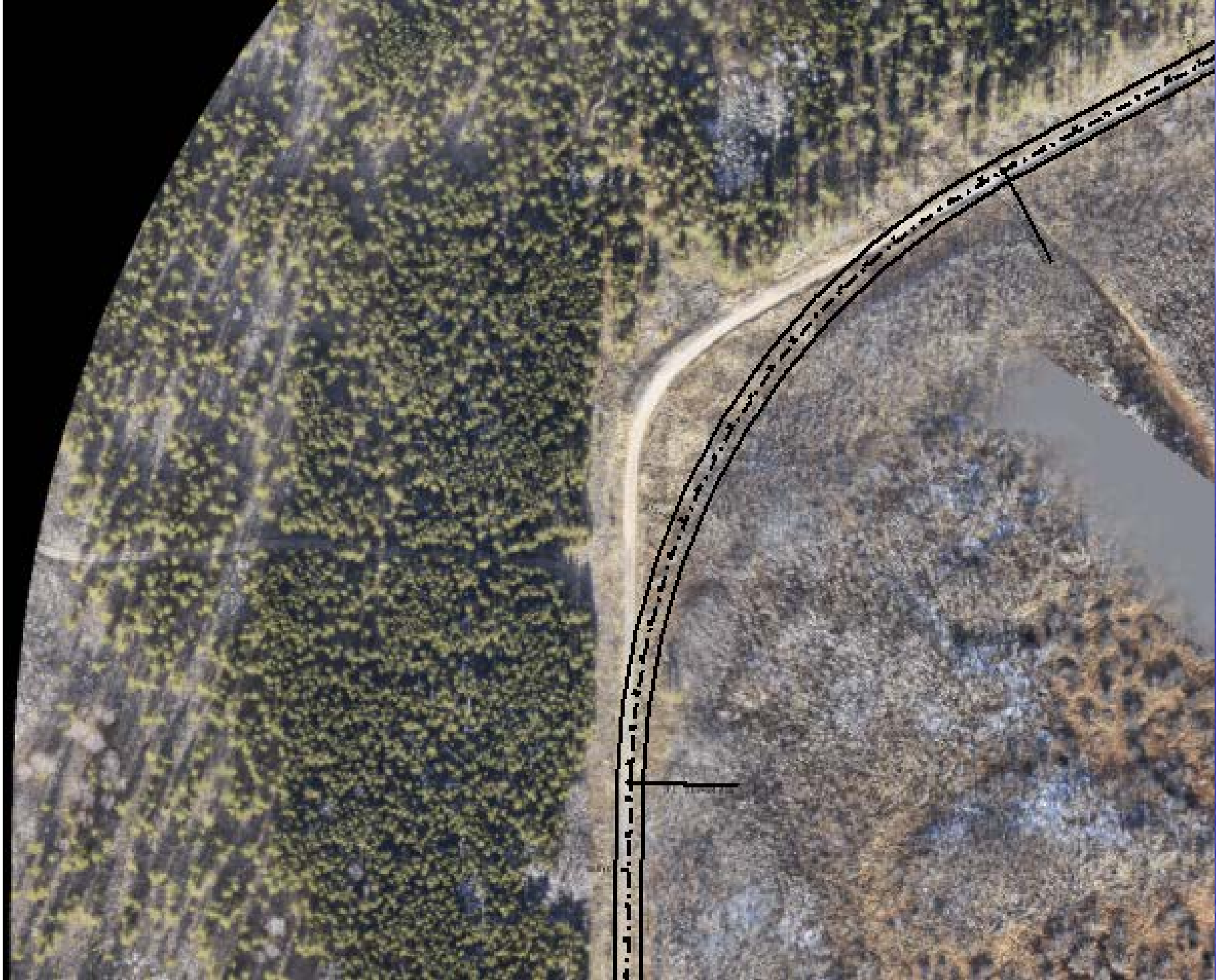


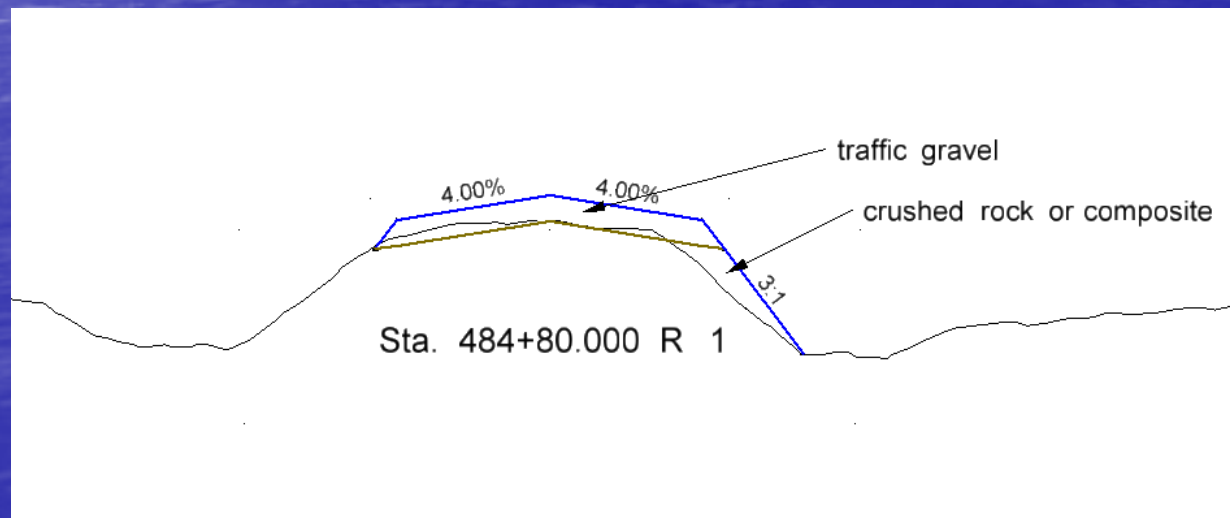
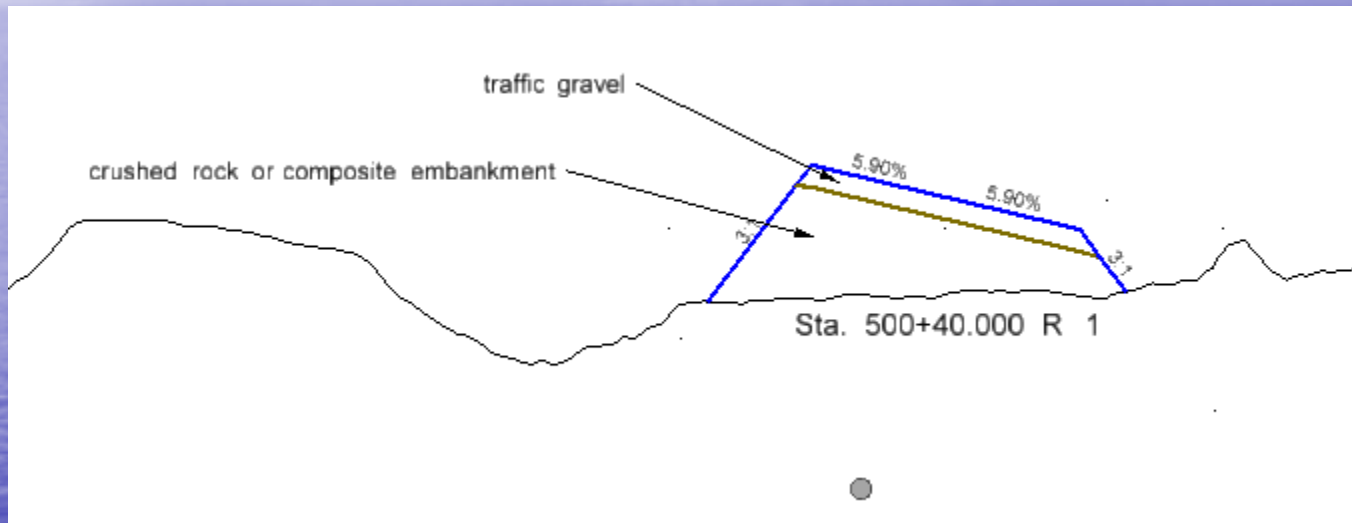
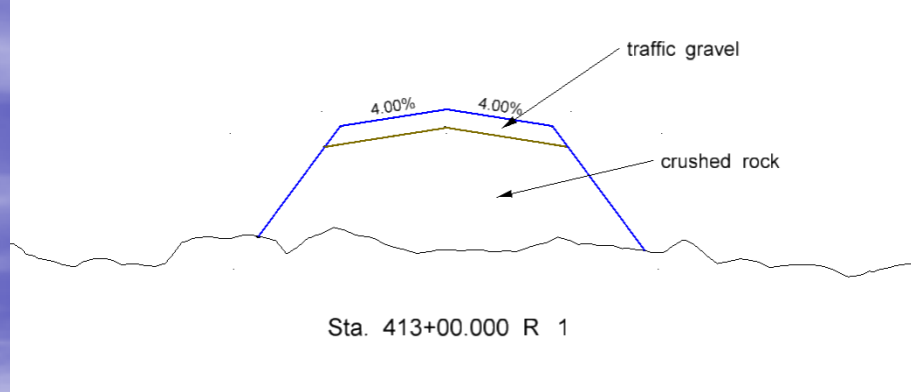


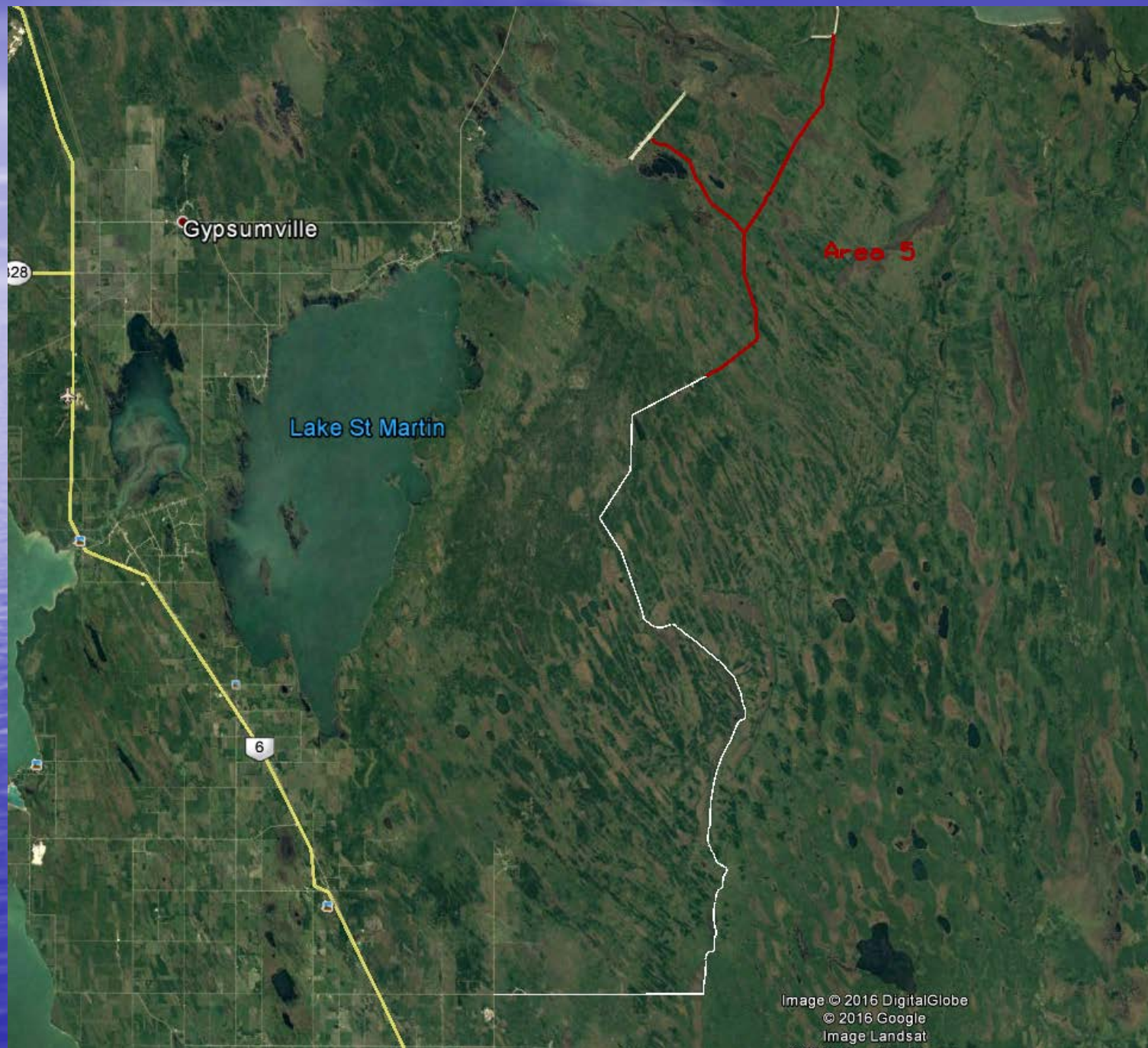
Lake St Martin

Area 4



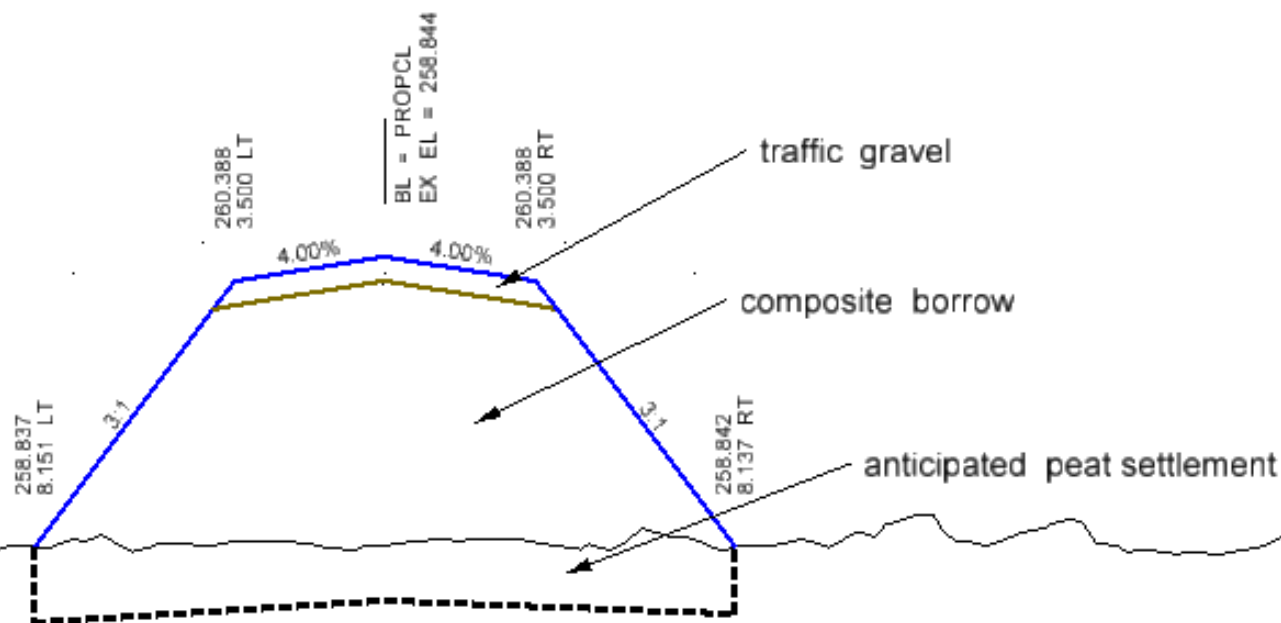






Area 5

- Existing winter road (33.5km)
 - Total length depends on reach 2 option
- No existing road
- Discontinuous swamp and bog
- Composite borrow (contractors to locate)
- Winter construction (initial pad)
- 20m right of way, mech. brushing
- 32 thru-grade installations



Sta. 626+00.000 R 1

PGL = 260.528

BL Subgrade = 260.378

Summary

- Upgrade to all-weather road
- Improve width (7m finished top)
 - traffic gravel surface
- No curves tighter than 200m radius
- 0.6 to 1.0m differential
- 20-30m cleared right of way
 - salvage larger trees
 - mechanical brushing
 - clearing and grubbing where side-casting
- Improve drainage
 - Beaver deceivers

