

## **SUMMARY OF COMMENTS/RECOMMENDATIONS**

**PROPONENT:** Manitoba Infrastructure and Transportation  
**PROPOSAL NAME:** Upgrading of Provincial Road 392  
**CLASS OF DEVELOPMENT:** 2  
**TYPE OF DEVELOPMENT:** Transportation  
**CLIENT FILE NO.:** 5612.00

### **OVERVIEW:**

On October 12, 2012, Manitoba Conservation and Water Stewardship received an Environment Act proposal from Manitoba Infrastructure and Transportation for the relocation of a section of Provincial Road (PR) 392 from its intersection with PR 393 south of the Town of Snow Lake to approximately 3.0 km southerly. The proposed upgrading consists of constructing of new roadway on previously undisturbed land east of the existing roadway, the installation of a drainage system and the decommissioning of the existing section of PR 392.

The proposed development was advertised in the Underground Press on November 22, 2012 and in the Creighton Flin Flon Reminder and the Thompson Nickel Belt on November 23, 2012. The proposal was placed in the Public Registries at the Millennium Public Library, the Manitoba Eco-Network, the Town of Snow Lake Office and the Conservation Library (Main). The proposal was distributed to the Technical Advisory Committee (TAC) on November 15, 2012 with the closing date for TAC and Public comments on December 21, 2012.

### **COMMENTS FROM THE PUBLIC:**

None received.

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

#### **Canadian Environmental Assessment Agency**

Based on the information provided, the project does not appear to meet the definition of a “designated project” under CEAA 2012. As the Agency will only be involved in the review of designated projects, no formal federal coordination exercise has been undertaken for this file.

Disposition: No further action required.

#### **Manitoba Conservation and Water Stewardship, Air Quality Section**

Potential air quality concerns associated with the project are not expected to be significant and will be localized in nature and of short term duration. The operation of the portable asphalt plant shall be covered with a valid Environment Act licence.

Disposition: The comment regarding the portable asphalt plant can be accommodated as a licence condition.

**Manitoba Conservation and Water Stewardship, Sustainable Resource and Policy Management Branch**

- A Timber Permit is required and dues paid for all Merchantable timber cut in the proposed upgrading of PR 392. MIT should contact Troy Werstroh, Regional Forester in The Pas. 204-627-8352 to make arrangements for a timber estimate and purchase a permit.
- Mapping of the proposed new clearing is required, a shapefile is requested

Disposition: As requested, the proponent submitted shape files to Manitoba Conservation and Water Stewardship on January 3, 2013.

**Manitoba Conservation and Water Stewardship, Wildlife Branch**

Wildlife Branch has reviewed Client File #5612, and has no wildlife related concerns with the project. However, Wildlife Branch does provide the following comment:

After reviewing all the available information, Wildlife Branch suggests that the proponent utilize a native seed mix to reseed and rehabilitate the decommissioned roadway. Although this is a project in northern Manitoba, where reclamation work is challenging, we would strongly advise against using non-native seed mixes that may contribute to proliferation of weeds in otherwise natural areas.

The revegetation of roadsides, or decommissioned roads, with native species is not a new practice. Numerous jurisdictions in the Midwestern United States and Central Canada utilize native seeds as a standard practice in revegetating disturbed areas. Although challenges may arise, and may result in added project costs, these efforts are minor when compared to the scope of the entire project, especially when considering the proponents responsibility towards sustainable development. If expertise is required in executing a native revegetation program, we would suggest that MIT consider the consulting one of revegetation guidelines that have developed to address these challenges. Attached are a number of helpful guides and manuals. To our knowledge revegetation consultants are also available for hire to oversee this type of work.

Disposition: Comments regarding revegetation with native seed mixes can be accommodated as a licence condition.

## **Manitoba Conservation and Water Stewardship, Water Quality Management Section**

Overall the proposed mitigation measures outlined within the proposal seem reasonable. Standard mitigation measures such as using biodegradable erosion control, materials, fuelling and servicing equipment a minimum 100 metres from surface water, and minimizing disturbance within the riparian area of Anderson Creek, should help prevent impacts to surface water.

Some other recommendations include:

- If areas are re-vegetated that the contractor use a seed mix native to the area to prevent the spread of invasive species.
- It is also recommended that construction that could lead to sediment transport into waterways such as stripping be halted during periods of heavy rain fall.

Concerning paving operations, petroleum products can have a variety of contaminants such as polycyclic aromatic hydrocarbons and these types of contaminants only need to be in very low parts per billion concentrations to have detrimental effects to aquatic life. Use of binders and additives for viscosity adjustment in the asphalt production phase could add other potential contaminants of concern if spills or unintended releases entered water. Hardened asphalt road materials may generally be considered to have little ecological effect, but it is the hot asphalt oil phase where appropriate care and handling is required. Measures shall be taken to prevent the transport of oils into water bodies. These could include only paving when the forecast is for dry weather, and/ or only applying as much oil to the gravel base as can be paved over in a short time period.

Disposition: Comments regarding refueling next to Anderson Creek and native seed mix can be accommodated as licence conditions.

### **PUBLIC HEARING:**

No requests were received for a public hearing on the project. Technical issues surrounding the project are sufficiently understood. A public hearing is not recommended for the project.

### **CROWN-ABORIGINAL CONSULTATION:**

The Government of Manitoba recognizes it has a duty to consult in a meaningful way with First Nations, Métis communities and other Aboriginal communities when any proposed provincial law, regulation, decision or action may infringe upon or adversely affect the exercise of a treaty or Aboriginal right of that First Nation, Métis community or other Aboriginal community.

Manitoba Infrastructure and Transportation conducted an Initial Assessment of the proposed development and concluded that Crown-Aboriginal consultation is not required for this project for the following reasons:

- There are no First Nation boundaries, Resource Management Areas, or Community Interest Zones within the project limits;
- The project scope has been advertised and discussed in the local media over the past year. An open house took place in the summer of 2012 without any concerns being brought forward.
- The lone trapper in the area has been advised of the project and does not have any concerns.

**RECOMMENDATION:**

All comments received on the proposal can be addressed as licence conditions or have been forwarded to the proponent for information. It is recommended that an Environment Act Licence be issued for the project subject to the limits, terms and conditions as described on the attached draft licence. Administration of the licence should be assigned to the Northwest Region, with technical assistance to be provided by Environmental Approvals Branch upon request.

**PREPARED BY:**

Darrell Ouimet  
Environmental Approvals Branch  
January 7, 2013  
Telephone: (204) 803-1389  
Fax: (204) 945-5229  
e-mail: darrell.ouimet@gov.mb.ca