

5.0 Socio-Economic Update

TABLE OF CONTENTS

5.0 SOCIO-ECONOMIC UPDATE 1

5.1 ABORIGINAL RESOURCE USE UPDATE 1

 5.3.1 Peguis First Nation1

 5.3.2 Métis2

5.2 HERITAGE ASSESSMENT UPDATE 3

5.0 SOCIO-ECONOMIC UPDATE

5.1 ABORIGINAL RESOURCE USE UPDATE

Section 8.3.2.3 of the Proposed Floodway Expansion Project Environmental Impact Statement provided information on Aboriginal land and resource use. This section of the EIS indicated that interviews and discussions with the Peguis First Nation and the Métis were on-going. This section of the supplemental filing provides an update on the status of these activities and additional findings related to Aboriginal Land Use in the Flood Study Region.

5.3.1 Peguis First Nation

Consultations with Peguis First Nation have continued since the filing of the Environmental Impact Statement. An additional interview was completed with a Peguis First Nation elder who is also a commercial fisher on Lake Winnipeg. The elder who was interviewed fished mainly in the area of Lake Winnipeg near Matheson Island. Additional information with respect to Aboriginal resource use learned during that interview includes:

- During prime fishing periods¹, it was not unusual for fishers to harvest 70-90 boxes of fish per day. This was reduced to as few as 2-3 boxes per day at one point. This drop off was attributed by the elder to over fishing of the lake. In particular the use of trap nets was noted to contribute to this decline of fish in Lake Winnipeg.
- The elder indicated that pickerel and sauger were currently the most sought after species. At times in the past it was indicated that whitefish was the most sought after species but that now it was not as valuable as pickerel or sauger. When asked about comparing the fishing available in the area of Lake Winnipeg near the Red River area with fishing near Matheson Island, the elder indicated that he didn't like the fish near the Red River as much, in particular carp and sunfish were mentioned, and that they weren't as valuable so he had never fished near the Red River.
- When asked about the current state of fishing in Lake Winnipeg, the elder indicated that the past four or five years things had been getting better little by little. He indicated that the summer fishing season this past summer (2004) in particular was very good.
- When asked about the effect of flooding on his fishing, the elder indicated that he believed the area where he fished was too far away to be affected by Red River flooding. The elder indicated that he had heard that people had problems with dirty water affecting fish during some floods, but he said it was his belief that the biggest problem for fish in Lake Winnipeg was overfishing. The elder also indicated that he thought that flooding generally was something that happened naturally in the area and wasn't something to get too worried about.

¹ No specific time frame could be provided, only that it was likely at least 25 years or so ago.

Two areas for follow-up with Peguis First Nation remain. The first involves interviewing an elder identified by Peguis for information with respect to fishing in the Red River or on Lake Winnipeg near the Red River. The second concerns the possibility of medicinal plants being affected by rip-rapping on the west bank of the Red River near the Floodway Outlet. In order to address this concern, the MFA has committed to have a site investigation conducted of the area with a Peguis First Nation elder prior to any rip-rapping occurring at the site. The purpose of the site investigation will be to determine if medicinal plants are present and identify any mitigation that may be necessary.

5.3.2 Métis

MFA continues to work with the Manitoba Métis Federation to develop a Métis Involvement Program the focus of which is to understand the effects of the proposed Floodway Expansion project on the Métis Community in the Flood Study Region. Beyond information already in the EIS, no adverse effects of the Project have been identified to date regarding Métis.

5.2 HERITAGE ASSESSMENT UPDATE

**SUPPLEMENTAL
CONSIDERATIONS FOR THE
ARCHAEOLOGICAL IMPACT
ASSESSMENT FOR THE
FLOODWAY ENHANCEMENT
PROJECT**

Submitted to

InterGroup Consultants Ltd.

QUATERNARY
CONSULTANTS
LIMITED

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1.0 INTRODUCTION

The Heritage Resources Impact Assessment for the Red River Floodway Enhancement Project was conducted in early May, 2004 (Quaternary 2004), under terms of Heritage Permit A27-04, issued by Historic Resources, Manitoba culture, Heritage and Tourism. At this time, the available maps for impact locations were derived from Iteration 1 and there were some preliminary draft versions of parts of Iteration 2. By the evolution of the final scope of the project and locations of the various components, considerable modifications had been made to the original scope upon which the archaeological assessment was conducted. Accordingly, there are shortfalls in the comprehensiveness of the archaeological investigations when the final scope of the project is considered.

This following analysis will identify the shortfalls and recommend remedial actions. The shortfalls occur due to two major changes in the project configuration: widening the channel and the construction or reconfiguration of the bridges crossing the floodway channel. These shall be addressed separately as each has a different result on the comprehensiveness of the archaeological impact assessment investigations that had been undertaken.

2.0 CHANNEL WIDENING

Based upon the drawings of the proposed channel cross-sections (Appendix B:FE-PDEA-2-215G-002.c, Appendix B:FE-PDEA-2-215G-004.c), minimal undisturbed area will be affected by the proposed widening of the channel. In most cases, the area to be affected has a low archaeological potential due to the distance from available water which constrains pre-European campsite opportunities. The three locations within reasonable access to water area are at the Floodway Inlet Control Structure (adjacent to the Red River), the crossing of the Seine River, and the Floodway Outlet Structure (again adjacent to the Red River).

No widening of the channel is proposed at the Inlet Control Structure. Hence, no potential impact is envisioned.

Minimal widening of the channel is to occur at the Seine River crossing (Appendix B:FE-PDEA-2-215G-002.c, Sheet 1, Section 3; FE-PDEA-2-215G-005.c, Sheet 1, Section 2 and Section 3). The widening will occur at the sides of the existing channel and is below the original ground level. Thus, there would be no impact upon the upper one metre of original soil which would contain archaeological resources, if any are present.

The proposed widening of the channel at the Floodway Outlet Structure is on the north side of the existing channel in an area which has had no archaeological resources recorded. As noted in the archaeological impact assessment report (Quaternary 2004:1), the area adjacent to the outlet has been the site of numerous archaeological investigations for more than a century. To date, no heritage resources have been found north of the existing channel while considerable archaeological

material has been identified on the east bank of the Red River between PTH 44 and the Outlet Structure. Recommendations for the protection of these archaeological resources have been proposed (Quaternary 2004:17). No additional investigations are deemed necessary.

3.0 MODIFICATION/REPLACEMENT OF BRIDGES

The decision to implement replacement or modification of existing bridges arose after the archaeological impact assessment had been completed. At that time, the possibility of conducting an amended field investigation program was raised but authorization for implementation was not forthcoming. Hence, each of the Floodway crossings will be re-examined in terms of potential impact upon potential archaeological resources.

3.1 St. Mary's Road Bridge

Given the proximity of this location to the Red River, there is a potential for archaeological resources. Other than the nearness of water, no other salient features, such as spawning streams or game lookout knolls, make this location more favoured than other locations along the river. Thus, the potential is rated at low to moderate. At the time of the archaeological impact assessment, a new bridge had been tentatively proposed but details as to the specific location and the linkages to existing roads was tenuous. Accordingly, limited investigation within a 50 metre radius around the north and south abutments (Quaternary 2004:3) was conducted. This encompassed the majority of the proposed realignment on the south side of the Floodway but a considerable portion of the north side has not been adequately investigated (Appendix A:FE-PDEA-2-267Y-001.c).

The geo-technical studies that had been conducted were constrained to the location of the existing bridge (Appendix J: St. Mary's Road, FE-PDEA-1-255G-002.c, Sheet 2), rather than into the proposed location of the new bridge. Thus, they provided no information on the soil stratigraphy along the new right-of-way. It is assumed that geo-technical investigations will be undertaken in the location of the proposed new structure and along, at least part of, the new right-of-way. It is recommended that the investigations to the north of the Floodway embankment be monitored by an archaeologist. It is also recommended that, in conjunction with the geo-technical monitoring, a systematic shovel test investigation be conducted in undisturbed areas along the new alignment of St. Mary's Road from the location south of Fraser Road where it diverts from the existing roadway to the north embankment of the Floodway channel. In addition, shovel test investigations should occur in undisturbed areas along the new right-of-way of Chrypko Road from the new St. Mary's location to its connection with Courchaine Road.

3.2 PTH 59 South

The minor realignments of the access ramps and Prairie Grove Road are in locations which have been previously modified. No additional investigations are required.

3.3 TransCanada Highway No. 1E

Minor realignment of access ramps on the north side of the Floodway will occur within areas which have been previously modified (Appendix A:FE-PDEA-2-267Y-005.c, Sheet 1). However, realignments on the south side between PR 207 and the Floodway occur in an undisturbed area (Appendix A:FE-PDEA-2-267Y-005.c, Sheet 2) which falls outside the area investigated during the archaeological impact assessment. Given the distance from water, this location has a very low potential for major campsites and only a low potential for small-scale short-term campsites. Thus, the potential for archaeological resources is small and, accordingly, only a limited sub-surface testing program for buried archaeological resources is recommended. This investigation would be constrained to the undisturbed areas within the new westbound right-of-way and would not have to penetrate too deeply. The initial geo-technical studies in 1964 (Appendix J-1: TransCanada Highway:10) found that the top soil component extended only 30 centimetres before grading into unmodified silty clay. Any archaeological material, if present, would occur within that upper soil component.

3.4 PTH 15

This location has a similar potential as the TransCanada Highway location. None of the current projected bridge and access modifications (Appendix A:FE-PDEA-2-267Y-008.c) will result in impact in areas which were not investigated during the archaeological impact assessment. The possibility of the twinning and grade separation of PTH 101 (Appendix A:Section 4.4.1) could result in considerable land modification within areas not examined. This is, however, beyond the scope of this analysis and no further investigations are required for the Floodway Enhancement project.

3.5 PTH 59 North

The minor realignments of the access ramps on the east side of the Floodway (Appendix A:FE-PDEA-2-267Y-010.c) are in areas which were investigated during the archaeological impact assessment and/or in areas which have been previously modified. No further investigations are required.

3.6 PTH 44

The construction of a new bridge in a location south of the existing structure and the attendant access ramps to tie into existing roads will occur in areas (Appendix A:FE-PDEA-2-267Y-012.c) which were not examined under the scope of the archaeological impact assessment. Some of the areas to be affected by the new construction will have had previous modification but several segments of the new right-of-ways will occur in unmodified areas.

Given the nearby presence of the Red River and Gunn's Creek, as well as the presence of recorded archaeological sites (EaLf-1, EaLf-3, and EaLf-9) in the immediate vicinity, this area has a moderate potential for archaeological resources. It is recommended that a sub-surface archaeological testing program occur in all undisturbed areas which will be affected by the new alignments.

3.7 CPR Emerson

Even though a new bridge is to be constructed (Appendix A:FE-PDEA-2-256Y-001.c), the impact will occur twenty (20) metres adjacent to the existing structure (Appendix A: Section 6.1.2). This falls within the area investigated during the archaeological impact assessment and no further investigations are required for the bridge.

Potential modifications to the existing culvert at the Seine River crossing are suggested (Appendix A: Section 6.1.2) and any excavations of unmodified areas should be monitored by an archaeologist during the construction.

3.8 CNR Sprague

The construction of a detour structure will occur twenty (20) metres south of the existing bridge (Appendix A: Section 6.1.2). None of the associated construction for the detour structure (Appendix A:FE-PDEA-2-258Y-001.c) falls outside of the area investigated during the archaeological impact assessment. No further investigations are necessary at this location.

3.9 GWWD

The modifications to this bridge are constrained to the existing location (Appendix A:FE-PDEA-2-260Y-001.c). As an area fifty metres in radius from the abutments was examined during the archaeological impact assessment, no further investigations are necessary at this location.

3.10 CNR Redditt

The construction of a temporary detour structure will occur twenty (20) metres north of the existing bridge (Appendix A: Section 6.4.2). None of the associated construction for the detour structure (Appendix A:FE-PDEA-2-262Y-001.c) falls outside of the area investigated during the archaeological impact assessment. No further investigations are necessary at this location.

3.11 CPR Keewatin

The construction of a detour structure will occur sixteen (16) metres north of the existing bridge (Appendix A: Section 6.5.2). None of the associated construction for the detour structure (Appendix

A:FE-PDEA-2-263Y-001.c) falls outside of the area investigated during the archaeological impact assessment. No further investigations are necessary at this location.

3.12 CEMR Pine Falls

The modifications to this bridge are constrained to the existing location (Appendix A:FE-PDEA-2-265Y-001.c). As an area fifty metres in radius from the abutments was examined during the archaeological impact assessment, no further investigations are necessary for the bridge work.

However, the proposed realignment of PR 202 on the west side of the Floodway (Appendix A: Section 6.6.2) could impinge upon unmodified areas which would have some potential for archaeological resources due to the proximity of Gunn's Creek and the Red River. It is recommended that a sub-surface archaeological testing program examine the undisturbed portions of the revised right-of-way.

4.0 SUMMARY

The scope of the Floodway Enhancement Project evolved from the preliminary Iteration 1 level, that was the basis for determining the scope of the archaeological impact assessment, to the final Iteration 3 that is presented in the Preliminary Engineering Report and is documented in detail in Appendix A and Appendix B. Due to modifications in design and, primarily, the decision to replace five of the six highway bridges and one of the six railroad bridges, some shortfalls in the scope of the archaeological assessment have become apparent. The recommendations to alleviate these have been detailed in the preceding sections and are summarized in Table 1.

One of the locations (CPR Emerson Rail Bridge) does not require additional archaeological investigations for the actual bridge work. However, the excavations necessary for the suggested modifications to the culvert at the Seine River crossing should be monitored by an archaeologist.

Four of the locations have new or realigned roadways which transect previously unmodified areas. Sub-surface testing within the rights-of-way of the new roadways is recommended at St. Mary's Road Bridge, TransCanada No. 1 East, PTH 44, and CEMR Pine Falls.

Work at seven of the bridge locations either does not impact upon previously disturbed areas or the projected impact is within the fifty (50) metre radius of the existing structure that was the basis of the archaeological impact assessment.

The scope of the recommended remedial actions is localized and the time for implementation may vary depending upon the location. As an example, much of the proposed right-of-way for the roadways associated with the new St. Mary's Road Bridge passes through privately occupied land and right of access would be required prior to the implementation of the sub-surface archaeological testing program. At the culvert modification location, the time will be dependant upon the contractor's schedule.

In most cases, the scope of the recommended actions can be defined in terms of person/days required to assess the undisturbed areas which will be impacted by new roadways. Areas, such as St. Mary's Bridge, which have a higher potential for archaeological resources would require a more intense systematic investigation regimen than areas which have a low potential, such as TransCanada No. 1 East. In the case of the culvert modification, the required time for an archaeologist to be on site to monitor excavations would be determined by the excavation schedule of the contractor, although it is estimated that it should not require more than two person/days. In all, it is envisioned that the required person/days to fully implement the ancillary archaeological impact assessment would be ten (10) person/days (St. Mary's Road = 4 person/days, TransCanada Highway = 1 person/day, PTH 44 = 2 person/days, CEMR Pine Falls = 1 person/day, and Seine River culvert = 2 person/days).

LOCATION	ASPECT	RECOMMENDATIONS
Seine River Crossing	Channel widening	No further investigations
Outlet Structure	Channel widening	No further investigations
St. Mary's Road Bridge	New bridge and roads	Archaeological assessment of new roadways through undisturbed areas
PTH 59 South	Road realignments	No further investigations
TCH No. 1E	Road realignments	Archaeological assessment of new roadways through undisturbed areas
PTH 15	Road realignments	No further investigations
PTH 59 North	Road realignments	No further investigations

PTH 44	New bridge and roads	Archaeological assessment of new roadways through undisturbed areas
CPR Emerson	Culvert modification at Seine River crossing	Archaeological monitoring of construction excavations
CNR Sprague	Detour bridge	No further investigations
GWWD	Rebuild bridge	No further investigations
CNR Redditt	Detour bridge	No further investigations
CPR Keewatin	Detour bridge	No further investigations
CEMR Pine Falls	PR 202 realignment	Archaeological assessment of new roadways through undisturbed areas

Table 1
Summary of Additional Archaeological Assessment Recommendations to Accommodate Design Changes