East Side Road Authority Inc.

200-155 Carlton Street, Winnipeg, Manitoba R3C 3H8

EAST SIDE TRANSPORTATION INITIATIVE

APEGM

SEPTEMBER 9, 2009

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EAST SIDE TRANSPORTATION INITIATIVE AREA

- First Nations
- Northern Affairs Communities
- Metis Peoples

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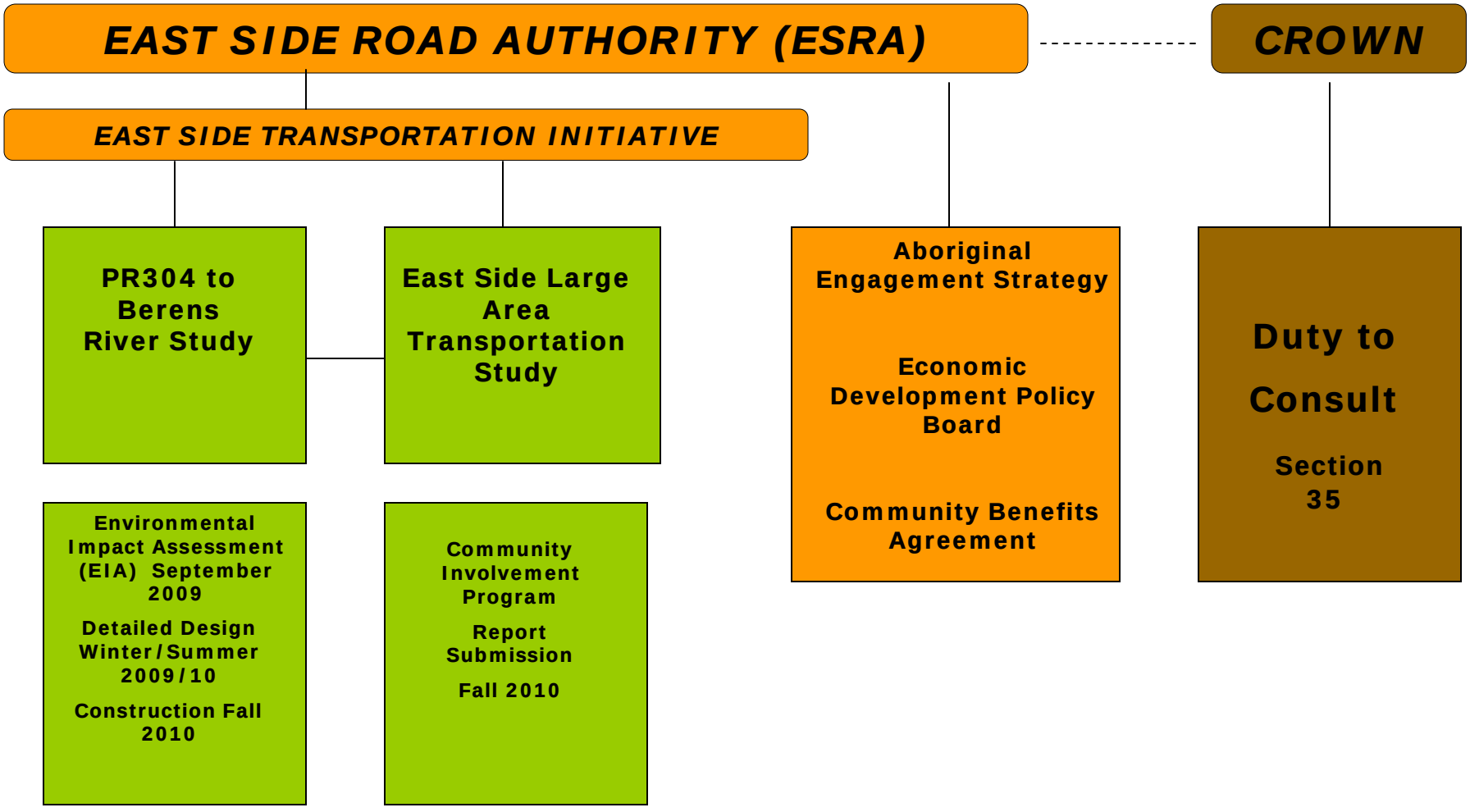
PROCESSES



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PR 304 TO BERENS RIVER

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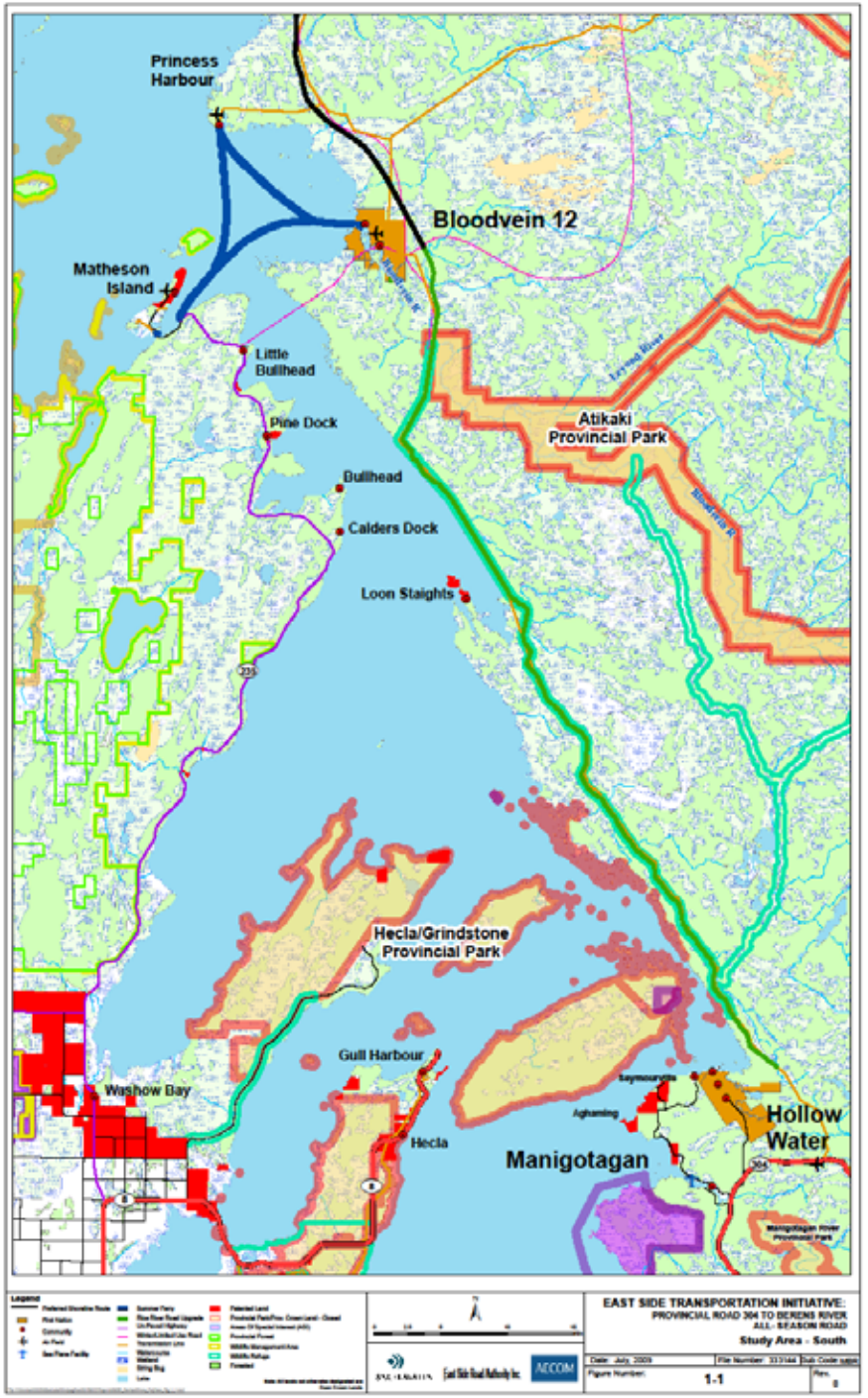
ROUTE SELECTION

- Function Design to Bloodview (Dillon 2005)
- Detailed Design Km 50 to 88 (AECOM)



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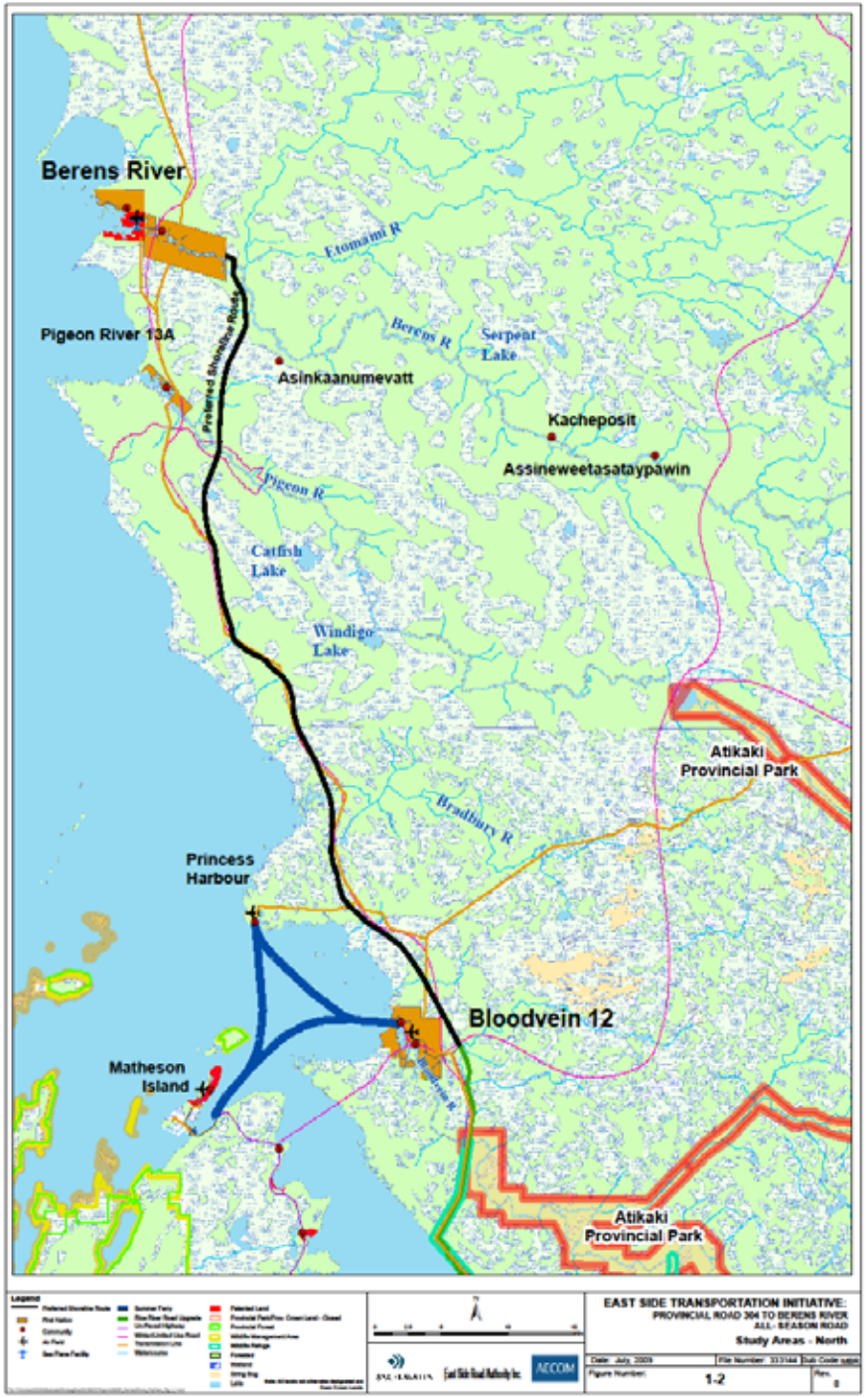
ROUTE SELECTION

- EIA Functional Design Km 88 to 154 (SNC-Lavalin/Mollards/AECOM)



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PR 304 TO BERENS RIVER
Study Scope

- **Community Engagement and Participation Plan:**

Communities voice their opinions, comments and questions on the project.

- **Preparation of an Environmental Impact Assessment (EIA):**

Evaluation of environmental, social and cultural impacts of the all-season road for the community, government to review.

- **Road and Bridge Design:**

Engineering design of all-season road, bridges and other facilities (eg. Culverts, drainage, etc.)

- **MIT Highway Classification – Secondary Arterial/Collector**
- **Design Speed - 100 km/h**
- **Road Surface - Gravel**
- **Roadway Top Width – 10 meters (32.8 feet)**
- **Right-of-Way Width – 100 meters with 60 meters (197 feet) cleared**

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SCOPE-WATER CROSSINGS

The existing bridge structures include:

- **Wanipigow River (km 0.8) – Existing Bailey bridge (width restricted, 3.5 m width), rated to 59 tonnes.**
- **English Brook (km 2.1) – Existing Acrow panel bridge (RTAC loading, 7.3m width).**
- **Steeprock Creek (km 16.0) – Existing Acrow panel bridge (RTAC loading, 7.3 m width).**
- **Rice River (km 30.0) – Existing timber stringers on concrete abutments (HS 25 truck loading, 7.2 m width)**

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SCOPE-WATER CROSSINGS

For the section starting south of the Bloodvein River (km 76.8) and going north to Berens River FN, six major structures have been identified:

- **Bloodvein River Backwater Channel (km 77.4), (proposed box culvert) ;**
- **Bloodvein River (km 77.5), main channel (proposed 36 m long, single span bridge structure with 1.5m deep structural steel girders);**
- **Longbody Creek (km 84) (proposed 42 m long, single span bridge structure with 1.5m deep structural steel girders);**
- **Bradbury River (km 110), (proposed 116 m long, multi-span bridge structure with 1.5 m deep structural steel girders),**
- **Pigeon River (km 133), (proposed 91 m long, multi-span bridge structure with 1.5 m deep structural steel girders),**
- **Berens River (km 155), (proposed 76 m long, multi-span bridge structure with 1.5 m deep structural steel girders),**

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SCOPE-WATER CROSSINGS

In addition, locations where large culverts or bridges may be required have been identified as follows;

- **Loon Creek (km 53),**
- **Pakasekan Creek (km 82),**
- **Petopeko Creek (km 91),**
- **Creek Crossing 3 (km 91),**
- **Creek Crossing 10 (km 144) and**
- **ten other un-named creek crossing locations.**

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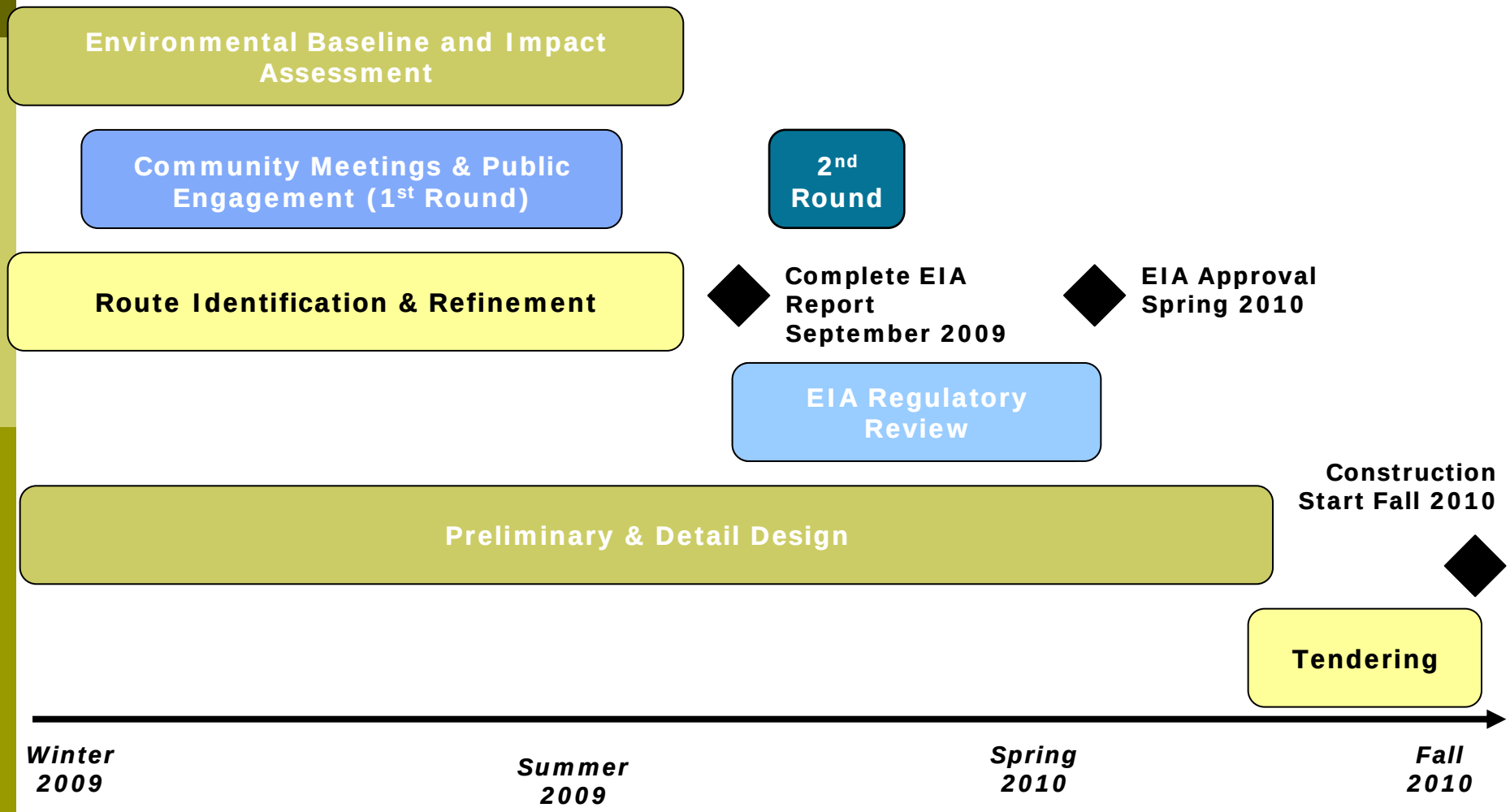
SCHEDULE



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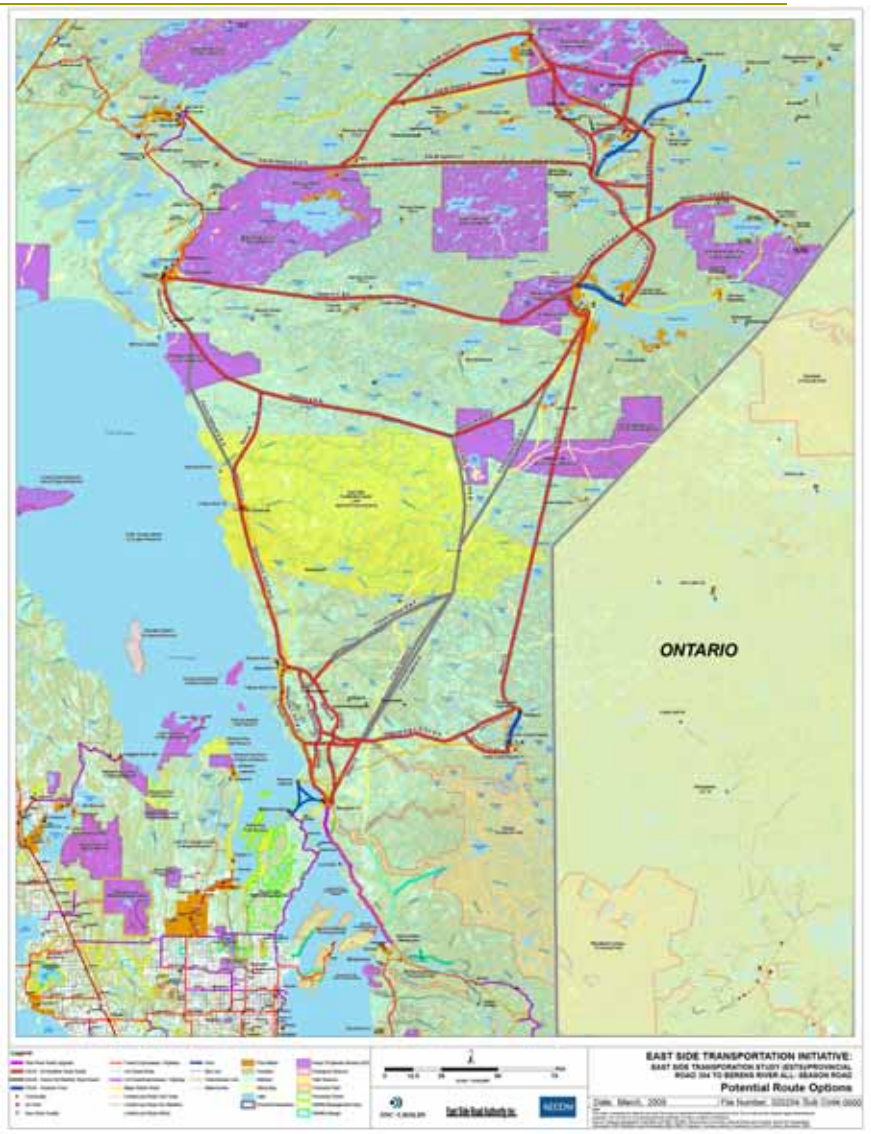
EAST SIDE TRANSPORTATION STUDY ROUTE OPTIONS



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Original Study Scope:

- Terrain Mapping and Route Selection
- Transportation and Network Planning
- Road and Bridge Engineering
- Social, Economic and Environmental Scoping
- Stakeholder and Community Participation
- Multiple Account Evaluation
- Business Case

Additional Scope:

- Traditional Knowledge Studies

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EAST SIDE TRANSPORTATION STUDY

Factors for Comparing Route and Network Options

Technical Criteria

- Suitability of the land, soils and surficial geological deposits to accommodate the road and to provide construction materials for the road.
- Determining the best routes to enhance travel and trade opportunities between the East Side Planning Area and the rest of Manitoba.
- Road construction and bridge costs.

Natural Environment Criteria

- Protection of the natural environment including Areas of Special Interest, species at risk, aquatic habitat, forest cover.

Human Environment Criteria

- Protection of historical sites, archaeological resources, local culture and traditional land uses.
- Enhancement of opportunities for social and economic improvements by providing more reliable access to communities.
- Recognition and protection of traditional land uses, resources and activities.

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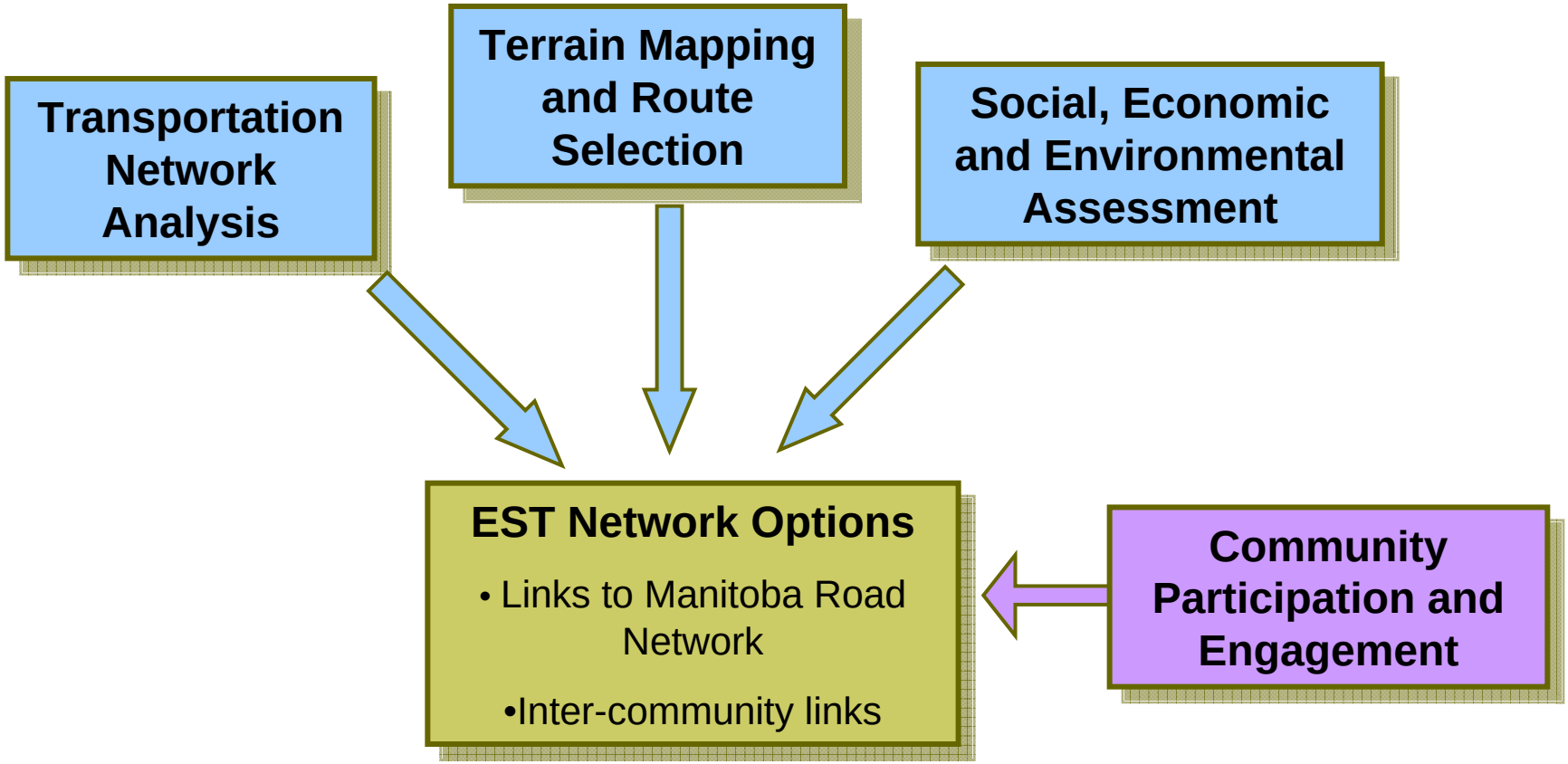
ROUTE SELECTION PROCESS



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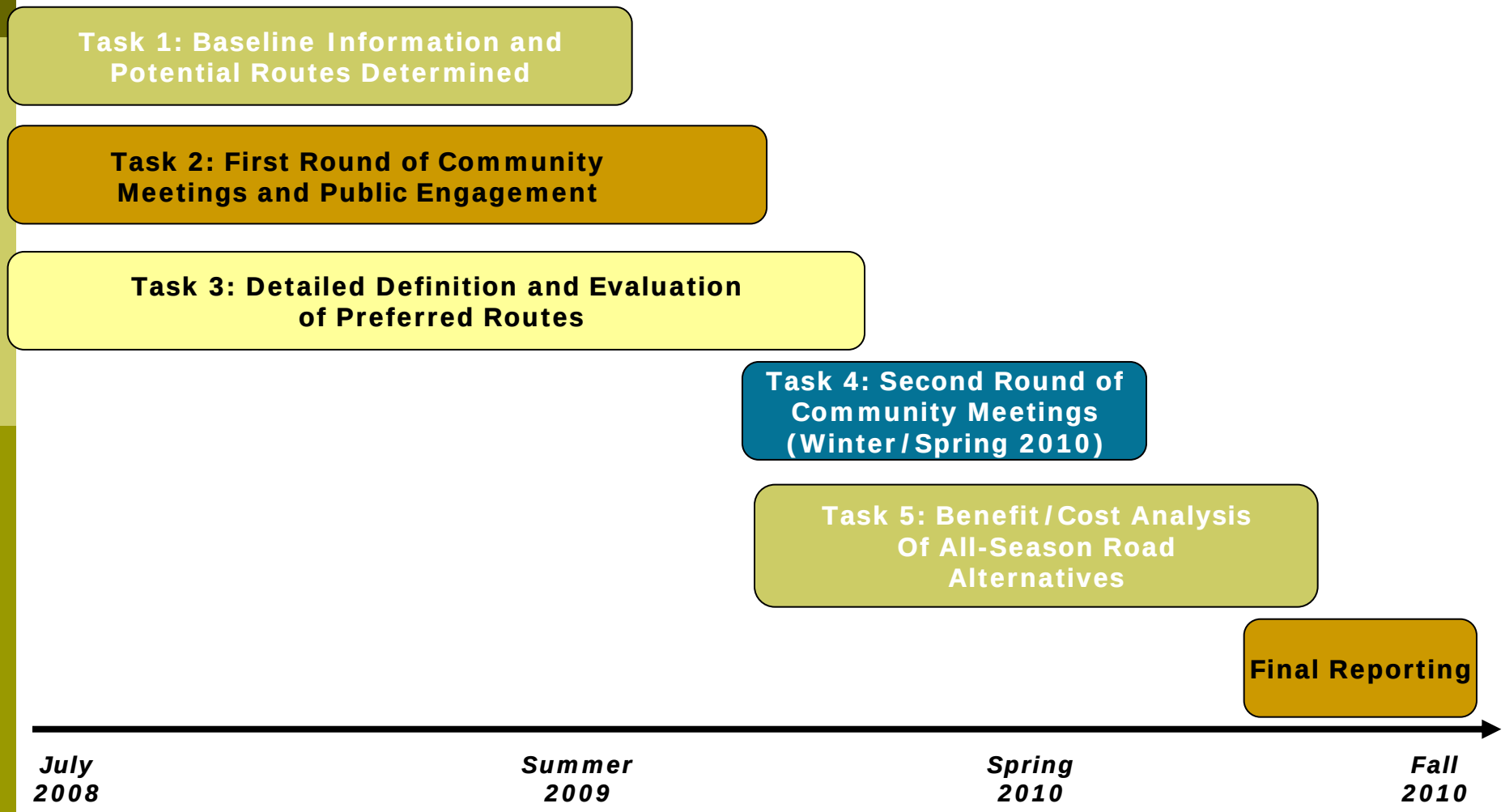

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Contact Information

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