FORM
Preliminary information

1. IDENTIFICATION AND COORDINATES OF THE PROPONENT

1.1 Identification of the proponent	
Name : Direction générale de l'Abitibi-Témiscamingue, ministère des Transports du Québec (MTQ)	
Civic address: 80 avenue Québec Rouyn-Noranda, J9X 3J5	
Postal address (if different from civic address):	
Name and function of the signatory(s) authorized to submit the application: Philippe Lemire, Director General	
Telephone: 819 763-3237	Telephone (other): 819 763-6287
Email: philippe.lemire@transports.gouv.qc.ca	
1.2 Company number	
Québec enterprise number (NEQ): N/A	
1.3 Resolution of the municipal council, band council, northern village, or responsible body	
Not required for the ministère des Transports du Québec	
1.4 Identification of the consultant mandated by the proponent (if applicable)	
Name:	
Civic address:	
Postal address (if different from civic address):	
Telephone: -	Telephone (other): -
Email: @ .	
Description of mandate:	

2. GENERAL PRESENTATION OF THE PROJECT

2.1 Project title
Expansion of an existing quarry and reopening of an old sand quarry at km 58 of route 19900, which connects Lebel-sur-Quévillon and Matagami
2.2 Article of accordance
The municipality of Baie-James received a declaration of exemption on June 5, 2006 (Appendix A), before the operation of the existing quarry. The authorization certificate was then transferred to the ministère des Transports du Québec (MTQ) on January 8, 2015 (Appendix B). The authorized area is 2.9 ha, while the expansion of the quarry and the reopening of the sand quarry covers 9,93 ha. In accordance with Schedule B, paragraph n), of the *Environment Quality Act*, "all borrow pits for highway maintenance purposes" are automatically exempt from the assessment and review procedure. However, Schedule A, paragraph b), subjects "all borrow, sand and gravel pits and quarries, with areas of or over 3 hectares" to the procedure. These two rules being incompatible, the MTQ requests an exemption considering that anticipated impacts are limited (see the next sections).
2.3 Objectives and justification of the project
As detailed in section 3.2 of this form, route 19900 was built several decades ago by forest companies that operated in the area. The construction methods used were typical of those used at that time, meaning it is possible to find wood bridging in the road structure where the soil has a low bearing capacity (e.g., organic soil, muck soil). This information was confirmed with surveys or following culvert replacement works carried out over the last six years. Considering the high number of trucks that use this road (357, based on a detailed physical count performed over two days in

August 2013), the structural capacity of the pavement, as it was first built, is insufficient to keep the road in an acceptable condition in the long term. Photos taken in 2017 show several road deterioration problems (Appendix C) that impact road safety.

To correct these anomalies, the road has to be regravelled (addition of a 15 to 30 cm thick gravel layer) on its gravelled part, located after km 14, to restore the quality of this aging structure. To maximize the efficiency of this operation, which has to be redone at variable intervals (5 or 7 years), road maintenance has to be monitored regularly. For example, changing certain maintenance methods with the grader could eliminate several recurrent flaws (e.g. loss of materials at the centre of the road, gravel windrows that prevent the water from flowing off the pavement).

In order to carry out a first regravelling operation in summer 2022, the WSP firm estimated that 90 000 m^3 of granular materials — produced in a quarry to meet MTQ standards — are required. The requested 3,15 ha extension of the quarry (see Appendix D), with a capacity of approximately 180 000 m^3, will meet the needs of at least 2 maintenance and improvement cycles as well as emergency work, if needed (e.g. replacing culverts following an exceptional flood).

2.4 Brief description of the project and alternatives

Geodefor's technical study, which was conducted before the initial development of the quarry in the mid-2000s, showed that the best location to obtain granular materials for the foundation and surface of a gravel road (MG-20 and MG-50) was at the quarry at km 58 (formerly known as km 46 or borrow pit 23, see Appendix E). A qualitative assessment of materials conducted in 2014 by Qualitas confirmed the inherent quality of the rock for road works (Appendix F).

More recently, Poly-Géo's 2019 report showed that the extension of the current quarry contains enormous amounts of materials that are suitable for the road repair work. It also indicated that the old sand quarry located just south, Depot D-18, would make it possible to enrich the aggregates produced at the quarry at km 58 (Appendix G). The inspection conducted in 2021 confirmed the potential of this old sand quarry (Appendix H).

The report stated that the extension of the existing quarry was the best option to obtain granular materials near the airport. For this purpose, the authorized 2.9 ha site will have to be extended to 6,05 ha to ensure the granular material supply over several years to improve the strategic road link between Lebel-sur-Quévillon and Matagami, as indicated in sections 2.2 and 2.3 of this form. The option to extend the existing quarry and reopen an old sand quarry prevents the disturbance associated with exploiting another "untouched" site.

2.5 Related activities

The extension of the existing quarry at km 58, as well as the reopening of the old sand quarry D-18 identified in Poly-Géo's 2019 report, will make it possible to carry out improvement work on route 19900 (regravelling with granular materials, replacement of culverts, etc.). However, these road maintenance works are exempted from the assessment and review procedure.

3. PROJECT LOCATION AND SCHEDULE

3.1 Identification and location of the project and its activities

Quarry at km 58 of road 19900 (formerly R-1005) —Noyelles township, Eeyou Istchee James Bay Regional Government

Land categories (I, II and III): III

Geographical coordinates in decimal degrees of the central point of the project (for linear projects, provide the coordinates of the project start and end point):

Central point or start of the project: Latitude: 49° 27' 24" N Longitude: 77° 16' 30" O

Project end point (if applicable) : Latitude: Longitude:

3.2 Description of the project site

Route 19900 (formerly known as route R-1005) is 107 km long — only the first 14 km being paved — and connects the municipalities of Lebel-sur-Quévillon and Matagami. Built several decades ago, the road is mostly used for forestry and mining operations. Other users also use it occasionally for

other purposes (hunting, fishing, etc.). It is also used to deliver materials to Baie-James in some cases.

Route 19900 is owned by the ministère de l'Énergie et des Ressources naturelles. In 2013, the MTQ was mandated with the maintenance and repair works to bring the road into compliance with MTQ standards and requirements.

For this purpose, the MTQ delegated the Société de développement de la Baie-James to carry out the regular maintenance and certain repair works on the roadway and culverts. A large amount of granular material is required for these works (sand and gravel), justifying the great need to extend the existing quarry at km 58 and reopen an old sand quarry located nearby to enrich the produced crushed stone with sand (see Quarry MTQ-CA-60 and Sand Quarry D-18 on the map in Appendix I)

3.3 Project schedule

The expansion of the existing quarry and the reopening of part of the former sand pit are to begin in the summer of 2012. The granular materials thus produced will be used to resurface the road segment that has degraded over the years (km 14 to 107; refer to section 3.4). Given the available budgetary envelopes, it is likely that the works will be carried out over a period of 3 years.

3.4 Location plan

The location plan in Appendix J shows the location of the authorized existing quarry in relation to the road connecting Lebel-sur-Quévillon and Matagami. The plan in Appendix D shows the planned extension of the quarry as well as the part of the old sand quarry to be reopened.

4. INFORMATION AND CONSULTATION ACTIVITIES OF THE PUBLIC, ABORIGINAL COMMUNITIES AND USERS OF THE TERRITORY

4.1 Information and consultation activities carried out

MTQ, with a mineral exploration company, is a joint holder of mining claim CDC 2448456, which gives it the right to extend the quarry at km 58 (Appendix K). According to the inventory conducted by Poly-Géo, the closest Indigenous camp is located about 10 km south-east of the existing quarry (Appendix L). No impacts are anticipated on this camp. Also, after verification with the ministries responsible for issuing sectoral permits and once the declaration of exemption is obtained, the ministries will be responsible for conducting the consultation with Indigenous communities. The ministère de l'Énergie et des Ressources naturelles is responsible for the update of the exclusive lease for the existing quarry (Appendix M), and the ministère de la Forêt, de la Faune et des Parcs, for tree-clearing operations on a part of the existing quarry expansion and the reopening of a section of the old sand quarry (Appendix N).

4.2 Information and consultation activities planned during the environmental and social impact assessment procedure

N/A for our request for exemption

5. DESCRIPTION OF THE MAIN ISSUES[1] AND IMPACTS OF THE PROJECT ON THE RECEIVING ENVIRONMENT

5.1 Description of the main issues of the project

The main issues of the quarry expansion work and the reopening of a part of the old sand quarry are described in detail in the next section and are mainly related to noise, air, soil, and flora and fauna.

5.2 Description of the main anticipated impacts of the project on the receiving environment

<u>Noise and air</u>

The noise made by the work is an anticipated impact for the population. As in any construction

project, a certain level of air pollution is to be expected during the crushing and screening operations at the quarry. This an inherent impact of the project that can be mitigated with appropriate construction and maintenance methods. Additionally, these impacts are considered minimal as the work will not be carried out near any dwellings. Regarding the dust produced by crushing operations, the equipment used complies with the standards set in the *Regulation respecting sand pits and quarries*.

Soil

In order to minimize impacts on soil, the area of the quarry that is already operated will be used for crushing and screening operations as well as the temporary storage of crushed materials. Anticipated impacts of the construction work on soil quality are mostly related to the risk of soil contamination due to accidental spills. While this contamination risk as well as waste management remain the responsibility of the contractor, they must be managed in compliance with the requirements of section 11.4.7 of the *Cahier des charges et devis généraux* (CCDG) (see Appendix O).

If contaminated soil was found in the work site, it would be managed in compliance with the regulations in force, such as the Soil Protection and Contaminated Sites Rehabilitation Policy and the *Regulation respecting the burial of contaminated soils*.

It should be noted that the movement of machinery will be limited to the width of the pavement of the old access road in order to minimize the impacts on soil when accessing the part of the old sand quarry located just south of the existing quarry.

Flora and fauna

Based on the advice obtained from the Centre de données sur le patrimoine naturel du Québec, there are no plant species designated as threatened or vulnerable, or likely to be designated as such, or rare species near the existing quarry and the sand quarry to be reopened (Appendix P). The advice on fauna indicates that there are no animal species at risk (threatened or vulnerable or likely to be designated as such) in or near the study area (Appendix Q). However, as recommended by the ministère de la Forêt, de la Faune et des Parcs, the MTQ will make an in-depth visit of the site before beginning the operations to detect the presence of sensitive bird species (e.g., bank swallow, common nighthawk) or their nest in order to implement appropriate protection measures as needed.

Other mitigation measures

In addition to laws and regulations, the regular CCDG mitigation measures will be implemented to mitigate the various impacts (Appendix O). For example, section 10.4, “Protection de l’environnement” (environmental protection) describes different measures to implement to limit the risks mentioned in this section, including the protection of lakes, watercourses and wetlands, sediment retention and erosion protection structures, and noise management. This is supplemented by provisions that control dynamiting (sections 11.4.3.3.5 and 11.4.4, and the monitoring guide), the contractor’s obligations and responsibilities, and site restoration. Finally, in addition to the regulation on quarries and sand quarries, the quarry will be operated in accordance with the provisions of section 11.14, “Fourniture de carrière ou de sablière” (quarry or sand quarry supply), of the CCDG.

Based on the data available in the government information system, no archeological site listed by the ministère de la Culture et des Communications (MCC) is located near the existing quarry and the old sand quarry (Appendix R). However, if remains or artefacts are incidentally discovered during the work, operations will be interrupted without delay. The MCC will then be informed so it can communicate the appropriate mitigation measures to be implemented to the MTQ.

6. GREENHOUSE GAS EMISSION

6.1 Greenhouse gas emission

The main anticipated sources of GHG emissions are related to the mechanical equipment needed to carry out the work (trucks, pull shovels, crusher, etc.). However, GHGs will only be emitted during the work periods spread out over time (a few weeks every year, depending on the scale of the maintenance and improvement work that need granular materials).

7. OTHER RELEVANT INFORMATION

7.1 Other relevant information
After the declaration of exemption from the assessment and review procedure is obtained, the technical information required under chapter 1 of *Environment Quality Act* will be transmitted to the MELCC regional office to obtain the required approvals, i.e. the approval for the extension of the existing quarry and a statement of compliance for the reopening of the sand quarry.

8. DECLARATION AND SIGNATURE

8.1 Declaration and signature
I certify that : *1° the documents and information provided in this preliminary information form are accurate to the best of my knowledge.* *Any misrepresentation may result in sanctions under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluating Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Environmental assessment register.*
First and last name
Philippe Lemire, Director General
Signature
Date
December 1st, 2021