March 22, 2016

Tracey Braun
Director
Manitoba Conservation Water Stewardship
Environmental Approvals
2nd Floor, 123 Main Street (Box 80)
Winnipeg, MB R3C 1A5

Dear Mrs. Braun

Re: *Project Description and Scoping Document– Shoal Lake No. 40 First Nation Freedom Road Project*

Please find enclosed a proposal form, project description and scoping document for the proposed Freedom Road project, a 14.8 km two-lane gravel All-Season road on provincial Crown land that will connect to a 8.2 km on-reserve access road. This is a joint submission from Shoal Lake No. 40 First Nation and Manitoba Infrastructure and Transportation.

This proposal replaces the previous submission "Shoal Lake #40 - Service Road - Canal to Mileage 93 of the Aqueduct Rail Line". Please transfer the Proposal Fee from the previous submission to this new submission.

If you have any questions, please contact Leanne Shewchuk at East Side Road Authority (204-945-5174 or Leanne.Shewchuk@gov.mb.ca) who is assisting us in the coordination of the environmental approval submittals.

Sincerely,

Chief E. Redsky
Shoal Lake No. 40 First Nation

ON BEHALF OF
Eric Christianson, P. Eng.
Manitoba Infrastructure and Transportation

cc: Ernie Gilroy East Side Road Authority
Darrell Ouimet, MCWS

Enclosure

Name of the development: Shoal Lake No. 40 First Nation Freedom Road Project		
Type of development per Classes of Development Regulation (Manitoba Regulation 164/88): Class 2 Development - Two lane all weather gravel road, new location		
Legal name of the applicant: Shoal Lake #40 and Manitoba Infrastructure and Transportation		
Mailing address of the applicant: General Delivery Kejick Post Office Shoal Lake		
Contact Person: Chief Erwin Redsky		
City: Shoal Lake	Province: Ontario	Postal Code:
Phone Number: 807-733-2315	Fax: 807-773-3115	email: erwin.redsky@hotm
Location of the development: Manitoba		
Contact Person: Chief Erwin Redsky		
Street Address:		
Legal Description: Portions of Township - Range 7-16-E, 7-17-E		
City/Town:	Province: Ontario	Postal Code:
Phone Number:	Fax:	email:
Name of proponent contact person for purposes of the environmental assessment: Leanne Shewchuk or Eric Christiansen		
Phone: 204-945-5174 Fax: 204-948-2462	Mailing address: 200-155 Carlton Ave Winnipeg MB R3C 3H8	
Email address: Leanne.Shewchuk@gov.mb.ca		
Webpage address:		
Date: March 24, 2016	Signature of proponent, or corporate principal of corporate proponent: Printed name: ERWIN REDSKY	

- **Cover letter**
- **Environment Act Proposal Form**
- **Reports/plans supporting the EAP** (see "Information Bulletin - Environment Act Proposal Report Guidelines" for required information and number of copies)
- **Application fee** (Cheque, payable to Minister of Finance, for the appropriate fee)

Per Environment Act Fees Regulation (Manitoba Regulation 168/96):	
Class 1 Developments	$1,000
Class 2 Developments	$7,500
Class 3 Developments:	
Transportation and Transmission Lines	$10,000
Water Developments	$60,000
Energy and Mining	$120,000

Director
Environmental Approvals Branch
Manitoba Conservation and Water Stewardship
Suite 160, 123 Main Street
Winnipeg, Manitoba R3C 1A5

For more information:
Phone: (204) 945-8321
Fax: (204) 945-5229
http://www.gov.mb.ca/conservation/eal

Shoal Lake 40 First Nation

Freedom Road Project – Environmental Assessment Scoping Document

Prepared by:

AECOM
99 Commerce Drive
Winnipeg, MB, Canada R3P 0Y7
www.aecom.com

204 477 5381 tel
204 284 2040 fax

March, 2016

Project Number: 60343493

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	1	Chief Erwin Redsky (Shoal Lake 40)
	1	Cuyler Cotton (Shoal Lake 40)
	1	Daryl Redsky (Shoal Lake 40)
	1	Leanne Shewchuck (East Side Road Authority)
	1	Philip Cesario (P.M. Associates Ltd.)

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The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM
99 Commerce Drive
Winnipeg, MB, Canada R3P 0Y7
www.aecom.com

204 477 5381 tel
204 284 2040 fax

March 11, 2016

Chief Erwin Redsky
Shoal Lake 40 First Nation
PO Box #6,
Kejick Post Office
Ontario, Canada
P0X 1E0

Dear Chief Erwin Redsky:

Project No: 60343493

Regarding: Freedom Road Project – Environmental Assessment Scoping Document

Please find enclosed the Scoping Document for the Freedom Road Project. It is AECOM's understanding that the proposed All-Season Road will be classified as a Class 2 Development under the Classes of Development Regulation of *The Environment Act* (Manitoba). This Scoping Document outlines the Scope of the Assessment that will be conducted to fulfil the requirements of the Environment Act proposal to be Manitoba Conservation and Water Stewardship as part of the provincial environmental assessment process.

Should you have any questions regarding the project or the content in this document, please do not hesitate to contact Somia Sadiq directly at 204-928-8494.

Sincerely,
AECOM Canada Ltd.

Somia Sadiq, BEnv. Sc., EP, MCIP, RPP
Manitoba Lead, Impact Assessment & Permitting

KC:dh
Encl.
cc:

Quality Information

Report Prepared By:

Kristina Cusitar, CET, EP
Environmental Assessor

Report Reviewed By:

Somia Sadiq, BEnv. Sc., EP, MCIP, RPP
Manitoba Lead, Impact Assessment & Permitting

Table of Contents

1. Introduction

1.1 Purpose of Scoping Document

The purpose of this Scoping Document is to provide information related to the scoping of the Environmental Assessment (EA) of a proposed All-Season Road (ASR) connecting Shoal Lake 40 First Nation (Shoal Lake 40) to the Trans Canada Highway (the Project).

The Scoping Document for the Project has been developed with consideration of:

- requirements under *The Environment Act* E125 (Manitoba) for transportation developments,
- the importance and need to use Aboriginal and local knowledge and public and stakeholder views in the assessment process.

1.2 Background

Shoal Lake 40 is a First Nation Community situated on the western shores of Shoal Lake, located predominately in the Province of Ontario, with a smaller section to the west in the Province of Manitoba. It is isolated from the mainland of Ontario, surrounded by Shoal Lake to the north, east, and south. The eastern portion containing the Community is separated from the Manitoba mainland by a manmade canal (the Falcon River Diversion), located approximately 5.7 kilometers west of the community and approximately 18 m in width. The canal was constructed in 1915 to 1919 during the development of the Winnipeg Aqueduct which diverts water to the City of Winnipeg from Shoal Lake and the Lake of the Woods drainage basin.

Currently, access to Shoal Lake 40 during the ice-free period is via personal boat or a licensed ferry, operated by Shoal Lake 40. It travels a distance of approximately 0.5 km from a landing located on Iskatewizaagegan 39 Independent First Nation to a landing along the north shore of Shoal Lake 34B2 Reserve, land jointly held by Shoal Lake 40 and Iskatewizaagegan 39. In the winter, once the ice is sufficiently thick and deemed safe to drive on, winter roads are established between the reserves. During the shoulder seasons of spring and fall, the community is without safe access to the mainland. This creates significant hardship, often resulting in serious incidents of personal safety and even death.

Health and other essential services such as solid and liquid waste disposal are severely impaired and completely obstructed by the lack of secure, all-weather access. There is no economic opportunity on the man-made island. An ASR would improve the quality of life of the Shoal Lake 40 Community, ensure the safety of its residents and enable the long-term sustainability of the Community. It will also enable an economic future for the Community. Presently there is no ASR to the Shoal Lake 40 Community. A number of past attempts sought to gain all-weather access, but none proved feasible. A seasonal winter road has been in place since the winter of 2013 when a temporary bridge was placed over the canal. In 2015 the design and partial construction of a 3.3 km long internal service road was completed from the canal to the western edge of the reserve boundary. Previous to that a community access road was built as part of the winter road from the Band Office to the canal.

The project involves construction of a gravel ASR from Shoal Lake 40 to the TransCanada Highway; and support infrastructure to build the road (quarries, temporary access roads, temporary construction staging areas and

drainage culverts). Two bridges will also be built as a part of the project, but are being done so by the City of Winnipeg. The ASR will be a 14.7 km from the intersection of PTH1E to the Reserve Boundary. This will connect with an 8.7 km On-Reserve Access Road from the Reserve Boundary to the Band Office.

The Environmental Assessment (EA) Report for the Project requires baseline studies and assessment which includes biophysical and socio-economic components, and feedback received from the Shoal Lake 40 First Nation Community and Aboriginal and public stakeholders.

1.3 Regulatory Framework

The Project constitutes a Class 2 Development as a two lane road at a new location, and associated facilities and borrow pits, as defined by the Classes of Development Regulation 164/88 under *The Environment Act E125* (the Act) of Manitoba.

Since the Project involves the construction and operation of an all-season public highway less than 50 km, it is not a Designated Project under the *Canadian Environmental Assessment Act* 2012.A federal environmental assessment is thus not required.

The EA Report will outline other regulatory and legislative approvals required for Project implementation.

2. Scope of Project and Assessment

2.1 Scope of Project

The scope of the project will comprise the physical works and activities associated with the construction, operation, and maintenance of the components of the All-Season Road (ASR) and associated infrastructure. This will also include decommissioning of temporary project components, and providing for the restoration of disturbed areas, such as quarries and borrow areas. The project scope will not include decommissioning of the ASR itself as it is expected that the road will be operation well into the foreseeable future.

Project components include:

- The ASR will be a 14.7 km from the intersection of PTH1E to the Reserve Boundary. This will connect with an 8.7 km On-Reserve Access Road from the Reserve Boundary to the Band Office;
- A bridge over the City of Winnipeg Aqueduct
- Equalization culverts to maintain surficial groundwater movement;
- Temporary construction bridges, access roads and trails, camp facilities and staging areas; and
- Rock quarries and borrow areas.

The effects assessment will describe the Project using appropriate figures, diagrams, maps and/or orthophotos, and will include the following:

- Location of the new road and associated project works, as described above;
- Legal description of land upon which the road will be constructed;
- Land ownership, including ownership of mineral rights;
- Existing land use, and land use designations in place;
- Proposed schedule for stages of the Project, including contractor mobilization and demobilization activities;
- Other federal or provincial approvals, licences, permits, authorizations required for the proposed Project;
- Project funding and sources;
- Results of public engagement undertaken in conjunction with project planning;
- Plans for decommissioning of temporary infrastructure or facilities; and
- Plans for eventual abandonment of the existing winter road between Shoal Lake Band 40 to the Trans Canada Highway.

2.2 Scope of Assessment

The scope of the assessment will address the requirements of a Class 2 Development pursuant to *The Environment Act*, including conducting an Environmental Assessment, carrying out public consultation, and preparing a report.

The definition of “environment” refers to air, land and water, and plant and animal life, including humans. The definition considers ecological, social and economic components of the environment consistent with the principles of sustainable development.

The following factors will be considered in the Environmental Assessment:

- Purpose of the proposed Project;
- Environmental effects of the proposed Project, including the environmental effects of malfunctions or accidents that may occur;
- Effects of the environment on the proposed Project;
- Change to the proposed Project that may be caused by the environment;
- Comments from the local communities, other aboriginal peoples and the public that are received during the assessment Engagement Program;
- Measures that are technically and economically feasible that would mitigate adverse environmental effects;
- Requirements of a follow-up program; and
- Significance of the residual environmental effects.

The assessment will outline previous studies and activities relating to feasibility, exploration, project siting and prior authorization received from other government agencies.

3. Engagement

Stakeholder engagement is an integral part of the planning and assessment process for the Project. The Aboriginal and Public Engagement Program (Engagement Program) for the Project involves Aboriginal and non-Aboriginal communities, organizations, and municipalities; government departments and agencies and other interested stakeholders.

3.1 Objectives

The overall objective of the Engagement Program is to provide information on the Project to interested and potentially affected parties and to create meaningful opportunities to receive input on the Project. The Engagement Program will aim to achieve the following:

- Provide opportunities for the public, and other stakeholders to participate through the EA process;
- Provide opportunities for involvement throughout the EA and the various stages of project development by local Aboriginal people and residents who may be directly affected by the Project.
- Receive meaningful input into the Project planning, development and operation and specifically to:
  - Clearly communicate the purpose and scope of the Project;
  - Obtain information on biophysical and related features including the use of the landscape and key features and heritage resources, and cultural and traditional practices in the project area;
  - Identify potential environmental effects and effective mitigation measures, and opportunities to enhance Project benefits;
  - Identify the need for follow-up plans and monitoring programs
- Adopt an adaptive approach to adjust the Engagement Program in response to stakeholder interests; and
- Communicate to stakeholders how input and information provided was used.

3.2 Approach

The above listed objectives will continue to be met through a combination of notifications, letters, public meetings and community visits. All feedback received will be presented in the Environmental Assessment application.

4. Environmental Setting

The components of the existing biophysical, socio-economic, and Aboriginal environment will be described within the Study Area to provide context for an understanding of the potential effects of the Project. The following section provides a description of the components of the existing environment to be covered in the EA.

4.1 Biophysical Environment

4.1.1 General Environment

The effects assessment will consider the following attributes in the relevant study area:

- Prevailing climate and meteorological conditions including averages and extremes in monthly temperatures and dates of freeze and thaw; and monthly precipitation and snow cover;
- Local air quality;
- Parameters related to climate change; and
- Land use and infrastructure.

4.1.2 Physiography and Landscape

The effects assessment will consider the following attributes in the relevant study area:

- Geology/surficial materials, including geological deposits that may be used for the Project;
- Soils/terrain;
- Surface water/quality;
- Groundwater conditions; and
- Geologic deposits that may be used for the Project.

4.1.3 Aquatic Environment and Habitat

The effects assessment will consider the following attributes in the relevant study area:

- The diversity of aquatic habitats in the area to be affected by the project;
- Fish species inhabiting the area to be affected by the Project, including those that are important for commercial, recreational, or aboriginal fisheries, and species of conservation concern;
- Potential utilization by fish of habitats;
- Potential fish habitat value and sensitivity to disturbance or alteration;
- Surface water quality, including concentrations of water and sediment quality parameters that affect the suitability of the environment for aquatic life.

4.1.4 Vegetation and Terrestrial Habitat

The effects assessment will consider the following attributes in the relevant study area:

- Relative abundance, diversity and habitats of terrestrial and semi-aquatic vegetation; and
- Species of conservation concern.

4.1.5 Amphibians and Reptiles

The effects assessment will consider the following attributes in the relevant study area:

- Relative abundance, diversity and habitats of terrestrial and semi-aquatic vegetation; and
- Species of conservation concern.

4.1.6 Avian Species

The effects assessment will consider the following attributes in the relevant study area:

- Relative abundance of migratory and breeding birds, diversity and habitats;
- Nesting sites of colonial nesters and raptors; and
- Species of conservation concern.

4.1.7 Mammals

The effects assessment will consider the following attributes in the relevant study area:

- Relative abundance, diversity and habitats of mammal populations including fur bearers, ungulates and predatory species; and
- Species of conservation concern.

4.1.8 Socio-Economic Environment

The effects assessment will consider the following attributes in the relevant study area:

- Land/resource use;
- Parks/protected areas;
- Tourism/recreation;
- Health/safety; and
- Infrastructure/services.

4.1.9 Aboriginal Environment

Through engagement and prior studies, where available, the EA Report will provide information on the following, with respect to Aboriginal communities:

- Community;
- Resource use including hunting fishing, trapping and gathering;
- Traditional and cultural activities; and
- Heritage/cultural resources.

5. Proposed Assessment Approach

5.1 Effects Assessment Principles and Objectives

The effects assessment will consider the existing environment without the Project, as the baseline condition against which changes caused by the Project will be assessed and measured. Potential effects of the Project will also be considered in terms of sustainability as outlined in this Scoping Document.

The effects assessment will include consideration of the:

- Existing biophysical and socio-economic environments in the Study Area;
- Project scope and the potential interactions between the Project and the environment;
- Scientific study and analysis, Aboriginal knowledge, local knowledge, and other stakeholder perspectives, issues and concerns;
- Past and potential future human activities have and continue to affect the environment and how these activities may interact with the Project;
- Avoidance or mitigation of adverse effects and maximizing positive effects to the extent practicable; and
- Implementation of follow-up monitoring where beneficial.

The main objectives of the effects assessment for the Project are as follows:

- Assist in the planning and design of the Project by identifying and assessing potential environmental effects and mitigation options to avoid or minimize adverse effects and maximize positive effects to the degree practicable;
- Address concerns and issues identified by Aboriginal peoples, local residents, and other stakeholders with respect to the Project;
- Provide sufficient information to prepare an EA for consideration by regulators to exercise their legislated mandate; and
- Provide sufficient information about the existing environment, so that follow-up monitoring studies can be planned.

5.2 Effects Assessment Process

The effects assessment will include the following steps:

- The Project and the existing environment will be described;
- Temporal and spatial boundaries will be described;
- Interactions between the Project and environment will be identified and assessed;
- A selected list of appropriate Valued Environmental Components (VECs) will be determined for the Study Area. These VECs will be used to provide a focus to the assessment and an evaluation of the significance of the potential environmental effects of the Project;
- Technically and economically feasible measures to mitigate adverse effects will be identified, as will measures to enhance positive effects; and
- The significance of residual effects will be determined.

5.2.1 Effects Identification

The EA will describe and assess the potential effects of the Project for the construction, operation and maintenance phases of the Project including those on:

- The biophysical environment, including wildlife, fisheries, surface water, groundwater, and forestry resources, including those caused by the potential release of hazardous materials (diesel fuel, used oil, etc.) or pollutants (emissions, effluents, solid wastes and hazardous wastes) that may be produced;
- Human health and safety, including, but not necessarily limited to potential effects on human health and safety resulting from the release of pollutants;
- Heritage resources;
- The exercise of Aboriginal and treaty rights, including, but not necessarily limited to:
  - Direct effects on communities in the project area;
  - Resource use, including hunting, fishing, trapping, gathering, etc.; and
  - Cultural or traditional activities in the project area.

Potential socio-economic effects stemming from environmental effects will also be identified and potential climate change implications will be discussed.

5.2.2 Mitigation and Residual Effects

The EA will describe mitigation or effect management measures proposed to be implemented during the phases of the Project.

The EA will identify residual Project effects that are anticipated to remain after mitigation measures have been implemented.

5.2.3 Determination of Significance

The EA will outline the framework to be used in the evaluation of the significance of residual adverse effects by using the following criteria:

- Context (Ecological, socio-economic) of the effect;
- Magnitude/geographic extent of the effect;
- Duration of the effect;
- Frequency of the effect;
- Reversibility of the effect; and
- Likelihood of Occurrence.

6. Monitoring and Follow-Up

The Project assessment will summarize proposed mitigation measures and follow-up actions where appropriate, including monitoring and inspection to be implemented during construction and operation and maintenance of the proposed Road Project. Monitoring and follow-up will focus on areas of key potential effects and will consider various methods such as the implementation of contract specifications, environmental management plans, and emergency response plans as well as specific biophysical surveys and analysis.

Monitoring measures will be considered to facilitate compliance with mitigation measures, confirm effect predictions related to anticipated effects, to determine whether unexpected effects are occurring, and to allow for adaptive management and appropriate mitigation measures if unexpected effects do occur. Required monitoring will be finalized once regulatory requirements are known, and following the issuance of authorizations and regulatory approvals. Where appropriate, monitoring of the environmental effects on local Aboriginal people and others who may be directly affected by the Project will be conducted.

7. Report Format and Organization

The EA will contain the following:

- Executive summary;
- Introduction
- Background information on the proposed Road Project
- Scope
  - Project scope
  - Scope of the EA
  - Valued Environmental Components
  - Temporal and Spatial boundaries
- Project Description
  - Description of proposed development by project stages, components, and activities
  - Project alternatives
- Environment Description
  - Description of the existing environmental setting, including Biophysical and Aboriginal components
- Aboriginal and Public Engagement
  - Description of engagement program
  - Analysis and discussion of engagement results
- Environmental Effects Assessment
  - EA approach
  - Description of environmental effects and mitigation
  - Evaluation of residual effects
  - Conclusion on significance of residual effects
- Environmental Protection
  - Summary of mitigation measures and follow-up actions; including monitoring requirements
- Summary and Conclusion
- References
  - Supporting scientific, local and Aboriginal knowledge

The EA will use maps, charts, diagrams and photographs as appropriate for presentation.

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Contact
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Manitoba Lead, Impact Assessment & Permitting
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Shoal Lake No. 40 First Nation

Project Description – Shoal Lake No. 40 First Nation Freedom Road Project

Prepared by:

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99 Commerce Drive
Winnipeg, MB, Canada R3P 0Y7
www.aecom.com

204 477 5381 tel
204 284 2040 fax

March, 2016

Project Number: 60343493

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Revision History

Revision #	Date	Revised By:	Revision Description
01	Mar. 30/16	K. Cusitar	ESRA clarifications

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Winnipeg, MB, Canada R3P 0Y7
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204 477 5381 tel
204 284 2040 fax

March 30, 2016

Chief Erwin Redsky
Shoal Lake 40 First Nation
PO Box #6,
Kejick Post Office
Ontario, Canada
P0X 1E0

Dear Chief Erwin Redsky:

Project No: 60343493
Regarding: Project Description – Shoal Lake No. 40 First Nation Freedom Road Project

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Sincerely,
AECOM Canada Ltd.

Somia Sadiq, BEnv. Sc., EP, MCIP, RPP
Manitoba Lead, Impact Assessment & Permitting

KC:dh

Encl.

cc:

Quality Information

Report Prepared By:

Kristiina Cusitar, CET, EP
Environmental Assessor

Somia Sadiq, BEnv. Sc., EP, MCIP, RPP
Manitoba Lead, Impact Assessment & Permitting

Report Reviewed By:

James R. McCutchon, P.Eng.
Manager, Transportation, Roads
Western Canada

Executive Summary

Shoal Lake 40 is a First Nation Community situated on the western shores of Shoal Lake, located predominately in the Province of Manitoba, with a smaller section to the east in the Province of Ontario (**Figure 01**). It is isolated from the mainland of Ontario, surrounded by Shoal Lake to the north, east, and south. The eastern portion containing the Community is separated from the Manitoba mainland by a manmade canal (the Falcon River Diversion), located approximately 5.7 kilometers west of the community and approximately 18 m in width. The canal was constructed in 1915 to 1919 during the development of the Winnipeg Aqueduct which diverts water to the City of Winnipeg from Shoal Lake and the Lake of the Woods drainage basin.

Shoal Lake 40 First Nation requires an ASR that will connect with an On-Reserve Access Road which would improve the quality of life of the Community and ensure the safety of its residents and enable the long-term sustainability of the Community. The Community is only accessible via personal boat or a licensed ferry during the summer months and a winter road when the ice is sufficiently thick and safe to drive on. During the shoulder seasons of spring and fall, the community is without access to the mainland. This creates significant hardship, often resulting in serious incidents of personal safety and even death.

The proposed Freedom Road from Shoal Lake 40 First Nation involves the construction of an approximately 14.7 km of ASR on new right of way on provincial Crown land and requires a license under The Environment Act of Manitoba. This ASR will connect with an On-Reserve Access Road that will require upgrades to existing or partially constructed seasonal and service roads. This proposed road is classified as a Class 2 Development under the Classes of Development Regulation. This Project Description will form part of the Environment Act proposal submittal to Manitoba Conservation and Water Stewardship to commence the provincial environmental assessment process.

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Shoal Lake 40 is a First Nation Community situated on the western shores of Shoal Lake, located predominately in the Province of Manitoba, with a smaller section to the east in the Province of Ontario (**Figure 01**). It is isolated from the mainland of Ontario, surrounded by Shoal Lake to the north, east, and south. The eastern portion containing the Community is separated from the Manitoba mainland by a manmade canal (the Falcon River Diversion), located approximately 5.7 kilometers west of the community and approximately 18 m in width. The canal was constructed in 1915 to 1919 during the development of the Winnipeg Aqueduct which diverts water to the City of Winnipeg from Shoal Lake and the Lake of the Woods drainage basin.

Currently, access to Shoal Lake 40 during the ice-free period is via personal boat or a licensed ferry, operated by Shoal Lake 40. It travels a distance of approximately 0.5 km from a landing located on Iskatewizaagegan 39 Independent First Nation to a landing along the north shore of Shoal Lake 34B2 Reserve, land jointly held by Shoal Lake 40 and Iskatewizaagegan 39. In the winter, once the ice is sufficiently thick and deemed safe to drive on, winter roads are established between the reserves. During the shoulder seasons of spring and fall, the community is without safe access to the mainland. This creates significant hardship, often resulting in serious incidents of personal safety and even death.

Health and other essential services such as solid and liquid waste disposal are severely impaired and completely obstructed by the lack of secure, all-weather access. There is no economic opportunity on the man-made island. An All-Season Road (ASR) would improve the quality of life of the Shoal Lake 40 Community, ensure the safety of its residents and enable the long-term sustainability of the Community. It will also enable an economic future for the Community. Presently there is no ASR to the Shoal Lake 40 Community. A number of past attempts sought to gain all-weather access, but none proved feasible. A seasonal winter road has been in place since the winter of 2013 when a temporary bridge was placed over the canal. In 2015 the design and partial construction of a 3.3 km long internal service road was completed from the canal to the western edge of the Reserve Boundary. Previous to that a community access road was built as part of the winter road from the Band Office to the canal.

1.1 Proponent Information

Table 1. Proponent Contact Information

Name of Project	**Project Description – Shoal Lake 40 First Nation Freedom Road Project**
Name of Proponent	Manitoba Infrastructure & Transportation and Shoal Lake 40 First Nation
Address of Proponent	1440 Erin Street Winnipeg, Manitoba R3E 2S8

Table 2. Technical Contact Information

Name of Project	**Project Description – Shoal Lake 40 First Nation Freedom Road Project**
Name of Technical Contact	Somia Sadiq, BEnv. Sc., EP, MCIP, RPP
Title	Manitoba Lead, Impact Assessment & Permitting, Environment
Address	AECOM Canada Ltd. 99 Commerce Drive Winnipeg, Manitoba R3P 0Y7
Phone & Email	Ph: (204) 477-5381 Email: somia.sadiq@aecom.com

1.2 Jurisdictions and Other Parties Engaged

Shoal Lake 40 First Nation has been engaged throughout the project planning of Freedom Road. Discussions with various other communities and stakeholders have been ongoing since early 2014. Participants in discussions related to the Freedom Road Project to-date and participants who will be engaged as the project continues to evolve are listed below. The list is non-exhaustive, and additional participants may be added as discussions continue and interests are identified.

Neighboring Communities:

- Iskatewizaagegan #39 Independent First Nation
- Northwest Angle No. 37 First Nation
- Northwest Angle No. 33 First Nation
- Wabaseemoong Independent Nations
- Ochiichawe'babigo'ining First Nation
- Obashkaandagaang
- Anishinabe of Wauzhushk Onigum

Other Aboriginal Communities and Organizations

- Assembly of Manitoba Chiefs
- Grand Council Treaty 3
- Brokenhead Ojibway First Nation (BON)
- Buffalo Point First Nation (BPFN)
- Peguis First Nation (PFN)
- Sagkeeng First Nation (SFN)
- Manitoba Metis Federation (MMF)
- Black River First Nation (BRFN)
- Bimose Tribal Council

Other Stakeholders:

- City of Winnipeg
- Manitoba Trappers Association
- Manitoba Lodges and Outfitters Association
- Whiteshell Fur Council
- Whiteshell Cottagers Association
- South Whiteshell Chamber of Commerce
- Whiteshell Snowmobile Club
- South Whiteshell Trails Association
- Manitoba Parks
- Rural Municipality of Reynolds
- SE Quota Holders Association
- Blackjack Outfitters (GHA 35)
- Lamaga Guiding and Outfitting (GHA 36)
- Lamaga Guiding and Outfitting (GHA 35)
- Whiteshell Outfitters (GHA 36)
- Headwater Ranch (GHA 35)
- Silver Birch Resort (GHA 35)
- Boot Hill Hunt Club (GHA 35)
- K.C's Outfitting (GHA 35)

Other Regulatory Bodies:

- Manitoba Conservation and Water Stewardship, Wildlife Branch
- Manitoba Conservation and Water Stewardship, Eastern Region
- Indigenous and Northern Affairs Canada
- Manitoba Aboriginal and Northern Affairs
- Manitoba Mines Branch
- Manitoba Infrastructure and Transportation
- Department of Fisheries and Oceans
- Transport Canada

1.3 Land Ownership

The study area includes lands owned by the Shoal Lake 40, the Federal Government, the City of Winnipeg, the RM of Reynolds, and the provinces of Manitoba and Ontario.

1.4 Environmental Assessment Requirements

1.4.1 The Environment Act (Manitoba)

The proposed Freedom Road from Shoal Lake 40 involves the construction of an approximately 14.7 km of ASR on new right of way on provincial Crown land and requires a license under *The Environment Act* (Manitoba). This ASR will connect with an On-Reserve Access Road that will require upgrades to existing or partially constructed seasonal

and service roads. This proposed road is classified as a Class 2 development under the Classes of Development Regulation. This Project Description will form part of the Environment Act proposal submittal to Manitoba Conservation and Water Stewardship to commence the provincial environmental assessment process.

1.4.2 Canadian Environmental Assessment Act, 2012 (Canada)

The proposed Freedom Road is not considered a designated project under the *Canadian Environmental Assessment Act, 2012* and therefore will not require an environmental assessment under the authority of CEAA.

1.5 Regulatory Requirements

Provincial permits and approvals will be requested as required for road construction activities including vegetation clearing, quarry development, burning, and camp development. Provincial legislation requirements may include the following:

- *The Crown Lands Act;*
- *The Wildfires Act;*
- *The Wildlife Act;*
- *The Provincial Parks Act;*
- *Mines and Minerals Act;*
- *The Forest Act;*
- *The Dangerous Goods Handling and Transportation Act; and*
- *The Workplace Safety and Health Act.*

The Explosives Act will be requested from Natural Resources Canada for the storage of explosives, if required.

1.5.1 Crown Lands Act (Manitoba)

Authorization for road construction on provincial lands will require work permits under *The Crown Lands Act*. This will include vegetation clearing, quarry development, and camp development on provincial Crown lands.

1.5.2 The Wildfires Act (Manitoba)

If Burning Permits are required as per Section 19(1) of *The Wildfires Act*, they will be obtained by the contractor as needed.

1.5.3 The Wildlife Act (Manitoba)

The Environmental Assessment will be cognizant of *The Wildlife Act* (Manitoba) to ensure any applicable activity that pertains to species listed on the Act are conducted in accordance with the procedures and practices set out in the Act.

1.5.4 The Provincial Parks Act (Manitoba)

Work permits will be obtained from the Parks and Natural Areas Branch.

1.5.5 Mines and Minerals Act (Manitoba)

Prior to any quarry development on provincial Crown Lands, a casual quarry permit will be required as per Subsection 133(1) of *The Mines and Minerals Act*.

Blasting certificates may also be obtained from the Mines Branch. If explosives are to be stored at the site (in excess of 75 kg) a Magazine Licence must also be obtained as per the Operation of Mines Regulation.

1.5.6 The Forest Act (Manitoba)

A timber permit will be obtained prior to tree removal/clearing.

1.5.7 The Dangerous Goods Handling and Transportation Act (Manitoba)

All petroleum storage tanks over 5,000 L on Crown land will require a permit as per The Dangerous Goods Handling and Transportation Act (Storage and Handling of Petroleum Products and Allied Production Regulation). This will be obtained by the contractor. If batch plants are required on Crown land, a separate *Environment Act* Licence will be required for this.

1.5.8 The Workplace Safety and Health Act (Manitoba)

All construction activities will be in accordance to *The Workplace Safety and Health Act*.

1.5.8 The Explosive Act (Canada)

If explosives are required for the proposed project and will require storage at non-quarry worksites a license will be obtained from Natural Resources Canada as per *The Explosives Act.*

1.5.9 Other Regulatory Requirements

1.5.9.1 Migratory Birds Convention Act, 1994 (Canada)

As part of the environmental assessment, AECOM will ensure that provisions of the *Migratory Birds Convention Act* are adhered to during the construction of the proposed ASR. This will be assessed in the environmental assessment.

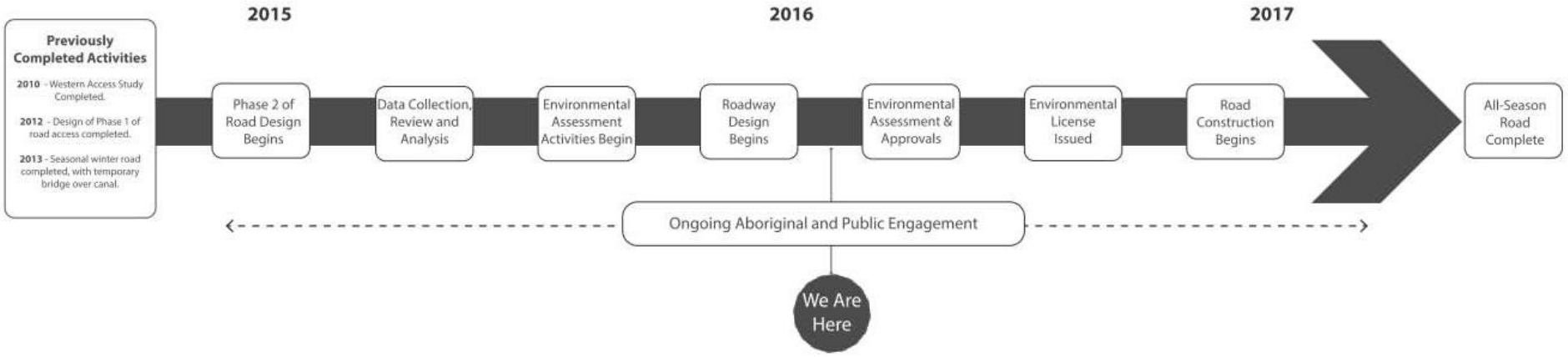
2. Project Information

2.1 Project Overview

Shoal Lake 40 is a First Nation Community situated on the western shores of Shoal Lake, located predominately in the Province of Manitoba, with a smaller section to the east in the Province of Ontario (**Figure 01**). It is isolated from the mainland of Ontario, surrounded by Shoal Lake to the north, east, and south. The eastern portion containing the Community is separated from the Manitoba mainland by a manmade canal (the Falcon River Diversion), located approximately 5.7 kilometers west of the community and approximately 18 m in width. The canal was constructed in 1915 to 1919 during the development of the Winnipeg Aqueduct which diverts water to the City of Winnipeg from Shoal Lake and the Lake of the Woods drainage basin.

Shoal Lake 40 requires an ASR that will connect with an On-Reserve Access Road which would improve the quality of life of the Community and ensure the safety of its residents and enable the long-term sustainability of the Community. The Community is only accessible via personal boat or a licensed ferry during the summer months and a winter road when the ice is sufficiently thick and safe to drive on. During the shoulder seasons of spring and fall, the community is without access to the mainland. This creates significant hardship, often resulting in serious incidents of personal safety and even death.

The current timeline for the project is illustrated below:


2015
2016
2017
Previously Completed Activities
2010 - Western Access Study Completed.
2012 - Design of Phase 1 of road access completed.
2013 - Seasonal winter road completed, with temporary bridge over canal.
Phase 2 of Road Design Begins
Data Collection, Review and Analysis
Environmental Assessment Activities Begin
Roadway Design Begins
Environmental Assessment & Approvals
Environmental License Issued
Road Construction Begins
All-Season Road Complete
Ongoing Aboriginal and Public Engagement
We Are Here

2.2 Background

A seasonal winter road has been in place since the winter of 2013 when a temporary bridge was placed over the Falcon River Diversion Canal. In 2015, the design and partial construction of a 3.3 km long internal service road was completed from the canal to the western edge of the Reserve Boundary.

The existing seasonal road will be utilized for the design and construction of the new ASR. The On-Reserve Access Road will require upgrades to existing or partially constructed seasonal and serve roads.

A bridge is currently under construction over the Falcon River Diversion Canal by the City of Winnipeg to support a service road under construction on-reserve at km 5.7. The On-Reserve Access Road will link with and utilize this bridge structure to cross the Canal. This bridge structure has received required environmental approvals.

2.2.1 Route Determination

Stantec Consulting Ltd. (Stantec) completed a road study in June 2010. As part of the route analysis, five conceptual routes for the ASR and On-Reserve Access Road were assessed. These alternative routes were originally considered in the Stantec Interim Report and a map showing these routes are provided in **Appendix A**:

Route 1 – (23.4 km) to PTH #1 directly west of Falcon Lake at Pipeline Road
Route 2 – (19.9 km) to Falcon Lake at west end of South Shore Road
Route 3 – (28.3 km) to Shoal Lake Road (PR 673)
Route 4 – (17.9 km) to Falcon Lake at central location of South Shore Road
Route 5 – (28.7 km) west paralleling GWWD Railway to Glenn.

2.2.2 Preferred Route

It was determined during the 2010 conceptual and functional design study (undertaken by Stantec) that the Route 1 option was the preferred option as it best meets the functional, social, and life style needs of the Community. Shoal Lake 40 agreed with the recommendation of Route 1 as it is a direct private route from the Community to the Trans-Canada Highway, 4 km west of Falcon Lake (**Figure 02**). In 2015, AECOM Canada Ltd. began the detailed design of the all-season Freedom Road based initially on the preferred Route 1 option. Minor adjustments to this alignment were subsequently made as a result of discussions held to date with stakeholders, resource users, rights holders, recreational users, and other interested parties in the area. A final alignment was identified and agreed to by the Community members.

On June 2, 2011 a Resolution in Support of Shoal Lake 40 Freedom Road (Resolution #CA-11-20) was prepared and approved by Grand Council Treaty #3 in support of Freedom Road (**Appendix B**).

A Band Council Resolution (BCR) was prepared and signed by Shoal Lake 40 council on November 5, 2015 that encompasses both the On-Reserve Access Road and the ASR.

The ASR will be a 14.7 km from the intersection of PTH1E to the Reserve Boundary. This will connect with an 8.7 km On-Reserve Access Road from the Reserve Boundary to the Band Office.

2.2.3 Road Standards

The standards considered in designing this road incorporate several resources; including the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC) and the Manitoba Infrastructure and Transportation (MIT) Transportation Planning Manual. The proposed road is being designed to accommodate in its entirety, or in sections, posted speed limits between 40 km/h to 70 km/h.

As the majority of the proposed road alignment will be within Manitoba, the MIT standards for design are being used and the proposed road has been classified as a Rural Collector as per MIT definition:

"Rural Collector: These collect traffic from local roads and feed it to Arterials, or distribute it from Arterials to local roads. They provide direct services for developments such as tourist attractions, mines, small towns, and villages."

2.2.4 Road Cross Sections

Based on the Geometric Design Criteria (GDC) the proposed geometric cross section for the road utilizes a gravelled surface comprised of a 7 m travelled way (two 3.5 m wide lanes), and two 1 m wide shoulders for a total road top width of 9 m. The GDC has been submitted to MIT for acceptance.

2.2.5 Bridges/Culverts

A grade separation (bridge structure) is required over the aqueduct due to structural considerations. The structure will be a single-span ACROW panel bridge consisting of steel, with a wooden or steel deck, concrete abutments, and rock/granular approach embankments. The foundation support for the shelf-type abutment is two rows of HP 310 x 132 steel H-piles driven to refusal. The H-piles will have a cast-in-place cap. For general land drainage and flow equalization through the fen/peat areas, CMP culverts will be used along with the porous 600 mm diameter blasted rockfill road base.

2.3 Project Components

The proposed project will be built on Provincial Crown land and has five main components as follows:

- Quarries and Borrow Areas;
- Temporary Access Roads;
- Temporary Construction Staging Areas;
- All-Season Road; and
- Grade Separation (Bridge and Culverts).

2.3.1 Quarries and Borrow Areas

The intent is that most of the rock required for the construction of the road, temporary roads, and staging areas will come from within the right-of-way (ROW). There may be instances where casual quarries (Q2, Q3, Q4) may be required in order to supplement the volume of material required. Preliminary locations for these quarries have been noted on **Figure 03**.

2.3.2 Temporary Access Roads

A majority of the temporary access roads will be developed within the ROW with the exception of those required for access to the casual quarries. The Contractor's restoration plan will address the remediation activities required to ensure minimal long-term disturbance to any areas outside of the ROW.

2.3.3 Temporary Construction Staging Areas

Typically temporary construction staging areas are developed within the ROW or in accessible quarries near the ROW. The Contractor's restoration plan will address the remediation activities required to ensure minimal long-term disturbance to any staging areas.

2.3.4 All-Season Road

The All-Season Road (ASR) will be built on the approved alignment within a 100 m ROW cleared to a width of 60 m. The predominate building material will be comprised of 600 mm diameter blasted rockfill capped with a granular pavement structure. The road will generally be designed and constructed to approximately 1 m to 1.5 m above the original ground (OG) elevation. The cross section will have a 9 m top width and recoverable side slopes of 4:1. Ditching will not be used in areas of deep peat/fen and swamp.

The blasted rockfill will be generated from rock outcrops within and/or adjacent to the ROW.

2.3.5 Bridges and Culverts

A grade separation (bridge structure) at km 14.2 is required over the aqueduct due to structural considerations. The structure will be a single-span ACROW panel bridge consisting of steel, with a wooden or steel deck, concrete abutments, and rock/granular approach embankments. The foundation support for the shelf-type abutment is two rows of HP 310 x 132 steel H-piles driven to refusal. The H-piles will have a cast-in-place cap. For general land drainage and flow equalization through the fen/peat areas, CMP culverts will be used along with the porous 600 mm diameter blasted rockfill roadbase.

2.4 Project Activities

The proposed ASR will be executed in four key stages:

- Planning and Design (ongoing);
- Pre-construction;
- Construction; and
- Operation and Maintenance.

Currently, there are no plans for decommissioning the ASR. Decommissioning of temporary components that are no longer required once construction of the ASR is complete will occur as a part of the construction phase of the project. These include components such as temporary access roads, quarries, borrow areas, construction staging areas and any access trails not required to maintain the ASR once it is built.

Portions and components of the winter road that are already in place will be incorporated into the ASR. A separate winter road will no longer exist once the ASR is commissioned.

2.4.1 Planning and Design

Planning and design of the proposed ASR has involved identifying road corridors and possible alignments within those corridors, evaluating the different options, completing the preliminary road design, selecting the preferred alignment option and undertaking the detailed design for this alignment. The detailed design process is still in process and is incorporating feedback from members of the Shoal Lake 40 community, neighboring communities, and other stakeholders on an ongoing basis. The detailed design process occurs concurrently with surveying, geotechnical investigations, and the environmental assessment process (which also focuses on the preferred selected alignment). The environmental assessment process entails conducting baseline environmental investigations and having discussions with various rights holders, interested parties, neighboring communities and regulators about the project itself.

2.4.2 Construction

During the construction stage, all construction supplies will be transported to the site, temporary construction staging and areas will be set up, temporary access trails, quarries and borrow areas will be established. The proposed ASR and culvert crossings will then be constructed.

2.4.2.1 Clearing and Grubbing

Clearing and grubbing involves removing and disposing of all trees, shrubs, fallen timber and other surface litter. Vegetation clearing will be required for both temporary and permanent project components. Along the right-of-way itself, vegetation will be cleared ranging from km 0 to km 6 and km 9 to km 24. Clearing will be undertaken by local clearing crews using hydro-axes, dozers and power saws, and then piled/burned and buried within the ROW. Organic materials stripped from the surface will be stockpiled for use by Shoal Lake 40 and graded on the backslopes within the ROW. Where required, stumps and roots will be grubbed out and separated from the soil and buried. Non-salvageable material such as brush, roots, and limbs will be piled and burned or buried.

2.4.2.2 Temporary Staging Areas

Temporary staging areas will be established by the road construction contractor at various locations along the proposed right-of-way to support crews, and to store construction vehicles, equipment and machinery, construction materials and supplies. Approximately three (3) staging areas will be established. After clearing as described above, the area will be contoured and levelled, and provided with drainage control and erosion protection. An aggregate base may be established depending on ground conditions. Petroleum products will be stored in double-walled tanks in accordance with the National Fire Code of Canada and *The Dangerous Goods Handling and Transportation Act* (Manitoba), Storage and Handling of Petroleum Products and Allied Products Regulation. Sanitary and solid waste will be collected and transported to licensed or approved waste disposal and treatment facilities.

No construction work camps will be established. It is expected that contractors will take up accommodation in Kenora or in the community of Shoal Lake 40. It is expected that at most 12 workers would take up temporary accommodations at any given time.

2.4.2.3 Rock Quarries and Borrow Sites

Rock quarries and borrow areas will be developed to provide crushed rock and granular materials for the construction of the road and temporary access trails. Blasting of rock and gravel crushing will typically take place within the quarries. Borrow areas or pits will be established where the soil/earth has been tested and determined suitable for road embankment construction, if the existing soil at the road construction site is unsuitable for this. Where they are no longer required for long-term road maintenance activities, these areas will be decommissioned. The quarry and borrow sites will be located on provincial Crown land in the vicinity of the alignment, estimated within 1 km of the ROW centreline. Where this is not possible, temporary access trails will be established to connect the various project components as required. It is anticipated that up to 3 quarries may need to be established off-reserve. The approximate location of these quarries is shown in **Figure 03**. The total area for quarries and borrow materials will not exceed 100 hectares, contingent upon the final number of quarries and borrow areas established.

2.4.2.4 Temporary Access Trails

Temporary access trails may be required to access the all-season road ROW. The purpose of the trails will be to facilitate emergency access to the site, provide access for equipment and personnel, and provide access from the quarries and borrow sites to the construction site of the road itself. **Figure 03** shows the approximate location of the access trails. This might change, depending on the final quarry and borrow material requirements. The temporary access trails will be cleared, but not grubbed, and will be approximately 10 m wide, to accommodate equipment movement. Erosion protection and sediment control measures will implemented, as required. The temporary access trails will either be decommissioned or blocked once construction of the ASR is complete and allowed to revegetate.

2.4.2.5 Road Construction

Construction activities will begin with contouring, and blasting of rock outcrops along the ROW. Organic materials will be stripped, stockpiled and used along the road back slopes. Materials, including rock fill, aggregate and composite material will be loaded, hauled, dumped, spread, graded and compacted, and trimmed and shaped before final surfacing with gravel. A geotextile fabric will be placed in wet areas to improve the integrity of the road. Roadway signs will be installed, sedimentation control measures will be implemented, and ditches will be seeded.

2.4.2.6 Crossings and Culverts

Equalization culverts will be installed at locations and where it is determined that spring melt or storm run-off needs to pass from one side of the road to the other to prevent flooding and/or erosion damage. Culverts will be installed by excavating a trench to the required elevation through the road embankment. The new culvert will be preassembled and lowered into the trench. The trench will then be backfilled and compacted with a granular bedding material. Culverts will be put in place as construction progresses along the alignment.

2.4.2.7 Bridge Construction

A grade separation (bridge structure) at km 14.2 is required over the aqueduct due to structural considerations. The structure will be a single-span ACROW panel bridge consisting of steel, with a wooden or steel deck, concrete abutments, and rock/granular approach embankments. The foundation support for the shelf-type abutment is two rows of HP 310 x 132 steel H-piles driven to refusal. The H-piles will have a cast-in-place cap.

The installation of the steel H-piles including the excavation of the ground around of each of these structures will occur during the winter. All concrete works will follow and the abutments will then be backfilled. The construction of a launch pad to facilitate the assembly of the ACROW superstructure which includes the timber deck and backwalls will then be constructed. Any roadworks will be completed after the spring thaw followed by site clean-up.

2.4.2.8 Demobilization and Clean-up Post Construction

All facilities and work areas including quarry and borrow areas, temporary access trails, staging areas and that will not be needed for future operation and maintenance activities will be demobilized once construction is complete. Aggregate materials from temporary access trails will be salvaged and used in borrow area reclamation, and the roads levelled and trimmed. Borrow pits will be levelled and trimmed when excavation is complete. Disturbed areas will be restored by spreading stockpiled topsoil and encouraging natural re-vegetation and seeding and/or planting as required.

2.4.3 Operation and Maintenance

Maintenance activities will occur over the life of the road. These include: routine scheduled grading; topping the road with additional gravel; and management of vegetation and culvert cleanouts when required. In winter, snow clearing activities will be carried out: using ploughs, graders, loaders and dump trucks. Dust suppression such as magnesium chloride may be applied to road surfaces during the summer months, if required once re-vegetation growth has been achieved. Only chemicals approved for use on other similar roads in Canada will be used. Materials used will be applied as specified by the manufacturer, and only where necessary. Aggregate materials will be sourced from borrow areas located on provincial Crown land and will be deposited on the road surface using dump trucks, dozers and graders.

2.5 Construction Vehicles and Equipment

It is expected that the following pieces of equipment will be used on site.

- Crushers;
- Hauling Trucks (4);
- Excavators (6);
- Loaders (4);
- Dozers (3);
- Graders (1);
- Packers (4);
- Water Trucks (1);
- Backhoes (1);
- Half Tons (3); and
- Fuel tanks (4).

2.6 Emissions, Discharges, and Waste

2.6.1 Exhaust Emissions

During construction, exhaust emissions will be generated during the delivery of aggregate materials to the construction site and construction equipment movement. These emissions could decrease the quality of the air by increasing the local concentration of carbon monoxide, carbon dioxide, particulate matter, and nitrogen oxides in the air with potential for subsequent effects on human health. During peak construction, it is anticipated that approximately 30 pieces of construction equipment may be at the site including crushers, haul trucks, excavators, loaders, dozers, graders, packers, water trucks, backhoes, half ton trucks and fuel tanks. The proposed road alignment is divided into two sections as described in **Section 2.2.2**. The ASR is a 14.7 km road from the intersection of PTH1E to the Reserve Boundary. This will connect with the On-Reserve Access Road from the Reserve Boundary to the Band Office. It is anticipated that these construction vehicles will not be all congested in one location at one time.

2.7 Accidents and Malfunctions

2.7.1 Spills

During construction and operation, there is potential for environmental effects due to fuel/oil or hydraulic fluid spills and/or leaks. Potential environmental concerns are also associated with the accidental release of chemicals and fuels resulting from improper storage and handling procedures. Spills can affect soil, vegetation, groundwater quality, air quality, and can potentially threaten human health and safety. With proper management, activities that may cause a spill are anticipated to occur rarely during the construction phase of the proposed project. Spills are expected to be predominantly contained to the construction site. The magnitude of the spill effects are anticipated to range from negligible to moderate depending on the severity of a spill. The risk of spills and mechanisms to mitigate these risks will be assessed in the environmental assessment.

2.7.2 Fire/Explosions

During construction and operation there exists the potential for fires at the construction site involving mechanical equipment and fuels. Effects related to fires include, but are not limited to, harm to on-site personnel, equipment, and the potential release of contaminants and hazardous materials. The risk of fires and explosions and mechanisms to mitigate these risks will be assessed in the environmental assessment.

3. Project Location

The proposed ASR is located east of the City of Winnipeg beginning at the Shoal Lake 40 Community (approximately 150 km by air east of Winnipeg). It will extend east/northeast approximately 14.7 km to directly west of Falcon Lake at Pipeline Road on PTH1E.

The coordinates of the proposed Freedom Road are as follows:

Reserve Boundary
Zone 15U

- 54969612 m N
- 338530 m E

Northern end at Pipeline Road along PTH #1:
Zone 15U

- 5505077 m N
- 328268 m E

The proposed road alignment is provided in **Figure 02**.

4. Project Workforce

The construction phase will require substantial equipment and operators, for several activities:

- Clearing of trees and grubbing of roots;
- Developing access to potential quarries and aggregate resources;
- Harvesting of timber;
- Operating heavy equipment;
- Trucking of aggregate material;
- Construction contracts and administration;
- Construction inspection;
- Environmental monitors; and
- Operation and maintenance facilities and staff.

5. Project Schedule

The proposed project schedule is provided in the table below.

Table 3. Project Milestones

Milestones	Date
Design Consultant Selection and Award	February 2015
Aerial and Topographic Survey	April 2015
Geotechnical Investigation	February 2016
Design Brief Activities – Class B Cost Estimate	November 2015
100% Drawings and Specifications – Class A Cost Estimate	June 2016
Environmental Licensing	March 2016 to December 2016
Shoal Lake 40 First Nation Economic Benefit Plan	January to August 2016
Construction Tender Phase Start	July 2016
Construction Tender Evaluation and Award	September 2016
Construction Start	December 2016
Construction Contract – Substantial Completion / 1 Year Warranty Starts	October 2018
Construction Contract – Final Completion	June 2019

6. Project Funding

On December 17, 2015, all three levels of government agreed to co-fund the proposed project. The Province of Manitoba, Federal Government, and the City of Winnipeg are expected to each cover one-third of the total cost.

7. Public Engagement

Shoal Lake 40 has been engaged throughout the project planning of Freedom Road. Discussions with various other communities and stakeholders have been ongoing since early 2014. Participants in discussions related to the Freedom Road Project to-date and participants who will be engaged as the project continues to evolve are listed below. The list is non-exhaustive, and additional participants may be added as discussions continue and interests are identified.

Neighboring Communities:

- Iskatewizaagegan #39 Independent First Nation
- Northwest Angle No. 37 First Nation
- Northwest Angle No. 33 First Nation
- Wabaseemoong Independent Nations
- Ochiichawe'babigo'ining First Nation
- Obashkaandagaang
- Anishinabe of Wauzhushk Onigum

Other Aboriginal Communities and Organizations

- Assembly of Manitoba Chiefs
- Grand Council Treaty 3
- Brokenhead Ojibway First Nation (BON)
- Buffalo Point First Nation (BPFN)
- Peguis First Nation (PFN)
- Sagkeeng First Nation (SFN)
- Manitoba Metis Federation (MMF)
- Black River First Nation (BRFN)
- Bimose Tribal Council

Other Stakeholders:

- City of Winnipeg
- Manitoba Trappers Association
- Manitoba Lodges and Outfitters Association
- Whiteshell Fur Council
- Whiteshell Cottagers Association
- South Whiteshell Chamber of Commerce
- Whiteshell Snowmobile Club
- South Whiteshell Trails Association
- Manitoba Parks
- Rural Municipality of Reynolds
- SE Quota Holders Association
- Blackjack Outfitters (GHA 35)
- Lamaga Guiding and Outfitting (GHA 36)
- Lamaga Guiding and Outfitting (GHA 35)
- Whiteshell Outfitters (GHA 36)

- Headwater Ranch (GHA 35)
- Silver Birch Resort (GHA 35)
- Boot Hill Hunt Club (GHA 35)
- K.C's Outfitting (GHA 35)

Other Regulatory Bodies:

- Manitoba Conservation and Water Stewardship, Wildlife Branch
- Manitoba Conservation and Water Stewardship, Eastern Region
- Indigenous and Northern Affairs Canada
- Manitoba Aboriginal and Northern Affairs
- Manitoba Mines Branch
- Manitoba Infrastructure and Transportation
- Department of Fisheries and Oceans
- Transport Canada

Through the Detailed Design phase of the project, very specific engagement activities have been undertaken, focusing on feedback on the proposed alignment and potential environmental effects. The following is a description of the engagement activities that took place for the Shoal Lake 40 Freedom Road Project between spring 2015 and to-date. Activities to date included Community Visits to Shoal Lake 40, meetings and discussions with key project stakeholders and a series of three (3) Community Open Houses held in communities within and near the project area. The engagement methods were chosen to capture feedback from stakeholders, rights holders, local resource users, local recreation users and members of the public. Engagement activities will continue to support the provincial environmental assessment being undertaken for the Project.

8. Engagement Activities

8.1 Community Visits

The engagement team conducted two community visits at Shoal Lake 40 during the planning stages of the Freedom Road project. Public engagement during the planning stages of the project was important because the planned route for Freedom Road includes lands used by the Anishinaabeg of Shoal Lake 40 for cultural and traditional purposes. The first community visit was on May 25, 2015. The objective was to present the preliminary route and encourage community members to express any comments, questions, or concerns about the alignment of Freedom Road.

During this initial visit, the following comments/concerns were noted:

- Community members expressed their preference for an intersection at the west end of the community; and
- Elders commented on the presence of medicinal plants and an Eagle's nest in the vicinity of the proposed alignment. The engagement team indicated that they would do another visit to focus specifically on these sites that have spiritual significance to the community.

Following the initial community visit, a focused walk-through with community elders was held so that any important sites could be noted and taken into consideration in the final design. This visit took place on June 9, 2015. During this second visit, the elders noted that many medicinal plants were lost when the service road was built. The elders showed a few sites where medicinal plants are still found and demonstrated how they are harvested. The elders also showed where there was an Eagle's nest.

Feedback provided during the community visit was recorded using maps and summaries of the visit. This feedback will be incorporated into the final summary of engagement in the Environment Act Proposal.

Meetings have been held and continue to be scheduled with different stakeholders, based on their availability.

During meetings with stakeholders, maps were provided with a brief presentation which outlines the following:

- Project background;
- Maps of the project area;
- Description of activities being undertaken for the environmental assessment;
- How feedback will be incorporated into the environmental assessment; and
- Opportunities for stakeholders to identify other potential stakeholders for the project.

Feedback provided by the stakeholders is captured on maps and in meeting minutes and will be incorporated into the final summary of engagement.

8.2 Community Open Houses

In January 2016, the engagement team (AECOM and Shoal Lake 40) conducted three community open houses in Kenora, ON, Falcon Lake, MB, and Shoal Lake 40. The Open Houses drop-in format are designed to provide an opportunity for aboriginal communities, stakeholder and the public to:

- Review the proposed Freedom Road alignment;
- Discuss the Project with project representatives and
- Provide their feedback on the proposed alignment and the nature of their use of the project area.

The Community Open Houses include the following:

- 11 Story Boards highlighting key project information and maps of the project area; and
- Feedback Forms for submission following review of the materials.

The information presented at the Open Houses included both the ASR and the On-Reserve Access Road.

8.2.1 Community Open House Notification

The methods of notification selected for the Community Open Houses were chosen to provide those interested in attending with a variety of mediums. The notification plan for the Community Open Houses includes the following:

8.2.1.1 Project Newsletter

The newsletter was designed to provide the public with details of the project, proposed timelines for activities and information about the dates/venues of Community Open Houses. The following notifications have been identified for the project:

- A copy of the Project Newsletter was delivered to stakeholders identified for the project (via preferred method of contact).
- Copies were delivered via Canada Post to the 145 mailing addresses in Whiteshell, MB and Falcon Beach, MB.
- Copies were delivered to residents in Shoal Lake 40 and the surrounding First Nations communities by local representatives.
- Additional copies were made available to participants at the Community Open Houses.

8.2.1.2 Newspaper Advertising

Newspapers were selected with readership in the project area, along with broader public notification in the Winnipeg Area, as there are seasonal users that reside in locations outside the project area. The following newspapers were used for advertising, in the days leading up to the Community Open Houses.

- Kenora Daily Miner;
- Winnipeg Free Press; and
- Winnipeg Sun.

8.2.1.3 Radio and Web Advertising

Radio ads are proposed to notify the public of upcoming open houses in the days leading to the events. Currently, the following radio stations:

- The Lake 89.5 (Kenora based radio station); and
- Kenora Online and Q104 (Kenora based radio station and online advertiser).

8.3 Aboriginal and Public Engagement Reporting

A summary of all engagement activities completed will be included in the Environment Act Proposal being prepared. It will include final summaries of feedback collected during engagement activities and will highlight any proposed recommendations and concerns.

9. References

A.M. Clark-Natural Resources Consulting. March 2015. A Report for the Location, Costing and Construction Techniques for the Shoal Lake 40 Phase 2 of the Service Road from the Canal to the Aqueduct Rail Line.

Dillon Consulting Ltd. June 2013. City of Winnipeg New Structure Crossing the Shoal Lake Aqueduct at Mile 93, Preliminary Design Report.

Shoal Lake #40 First Nation. December 3, 2015 (accessed). Shoal Lake #40 First Nation Website: http://www.sl40.ca/index.htm

Stantec Consulting Ltd. June 2010. Shoal Lake #40 First Nation Western Access Road Study, Final Report and Addendums 1 and 2.

Manitoba Conservation and Water Stewardship. June 2013. Information Bulletin – Environmental Assessment and Licensing Under *The Environment Act*.

Manitoba Conservation and Water Stewardship. December 2015. Information Bulletin – Environment Act Proposal Report Guidelines.

Figures

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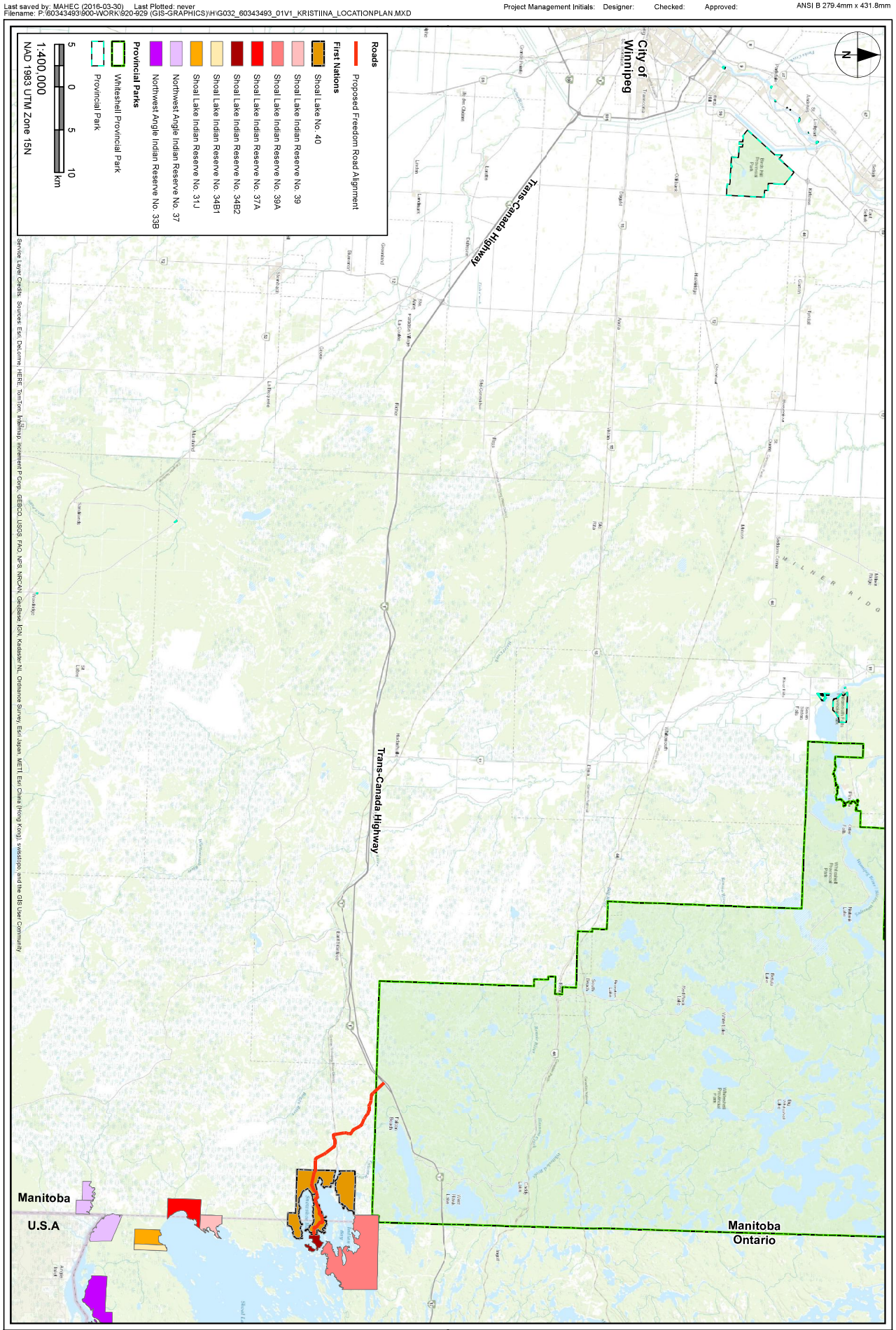

Project Description - Shoal Lake 40 First Nation
Freedom Road Project
Shoal Lake 40 First Nation, Manitoba

Location Plan

AECOM

Figure: 01

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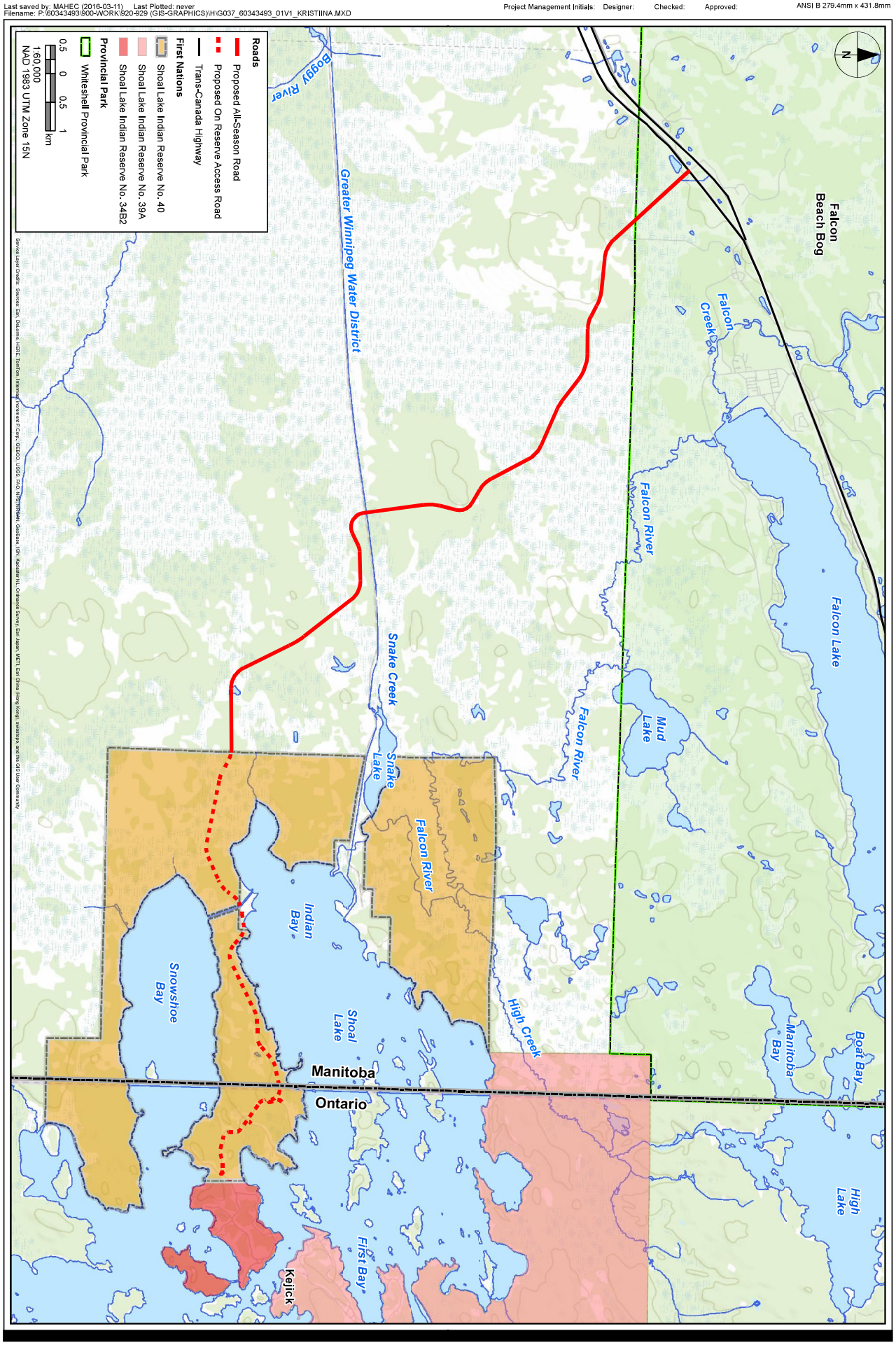

Project Description - Shoal Lake 40 First Nation
Freedom Road Project
Shoal Lake 40 First Nation, Manitoba

Proposed Road Alignment Plan

AECOM

Figure: 02

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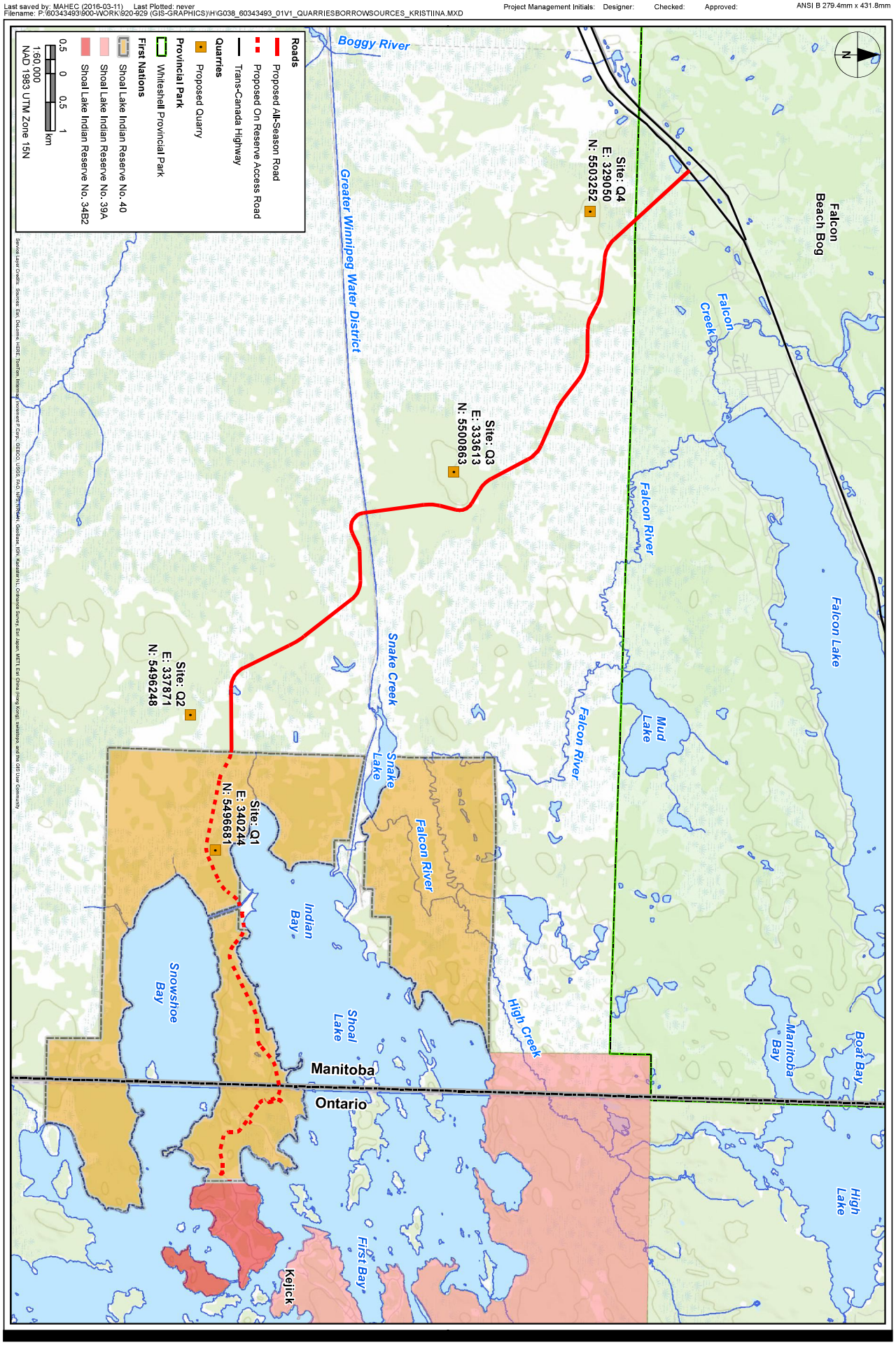


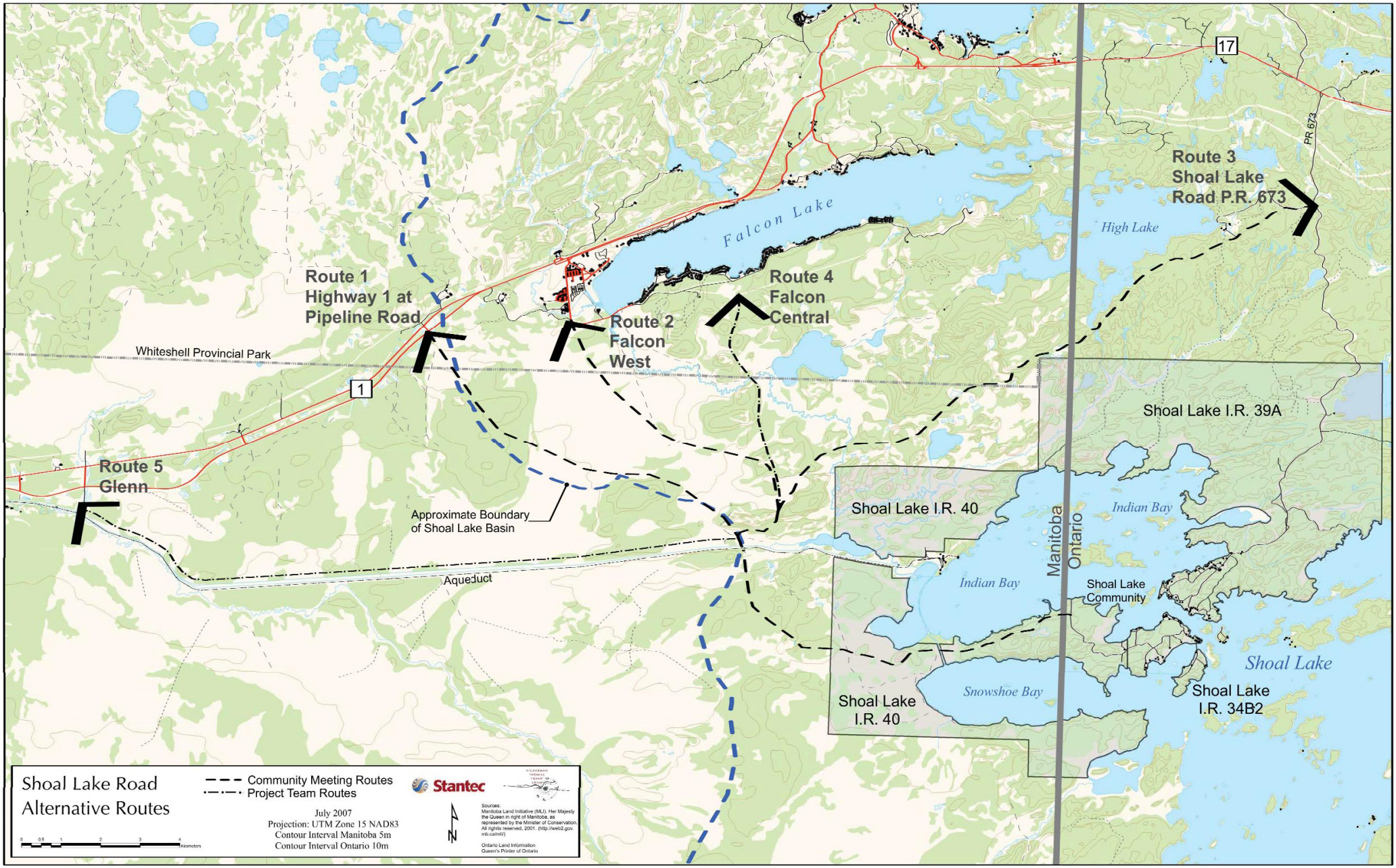
Project Description - Shoal Lake 40 First Nation
Freedom Road Project
Shoal Lake 40 First Nation, Manitoba

Quarry and Borrow Sources

AECOM

Figure: 03

Appendix A.
Stantec Alternative Routes Map


Route 1
Highway 1 at
Pipeline Road
Route 2
Falcon
West
Route 3
Shoal Lake
Road P.R. 673
Route 4
Falcon
Central
Route 5
Glenn
Falcon Lake
High Lake
PR 673
17
1
Whiteshell Provincial Park
Approximate Boundary
of Shoal Lake Basin
Aqueduct
Shoal Lake I.R. 39A
Shoal Lake I.R. 40
Indian Bay
Manitoba
Ontario
Shoal Lake
Community
Shoal Lake
Snowshoe Bay
Shoal Lake
I.R. 34B2
Shoal Lake
I.R. 40
Shoal Lake Road
Alternative Routes
Community Meeting Routes
Project Team Routes
July 2007
Projection: UTM Zone 15 NAD83
Contour Interval Manitoba 5m
Contour Interval Ontario 10m
Stantec
Kilometers

MAP 2

Appendix B.
Grand Council Treaty #3 Resolution

Grand Council Treaty #3

P.O. BOX 1720
Kenora, Ontario P9N 3X7
Ph: (807) 548-4214
Fax: (807) 548-5041
Email: grand.chief@treaty3.ca

Treaty #3 Chiefs Assembly

RESOLUTION#CA-11-20

Resolution in Support of Shoal Lake #40 Freedom Road

Whereas Crown Canada expropriated without permission over 3000 acres and unilaterally imposed the City of Winnipeg aqueduct on Shoal Lake #40 Reserve lands and allowed the excavation of a diversion canal across reserve land, displacing the community and creating a man-made island, and

Whereas Crown Ontario also authorized the diversion of Shoal Lake water, and

Whereas the taking of this land and the imposition of Winnipeg's works:

- Has denied the people of Shoal Lake #40 secure, all-weather road access to the nearby Trans-Canada Highway, and
- Has denied Shoal Lake #40 people normal health services in the community such as water and sewage treatment because of the high cost and unpredictability of access, and
- Has frustrated all opportunities for normal economic development and employment because of the high cost and unpredictability of access, and
- Has perpetuated a significant risk to the health and safety of community members because they are at times forced to cross ice and water under dangerous conditions.
- Has made it dangerous, expensive and inconvenient to live on Shoal Lake #40 Reserve and has had the effect of driving people away from their lands and community guaranteed under Treaty.
- Has had the cumulative effect of now threatening the continued sustainability of the resident community of Shoal Lake #40.

Whereas Crown Canada and Crown Ontario have failed to adequately protect the basic human rights as well as the inherent and treaty rights of Shoal Lake #40 people from the negative consequences of the unilateral taking of their lands and resources, and

Whereas Crown Canada and Crown Ontario are spending significant amounts of money on infrastructure projects such as the Canadian Museum for Human Rights ($100 million capital and $22 million annual operating,) and the Twinning of the Trans Canada Highway, ($100 million capital so far) while denying funding to complete the secure, all weather road access (Freedom Road,) that would ensure the basic human and Treaty rights of the people of Shoal Lake #40,

Be it therefore resolved that the Chiefs in Assembly authorize the Ogichidaakwe to formally call upon Crown Canada, the City of Winnipeg and the Province of Manitoba to correct this historic injustice and to forthwith provide Shoal Lake #40 First Nation with the

resources necessary to construct Freedom Road to achieve secure all-weather access for the Shoal Lake #40 community.

Be it further resolved that these Crown and municipal governments be called upon to confirm their commitment to fund Freedom Road before construction of the Trans-Canada Twinning Project or the opening and operation of the Canadian Museum for Human Rights.

Decided by consensus on June 2, 2011, at Ochiichagwe'babigo'ining First Nation

Certified a true copy

Diane M. Kelly

Ogichidaakwe Diane M. Kelly

Moved by: Chief Erwin Redsky, Shoal Lake #40 First Nation

Seconded by: Chief Ken Skead, Wauzhusk Onigum Nation

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