

SOCIÉTÉ DE DÉVELOPPEMENT DE LA BAIE-JAMES (SDBJ)  
REPORT NUMBER: 211-10477-00

# BILLY-DIAMOND ROAD AND CHISASIBI ROAD MAINTENANCE AND REHABILITATION WORK 2023/2024

APPLICATION FOR AN EXEMPTION NOTICE FOR THE OPENING  
OF NEW QUARRIES AND USING MOBILE ASPHALT PLANTS

FEBRUARY 2023





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SOCIÉTÉ DE DÉVELOPPEMENT DE LA  
BAIE-JAMES (SDBJ)

FINAL REPORT

PROJECT NO.: 211-10477-00

DATE: FEBRUARY 2023

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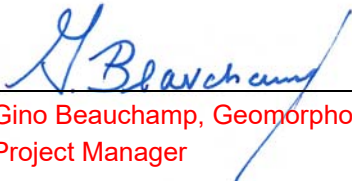
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# PRODUCTION TEAM

## JAMES BAY DEVELOPMENT CORPORATION (JBDC)

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## *Reference to be cited:*

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WSP. 2023. *BILLY-DIAMOND ROAD AND CHISASIBI ROAD MAINTENANCE AND REHABILITATION WORK 2023/2024. APPLICATION FOR AN EXEMPTION NOTICE FOR THE USE OF A MOBILE ASPHALT PLANT INSIDE EACH OF THE QUARRIES LOCATED AT KM 168 AND 207,9 ON JAMES BAY ROAD. FORM PRODUCED FOR THE SOCIÉTÉ DE DÉVELOPPEMENT DE LA BAIE-JAMES (SDBJ). FORM AND APPENDIX.*



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# 1 FORM





# FORM

## Preliminary information

### PREAMBLE

The James Bay and Northern Québec Agreement (JBNQA), by its chapters 22 and 23, establishes a system of protection for both the natural and social environment in the James Bay and Northern Quebec region. Depending on the type of project, some aspects of these chapters may report under the responsibility of the Government of Canada, or the Government of Québec or both levels of government. Some projects can also be reported under the responsibility of the Cree Nation Government, notably for projects conducted on Category IA lands. Title II of the [Environment Quality Act \(EQA\)](#) presents the environmental and social impact assessment and review procedures applicable in the James Bay region (section 133 of the EQA) and in Northern Quebec (section 168 of the EQA).

The projects mentioned in schedule A of the EQA are subjected to one of the procedures applicable in the Northern environment, contrary to those mentioned in schedule B, which are exempt from the procedures. Projects not outlined in either schedule are considered "grey zone" projects. Anyone who intends to undertake a project in a northern environment covered by schedule A of the EQA must apply for a certificate of authorization. For "grey zone" projects, a proponent must request an attestation of exemption and the Provincial Administrator will confirm to him, after analysis of the project by the northern committee concerned, whether the project is not subject to the [Environmental and social impact assessment and review procedure](#) or if it is subject to it. In the first case, an attestation of exemption will be issued to the proponent for the project and, in the second, a directive will be prepared and sent to him, which will indicate the nature, scope and extent of the impact study he must prepare. Thus, except for the projects listed in schedule B, a proponent must file a preliminary information form with the Provincial Administrator of the JBNQA.

If necessary, it is possible to confirm whether your project corresponds to an activity listed in schedules A and B of the EQA or a "grey zone" by sending an e-mail request for verification of exemption, including a short description of your project, its location and the anticipated impacts at the following email address: [dgees-assujettissement@environnement.gouv.qc.ca](mailto:dgees-assujettissement@environnement.gouv.qc.ca).

The preliminary information form is used to describe the general characteristics of a project. It must be completed in a clear and concise manner and the information must be limited to the elements that are relevant for a proper understanding of the project, its anticipated impacts, and possible ramifications.

In accordance with the EQA, the preliminary information form is either sent to the Evaluating Committee (COMEV), if the project concerns the region south of the 55th parallel (James Bay), or to the Kativik Environmental Quality Commission (KEQC), if the project concerns the region north of the 55th parallel (Nunavik). These two committees review the preliminary information and, in the case of projects covered by schedule A of the EQA, produce a recommendation on the directive indicating the nature, scope and extent of the study impact that the proponent must prepare. For "grey zone" projects, these committees produce a recommendation (COMEV) or a decision (KEQC) on whether the project is subjected to or exempt from the procedure. These recommendations and decisions are then forwarded to the Provincial Administrator who communicates his decision to the proponent. The proponent may be issued an attestation of exemption for projects that are exempt from the procedure or issued a directive for those subjected to the environmental and social impact assessment and review procedure.

The Evaluating Committee is a tripartite advisory body composed of representatives appointed by the Cree Nation Government and representatives of the Government of Canada and the Government of Quebec. The Kativik Environmental Quality Commission is a bipartite body of Inuit or Naskapi representatives appointed by the Kativik Regional Government and representatives of the Government of Quebec. While performing their duties, both bodies pay particular attention to the following principles, which are outlined in sections 152 and 186 of the EQA:

- a) the protection of the hunting, fishing and trapping rights of the Native people;
- b) the protection of the environment and social milieu;
- c) the protection of the Native people, of their societies, communities and economy;
- d) the protection of the wildlife, of the physical and biological milieu and of the ecological systems of the territory;
- e) the rights and guarantees of the Native people in Category II lands;
- f) the participation of the Crees, Inuit and Naskapis in the application of the environmental and social protection regime provided for in this division;
- g) any rights and interest of non-Native people, and
- h) the right of the persons acting lawfully to carry out projects in the territory.

Also note that the preliminary information form will be published in the [Environmental assessment register](#) (French only) as defined in section 118.5 of the EQA but only for projects for which a directive will be issued. The [COMEV](#) and [KEQC](#) also publish preliminary information form on their websites.

Since May 2022, the applicant for any authorization must produce, as a condition for the issuance of an authorization, the applicant's declaration of background (déclaration d'antécédents). This declaration replaces the declaration of the applicant. You will find the form to be completed at the following address: <https://www.environnement.gouv.qc.ca/evaluations/declaration-antecedents.pdf> (French only).

The preliminary information form must be accompanied by the payment, charging the proponent for services provided under the environmental authorization system. This payment can be made by check to the ministre des Finances or via bank transfer. Details regarding the applicable rates are available in the [Tarification](#) section (French only) of the environmental assessment web page. It should be noted that the MELCCFP will not process the application until payment is received.

Once completed, the proponent must send its preliminary information form together with a letter of transmission, which must be sent to the JBNQA Provincial Administrator:

- Send the electronic copy of the documents (form and letter of transmission) to [reception.30e@environnement.gouv.qc.ca](mailto:reception.30e@environnement.gouv.qc.ca) including the Deputy minister ([marie-josée.lizotte@environnement.gouv.qc.ca](mailto:marie-josée.lizotte@environnement.gouv.qc.ca)) as well as Vanessa Chalifour, coordinator/team leader for northern projects ([vanessa.chalifour@environnement.gouv.qc.ca](mailto:vanessa.chalifour@environnement.gouv.qc.ca)). The letter of transmission must confirm that the hard copies are consistent with the electronic ones. In case of large electronic documents, please consult the last bullet.

- Send a hard copy of the documents (French) to the Deputy minister office at the following address:

James Bay and Northern Quebec Agreement Provincial Administrator  
Deputy minister of the Environment, Fight against Climate change, Wildlife and Parks  
Édifice Marie-Guyart, 30e étage  
675, boul. René-Lévesque Est, boîte 02  
Québec (Québec) G1R 5V7

- Send the other hard copies and the USB keys (including the French and English versions) to the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques at the following address:

Mélissa Gagnon, director  
Direction de l'évaluation environnementale des projets  
industriels, miniers, énergétiques et nordiques  
Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la  
Faune et des Parcs  
Édifice Marie-Guyart, 6e étage, boîte 83  
675, boul. René-Lévesque Est  
Québec (Québec) G1R 5V7

Projects located south of the 55<sup>th</sup> parallel (James Bay)

Nine (9) hard copies, including six (6) in French and three (3) in English

Three (3) PDF copies in electronic format

Additional copies may be requested depending on the scope of the project.

Projects located north of the 55<sup>th</sup> parallel (Northern Quebec/Nunavik)

Fourteen (14) hard copies, including seven (7) in French and seven (7) in English

Three (3) PDF copies in electronic format

Additional copies may be requested depending on the scope of the project.

- If the electronic documents are very large: Inform the Direction de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques ([vanessa.chalifour@environnement.gouv.qc.ca](mailto:vanessa.chalifour@environnement.gouv.qc.ca)) and a secure link allowing you to send your documents on the ShareFile platform will be shared with you. This link will be valid for a period of 7 days. Attach the letter of transmission to the email, indicating that the electronic version will be transmitted via the ShareFile platform of the DGÉES.

## 1. IDENTIFICATION AND COORDINATES OF THE PROPONENT

1.1 Identification of the proponent	
Name : Société de développement de la Baie-James (SDBJ)	
Civic address : 110 Matagami Boulevard	
Postal address (if different from civic address) : PO Box 970, Matagami, Quebec J0Y 2A0	
Name and function of the signatory(s) authorized to submit the application: Angelin Dossou, Directeur de projet, SDBJ	
Telephone : 819-739-4717, ext. 1244	Telephone (other) : 873-995-7276
Email : <a href="mailto:adossou@sdbj.gouv.qc.ca">adossou@sdbj.gouv.qc.ca</a>	
1.2 Company number	
Québec enterprise number (NEQ) :	
1.3 Resolution of the municipal council, band council, northern village, or responsible body	
If the proponent is a municipality, the preliminary information form is accompanied by the resolution of the municipal council, band council, northern village, or the responsible body duly certified authorizing the signatory(s) of the application to present it. Add a copy of the resolution to appendix I.	
1.4 Identification of the consultant mandated by the proponent (if applicable)	
Name : WSP Canada Inc.	
Civic address : 1135 Lebourgneuf Boulevard, Québec, Quebec G2K 0M5	
Postal address (if different from civic address) :	
Telephone : 581-814-5876	Telephone (other) : 418-573-4858
Email : : <a href="mailto:gino.beauchamp@wsp.com">gino.beauchamp@wsp.com</a>	
Description of mandate :	
Rehabilitation and maintenance work will be carried out in 2023 and 2024 for Lot D of the Billy-Diamond Road (PK 380 to PK 460) and the Chisasibi Road (PK 4 to PK 90). This work is part of the Phase 2 intervention plan for the conservation of these two road infrastructures. The work is aimed at rehabilitating the pavement, replacing all the culverts classified D and E, upgrading and/or installing new guardrail sites, upgrading the pavement markings and improving pavement drainage. It should be noted that the Phase 2 intervention plan is a continuation of similar work that was completed during Phase 1 between 2015 and 2021.	

## 2. GENERAL PRESENTATION OF THE PROJECT

2.1 Project title
Project of ... (construction/extension/development/ etc.) of ... (installation/equipment/factory/etc.) in the territory of ... (municipality/village/community) Rehabilitation and Maintenance Work in 2023-2024 on Billy Diamond Road and Chisasibi Road
2.2 Article of accordance
To verify the accordance of your project, indicate which paragraph of schedule A of the Environment Quality Act your project is subjected to, in your opinion, and why (threshold, for example). Indicate if your project is considered a "grey zone" project, if applicable.  The purpose of this application is to verify that the opening of two quarries located at km 454 (Ca-06) and (km 454) along the Billy-Diamond Road (BDR) and two other quarries located at km 37 and km 65 of the Chisasibi Road (CHR) are not subject to the Environmental Quality Act. The extraction areas of the quarries are as follows: <ul style="list-style-type: none"><li>• Ca-06 = 2,63 ha</li><li>• Km 454 = 2.8 ha</li><li>• Km 37 = 2.87 ha</li><li>• Km 65 = 2.92 ha</li></ul>

### 2.3 Objectives and justification of the project

Indicate the main objectives and highlight the reasons for implementing the project.

The Société de Développement de la Baie-James (SDBJ) has mandated WSP Canada Inc. to establish an intervention plan for the conservation of the Billy-Diamond Road (BDR) and the Chisasibi Road (CHR) infrastructures. This mandate is part of a context where there was no intervention of a rehabilitation nature between 1999 and 2014 on these infrastructures. Consequently, the condition of the pavements, culverts, structures and other road devices has deteriorated significantly. In addition, the level of deterioration and the extent of the needs remained unclear in 2014, as the infrastructures had also suffered from a lack of inspection and monitoring. Consequently, in 2015, the SDBJ began major rehabilitation work through the James Bay Road and Chisasibi Road Intervention Plan - Phase 1. The work covered by this plan continued until 2021, allowing, in particular, the rehabilitation of the road surface from km 0 to 380 of the RBD, the rehabilitation of guardrails, the maintenance and repair of various structures and the replacement of 408 culverts.

The RBD is a two-lane, two-way road located in a rural wooded area. The users of this road are primarily the mining and hydroelectric industries, Cree Nation communities, hunters and fishermen, second home owners and tourists. Although the number of users of the road remains low, with an average annual daily flow (AADF) of approximately 160, the importance of this road is undeniable since it is the only land access for 2 Cree Nation communities (north of the section from km 380 to 460), the town of Radisson, the Opinaca mine, potential mining projects and most of the Hydro-Québec James Bay hydroelectric facilities. Its particular use, notably by various industries, results in a high percentage of heavy vehicles of approximately 30%. It should be noted that these figures are deduced from readings taken at the access station located at km 6, as well as from data from various carriers and industries, but are not established by counts carried out with a formal procedure (e.g.: counting station and classification).

The CHR is the main infrastructure to access the community of Chisasibi from the DBR. This infrastructure is essential to the community but also to other users in the region.

The work that will be carried out in 2023 and 2024 is part of the Intervention Plan - Phase 2 concerning the conservation of the Billy-Diamond Road (BDR) infrastructure (km 380 to 460) and the Chisasibi Road (CHR) between km 4 and 90.

### 2.4 Brief description of the project and alternatives

Briefly describe the project (length, width, quantity, voltage, surface, etc.) and for each of its phases (development, construction, and operation and, when appropriate, closure and restoration), briefly describe the main characteristics associated with each of the project alternatives, including planned activities, developments, and construction (deforestation, expropriation, blasting, backfilling, etc.).

As previously mentioned, the planned work on both the DBR and the CHR is as follows:

- culvert replacement;
- pavement structure (correction and wear layer, decohesion, reverse decohesion);
- guardrail replacement;
- pavement marking;
- reprofiling of ditches;

#### Quarry opening

The work will require the supply of granular materials. Currently, the SDBJ has an operating quarry at km 393. However, its location and limited quantities require the opening of two other quarries along the RBD, one is located at km 453.5 and the other at km 454 (see map in Appendix 1). These are located near the RBD but accesses are to be provided as well as the area for the equipment.

The quarries required for the CHR work are located at km 37 and 65. The accesses for these are already existing since old borrow pits are adjacent to the rocky notch that would be exploited. The old platforms of these borrow pits would be used for the equipment work areas, which would avoid causing additional deforestation. The useful period of these quarries is estimated at 2 years. However it is possible that some sources will only be exploited for one year depending on the contractor's strategy and his ability to produce granular materials more or less quickly.

Here is the list of equipment potentially used in the work:

**Partial clearing work:**

- Excavators with chipper heads;
- Mechanical brushcutters;
- 10-wheel and 12-wheel trucks and semi-trailers.

**Dismantling and construction of culverts:**

- Excavators;
- Loaders;
- Bulldozers;
- Compacting rollers;
- Vibratory plates;
- Mini-loader (Bobcat) + mechanical broom;
- 10-wheel and 12-wheel trucks and semi-trailers.

**Pavement rehabilitation work:**

- Excavators;
- Bulldozers;
- Graders;
- Levelers;
- Decohesionizer;
- Aggregate spreaders;
- Compacting rollers;
- Mobile asphalt concrete plant;
- Paving machines;
- Tack coat trucks;
- Material transfer vehicles (MTV);
- Loaders;
- 10-wheel and 12-wheel trucks and semi-trailers.

**Quarry equipment:**

- Drilling machines;
- Crusher;
- Mechanical shovel;
- Screening machine.

If relevant, add to appendix II all the documents allowing to better understand the characteristics of the project (diagram, sketch, cross-section, etc.).

**2.5 Related activities**

Summarize, if applicable, related planned activities (ex: road access, crushing or milling, installation of a cofferdam, stream diversion) and any other projects that may influence the project design.

In addition to the above-mentioned work, a 3-lane boulevard is planned to be built between km 4 and km 10 of the Chisasibi Road. This 3-lane, two-way boulevard (two eastbound and one westbound) will be built between PK 3+809 (intersection of Aschishtuu Street) and 9+026 (intersection of Salt Street). During the consultations, the Chisasibi Band Council informed us that work is planned in this sector by the community. The additional costs associated with this third lane are factored into the price per kilometer for this sector.

### 3. PROJECT LOCATION AND SCHEDULE

<b>3.1 Identification and location of the project and its activities</b>
Name of the municipality, village, or community where the project is located (indicate if several municipalities, villages, or communities are affected by the project):
Land categories (I, II and III): <ul style="list-style-type: none"><li>• BDR (km 380 to 460) = Category III land</li><li>• CHR (km 4 to 90) = Category IA land (km 4 to 38), Category IB land (km 38 to 61) and Category III land (km 61 to 90)</li></ul>
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):  BDR project start point: Latitude: 52.222484; Longitude: -77.066597 BDR project end point: Latitude: 52.720464; Longitude: -77.344920  CHR project start point: Latitude: 53.811791; Longitude: -78.923497 CHR project end point: Latitude: 53.710771; Longitude: -77.746559
<b>3.2 Description of the project site</b>
<p>Describe the main components of the physical, biological, and human environments likely to be affected by the project by focusing on the description on elements considered to be of scientific, social, cultural, economic, historical, archaeological, or aesthetic importance (environmental valued components). Indicate, if applicable, the ownership status of the lands where the project is planned, as well as the main features of the site: zoning, available space, sensitive environments, wetlands and bodies of water, compatibility with current uses, availability services, topography, presence of buildings, aboriginal land use and occupation, etc.</p> <p>This section will describe in general the main components of the RBD section between PK 380 and 460 as well as the section along the CHR. It will then discuss the main components for each of the quarries mentioned.</p> <p><b>Billy-Diamond Road (BDR) and Chisasibi Road (CHR)</b></p> <p><u>Physical</u></p> <p>The morphology of the study area and the nature of the surficial deposits are strongly influenced by the last glacial cycle, specifically the retreat of the Laurentian Ice Sheet. The retreat of the ice front along the study area occurred sequentially from south to north in three distinct stages, the Barlow-Ojibway glacial lake invasion, the Cochrane retreat, and the Tyrrell Sea glaciomarine invasion.</p> <p>The areas between the BDR (km 380 to 460) and the Chisasibi Road are predominantly composed of nearshore and pre-littoral glaciomarine sediments interspersed with undifferentiated till and bedrock hills. The relief of the area is slightly hilly. In terms of hydrography, the main rivers crossed by the road, the Eastmain and the Opinaca for the BDR. Several tributaries crossing the CHR into the Grande Rivière, which runs alongside the road.</p> <p><u>Biological</u></p> <p>Two vegetation sub-zones cover the entire study area, the continuous boreal forest and the taiga. More specifically, there are two bioclimatic domains: the moss spruce forest in the boreal forest subzone and the lichen spruce forest in the taiga subzone. The spruce-moss forest cover is dominated by black spruce. Fire has a strong influence on the forest landscape, with cycles ranging from 100 to 150 years. The dynamics of fire recurrence favours species capable of colonizing post-fire sites, notably jack pine, which is found in greater abundance as one moves northward. Balsam fir sometimes appears on hillsides. Hardwoods are characterized by white birch, aspen and sporadically balsam poplar. The undergrowth is covered by mosses and ericaceous plants. Lichen spruce stands are similar to moss spruce stands, but the black spruce spread is less monospecific and more widespread. The forest floor is mostly covered with lichens. Balsam fir and jack pine are at the northern limit of their ranges. Forest fires are the main natural disturbance.</p> <p>Wildlife habitats are numerous considering the large area of the territory. On the James Bay territory, there are about 40 species of mammals, 238 species of birds and 36 species of freshwater fish, including brook trout, lake trout, walleye and northern pike.</p>

The BDR area is located just south of the proposed Paakumshumwaau-Maatuskaau Biodiversity Reserve located between km 465 and 525. No parks or reserves cross the path of the Chisasibi Road.

### Human

Located in the Nord-du-Québec administrative region, the projected work area provides access to the communities of Wemindji and Chisasibi and the village of Radisson.

The James Bay highway was built in the early 1970s and has since contributed to the development of the road network to reach the various Cree and Jamesian communities, whose total population is estimated at 30,000 people.

From an economic standpoint, the road provides access to several hydroelectric power stations and mining projects. For several years, the road has been used more intensively by the general public for certain activities such as hunting, fishing, snowmobiling, canoeing, ATViing, etc.

### **Quarries (see attached maps)**

#### CA-06 (km 454)

This site is a rocky knoll oriented NE-SW with an approximate height of 25 m (see map in Appendix 1). This quarry is located at km 454 in a sector with a slightly undulating relief and characterized by a dominance of coastal and prelittoral glaciomarine deposits interspersed with undifferentiated tills and rocky hills. This quarry corresponds to a rocky massif constituted by tonalite with amphibolic enclaves.

A few wetlands are located beyond 30 m from the quarry but no watercourse is present.

No camps are present within 1.4 km of the site.

#### Quarry km 454

This quarry would be located approximately 600 m northeast of CA-06. The physical environment is similar to the previous quarry but with the presence of a river located approximately 95 m to the northeast. A 30-m buffer strip has been established to set the quarry limits. An access road of approximately 140 m in length is required and will avoid nearby wetlands and watercourse. Clearing and placement of granular material are required for the road foundation. The work area is annexed to the material extraction area. The equipment including the operation of the mobile asphalt concrete plant will require to be located within the limits of the work area. At this stage, it is not possible to determine the exact location of the plant, as it is up to the mandated contractor to submit its location. The plant will be present for the duration of the work.

A camp is located to the north/east on the other side of the river, over 600 m away.

#### Quarry Km-37 of CCR

This quarry is located at km 37 of the CHR, whose relief is slightly hilly. The rocky knoll is surrounded by coastal and prelittoral glaciomarine deposits or deep-water fine interspersed with some patches of undifferentiated tills and rocky hills. The lithology of the quarry is a tonalite. From a biological point of view, a wetland and hydric environment can be found within 128 m of the extraction area, which is estimated at 2.87 ha. No mining will be conducted below the water table.

The quarry would be accessible by an existing road and an old sand pit located near the rocky knoll would be used as a machinery and material production area. Thus, no access road or work area is required.

A camp is located to the west, more than 825 m from the targeted quarry.

#### Quarry Km 65 of the CHR

This quarry is located at km 65 of the CHR whose relief is slightly hilly. The rock mass is characterized by a tonalite and is surrounded by the same deposits as the previous quarry. From a biological point of view, no wetland or water environment is found within 160 m of the extraction area, which is estimated at 2.92 ha. No mining will be conducted below the water table.

The quarry would be accessible by an existing road to an old sand pit adjacent to the bedrock and would serve as an area for machinery and material production. Thus, no access road or work area is required.

A camp is located over 600 m from the targeted quarry.

### 3.3 Project schedule

Provide the implementation schedule (estimated period and estimated duration of each step of the project) considering the time required for the preparation of the impact study, if applicable, and the progress of the procedure.

The work will be carried out from the spring of 2023 until the end of 2024. The quarries and mobile asphalt concrete units must be operational for this period.

### 3.4 Location plan

Add to appendix III a topographic or cadastral map showing the location of the project and, if applicable, a plan for the location of development or activities on an appropriate scale indicating any existing infrastructure and its relation to the proposed work site.

Each map provided at Appendix 1 shows the extraction area, the topsoil storage area, the approximate location of the equipment and the exclusion zones in relation to water and wetlands.

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

### 4.1 Information and consultation activities carried out

If applicable, indicate the terms and conditions relating to the public information and consultation activities carried out as part of the project design (methods used, number of participants and represented areas ), including those carried out with the local populations, among others the Crees, Inuit and Naskapi, as well as the users of the territory, and indicate, if needed, the concerns raised by the public and whether these concerns were taking into consideration in the design of the project.

A letter of invitation was sent to the communities. Three communities responded (Chisasibi, Weminsji and Waskaganish) and attended the presentations of the Phase II mandate. The presentation to the community of Chisasibi was made on January 28, 2022. Those for the communities of Wemindji and Waskaganish were made on July 6<sup>th</sup> and June 22<sup>nd</sup> respectively.

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

If applicable, indicate the terms and conditions for public information and consultation activities during the environmental and social impact assessment procedure, including those planned for aboriginal communities and users of the territory impacted by the project.

Not applicable.

## 5. DESCRIPTION OF THE MAIN ISSUES<sup>1</sup> AND IMPACTS OF THE PROJECT ON THE RECEIVING ENVIRONMENT

### 5.1 Description of the main issues of the project

Briefly describe the main issues regarding the development, construction, and operation phases and, when applicable, closure and restoration phases of the project.

The work planned for 2023 and 2024 in the Intervention Plan - Phase 2 is to upgrade the Billy-Diamond Road (BDR) infrastructure in Lot D (km 380 to 460) and the Chisasibi Road (CHR) between km 0 and 90 (Lot A).

The supply of granular materials for these works is a major issue. It should be noted that most of the sites located near the road have been exploited and that the sources of materials available for these two lots are very rare. The SDBJ currently owns a quarry at km 293 but the quantities are limited and it is located in the southern part of lot D, which implies long transportation distances and the resulting costs. For the Chisasibi road, the SDBJ has a small bench located at km 49 but the quantities available are also very limited and quality is also an issue to produce the variety of materials required.

The targeted quarries (CA-6, pk 454 for lot D of the RBD as well as km 37 and km 65 of lot A of the CHR) are essential for the supply of materials this year even if the work is spread out until next year.

<sup>1</sup> Issue: A major concern for the government, the scientific community, or the population, including the impacted indigenous communities, and whose analysis could influence the recommendations or decisions of the northern committees regarding the authorization or refusal of a project.



The other challenge is to obtain all the necessary authorizations for the operation of these sites. To this end, lease applications were recently filed with MRNF and ministerial authorizations with MELCCFP will be filed by the end of February.

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

For the development, construction, and operation phases and, when appropriate, closure and restoration phases of the project, briefly describe what are the anticipated impacts of the project on the receiving environment (physical, biological, and human). Briefly outline the planned mitigation or remediation measures, if applicable.

The following is a summary description of the physical, biological and human environment of each of the sites as well as the measures that will be implemented to mitigate the impacts on the environment. It should be noted that a quick visit of the sites allowed us to target the hydric and wetlands environments and other biophysical aspects of interest.

### **Ca-06 of the BDR**

The extraction area of this quarry is evaluated at 2.63 ha (see attached map). The limits of the exploitation and extraction areas are located beyond 30 m in order to avoid any impact on them. The exploitation will be done at more than 1 m above the water table. The stripped soils will be stored during the work and will be reused during the restoration phase of the quarry.

An access road is required and will avoid nearby wetlands and water bodies. The access road will be approximately 450 m long and will require clearing and placement of material for the foundation. The equipment area is adjacent to the material extraction area and will require the installation of a granular platform. The equipment including the operation of the mobile asphalt concrete plant will be located within the limits of the operation area. At this stage, it is not possible to determine the exact location of the plant, as it is up to the mandated contractor to submit its location to the supervisor. The plant will be present for the duration of the work. Finally, the only home in the sector is located more than 600 m from the quarry.

With regard to the human environment, there is no camp within 1.4 km of the site.

Considering that the contractor will comply with the regulation respecting sand pits and quarries (Q-2, r. 7.1) in force concerning quarries and sandpits, with the contractual document and with the measures presented above, the impacts apprehended for the operation of this quarry and the use of the mobile asphalt concrete plant are considered low. This quarry will be restored in accordance with the Q-2, r. 7.1.

### **Km 454 of the BDR**

This quarry would be located approximately 600 m northeast of CA-06. The physical environment is similar to the previous quarry but with the presence of a river to the northeast. A 30-m buffer strip has been established to set the quarry limits. An access road of approximately 140 m in length is required and will avoid nearby wetlands and water bodies. Clearing and placement of material is required for the road foundation. The work area is annexed to the material extraction area. The equipment including the operation of the mobile asphalt concrete plant will require that it be located within the limits of the work area. At this stage, it is not possible to determine the exact location of the plant, as it is up to the mandated contractor to submit its location. The plant will be present for the duration of the work.

A camp is located to the north/east on the other side of the river at 601 m.

Considering that the contractor will comply with the regulation respecting sand pits and quarries (Q-2, r. 7.1) in force, the contractual document and the measures presented above, the impacts apprehended for the operation of this quarry and the use of the mobile asphalt concrete plant are considered low. This quarry will be restored in accordance with the Q-2, r. 7.1.

### **Km 37 CHR**

This quarry would be located at km 37 of the CCH whose relief is slightly undulating. The rocky massif is surrounded by coastal and prelittoral glaciomarine deposits or deep-water endcrops interspersed with a few patches of undifferentiated tills and rocky hills. The lithology of the quarry is a tonalite. From a biological point of view, a wetland and hydric environment can be found within 128 m of the extraction area, which is estimated at 2.87 ha. The operation will take place at more than 1 m above the water table.

The quarry would be accessible by an existing road and an old sand pit located near the bedrock would be used as a machinery and material production area. Thus, no access road or work area is required. A camp is located to the west, more than 825 m from the targeted quarry.

Considering that the contractor will comply with the regulation respecting sand pits and quarries (Q-2, r. 7.1) in force, with the contractual documents and with the measures presented above, the impacts apprehended for the operation of this quarry and the use of the mobile asphalt concrete plant are considered low. This quarry will be restored in accordance with the Q-2, r. 7.1.

#### **Km 65 of the CHR**

The extraction area of this quarry is estimated at 2.92 ha (see map appendix). There are no wetlands within 160 m of the area. The operation will take place at more than 1 m above the water table. The stripped soils will be stored during the work to be reused during the restoration of the quarry.

It should be mentioned that an access road is present to access the rock mass. The operating area for the equipment and the mobile bituminous concrete plant will use the old platform of the bench annexed to the rock mass in order to avoid disturbing the natural environment.

Considering that the contractor will comply with the regulations in force on quarries and sandpits, the contractual document ("Environmental Protection" and other specifications) and the measures presented above, the impacts apprehended for the operation of this quarry and the use of the mobile bituminous concrete plant are considered low. This quarry will be remediated in accordance with the Quarry and Sandpit Regulations.

Considering that the contractor will comply with the regulation respecting sand pits and quarries (Q-2, r. 7.1) in force, with the contractual documents and with the measures presented above, the impacts of the operation of this quarry and of the mobile asphalt concrete plant are considered low. This quarry will be restored in accordance with the Q-2, r. 7.1.

For a "grey zone" project, provide sufficient information to assess its environmental and social impacts to determine whether it should be subjected to the environmental and social impact assessment and review procedure. Provide mitigation or remediation measures, if applicable.

## **6. GREENHOUSE GAS EMISSION**

### **6.1 Greenhouse gas emission**

Indicate if the project is likely to lead to the emission of greenhouse gases and, if so, which ones. Briefly describe the main sources of projected emissions at the various phases of the project.

The equipment used for deforestation (beginning of the project), blasting and crushing for the production of materials, the mobile plant for the production of asphalt and the transportation by truck (during work phase) will produce greenhouse gas (CO<sub>2</sub>) emissions.

## **7. OTHER RELEVANT INFORMATION**

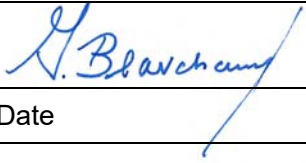
### **7.1 Other relevant information**

Enter any other information deemed necessary for a better understanding of the project.

It should be noted that the Ca-06 quarry at km 454 is located on a mineral claim and that the SDBJ is in the process of acquiring this claim. In addition, lease applications have been submitted to the MRNF for each quarry. Finally, steps were taken with the MELCCFP (industrial sector) before the holidays to find out the procedures for filing permit applications. Thus, ministerial authorizations are currently being produced and will be filed at the end of the month.

*Translated with [www.DeepL.com/Translator](http://www.DeepL.com/Translator) (free version)*

## 8. DECLARATION AND SIGNATURE

8.1 Declaration and signature
<p><b>I certify that :</b></p> <p>1° <i>the documents and information provided in this preliminary information form are accurate to the best of my knowledge.</i></p> <p><i>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.</i></p>
First and last name
Gino Beauchamp
Signature

Date
2023-02-16

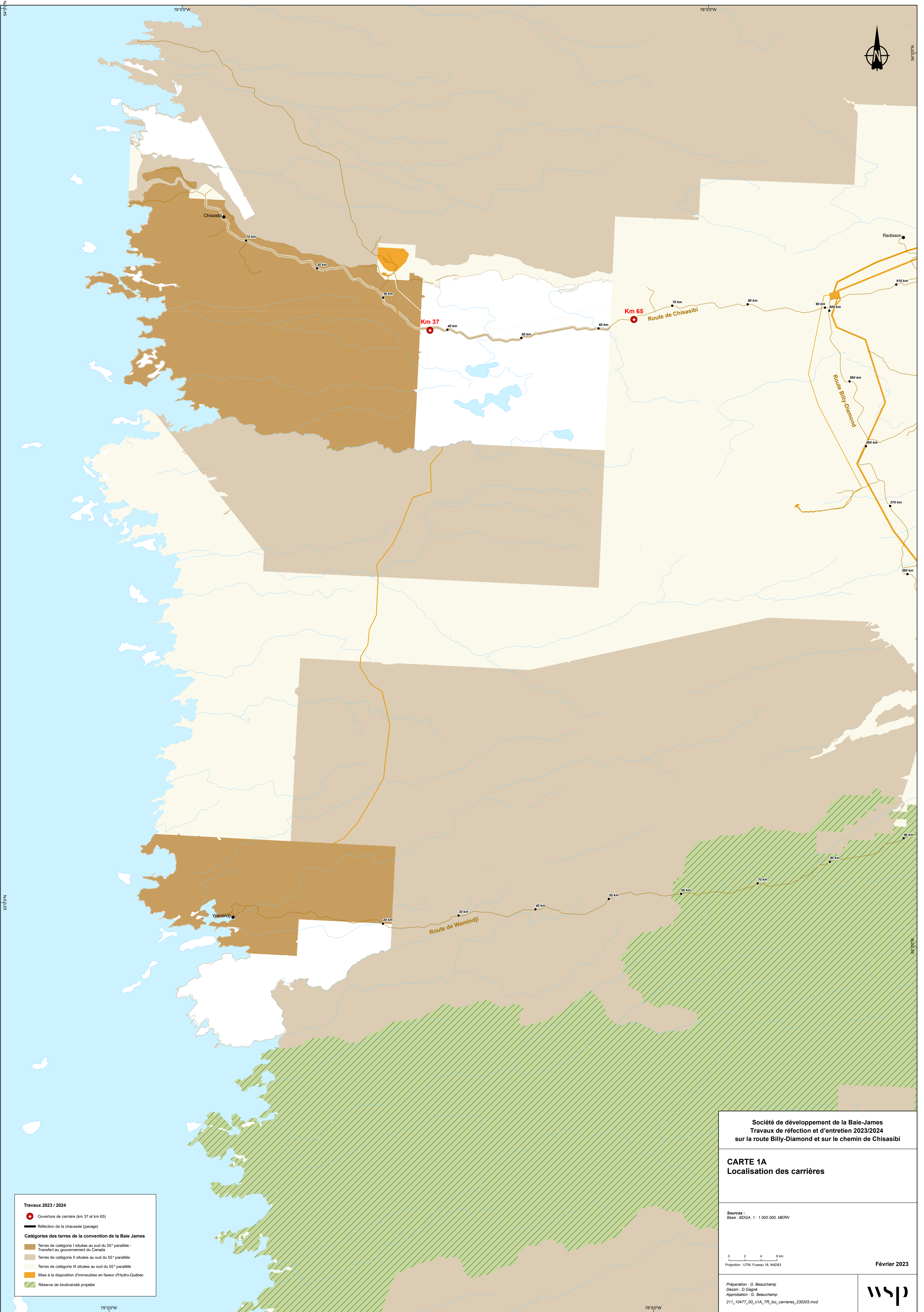


# APPENDIX

**1**

**MAP SHOWING THE LOCATIONS OF  
THE QUARRIES ALONG THE BILLY-  
DIAMOND ROAD AND CHISASIBI ROAD**





**Travaux 2023 / 2024**

- Ouverture de carrière (km 37 et km 65)
- Réfection de la chaussée (pavage)

**Catégories des terres de la convention de la Baie James**

- Terres de catégorie I situées au sud du 55° parallèle - Transfert au gouvernement du Canada
- Terres de catégorie II situées au sud du 55° parallèle
- Terres de catégorie III situées au sud du 55° parallèle
- Mise à la disposition d'immeubles en faveur d'Hydro-Québec
- Réserve de biodiversité projetée

Société de développement de la Baie-James  
 Travaux de réfection et d'entretien 2023/2024  
 sur la route Billy-Diamond et sur le chemin de Chisasibi


**CARTE 1A**  
**Localisation des carrières**

Sources :  
 Base : BDGA, 1 : 1 000 000, MERN

0 2 4 6 km  
 Projection : UTM, Fuzeau 18, NAD83

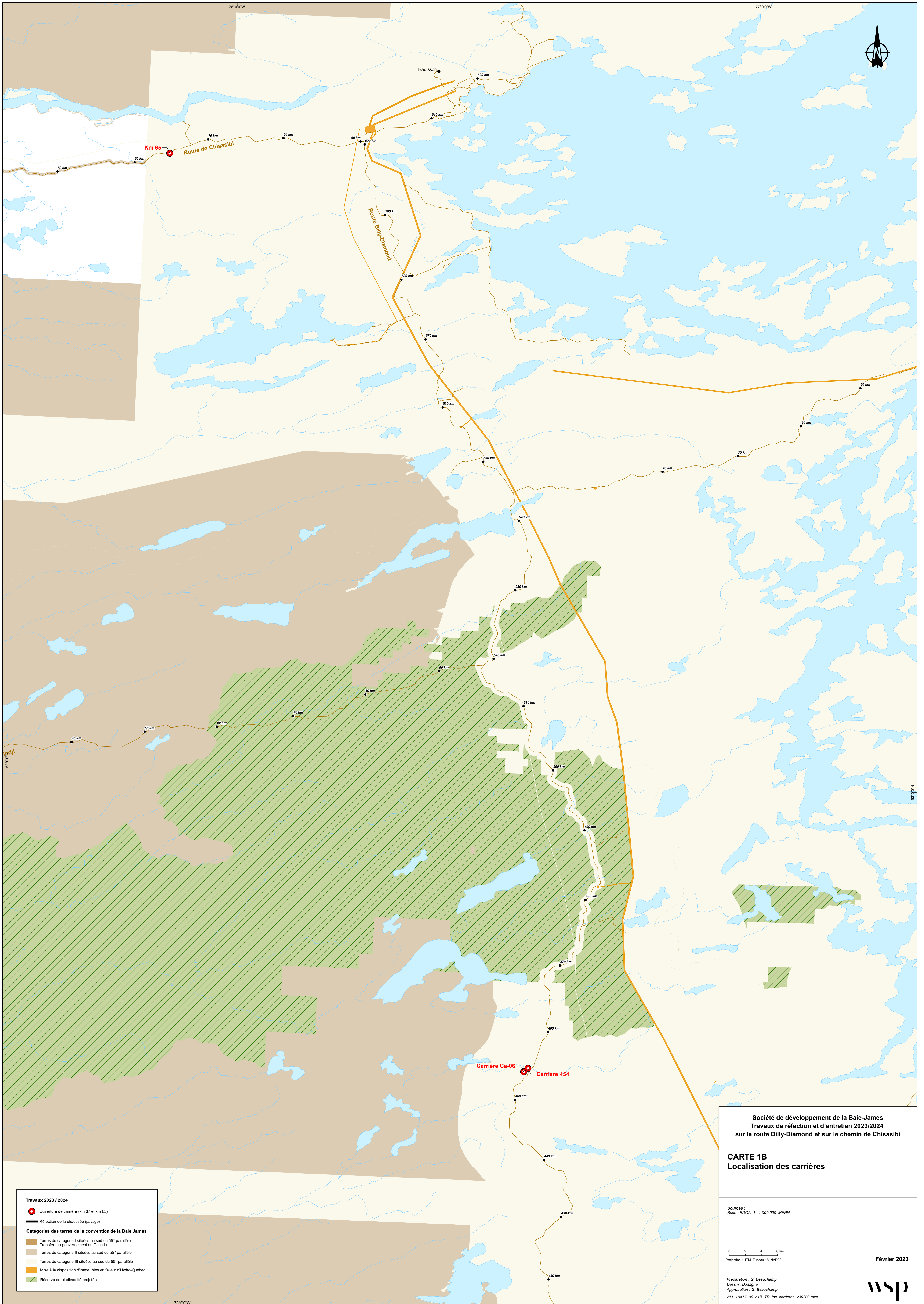
Février 2023

Préparation : G. Beauchamp  
 Dessin : D. Gagné  
 Approbation : G. Beauchamp  
 211\_10477\_00\_c1A\_TR\_loc\_carrieres\_230203.mxd









**Travaux 2023 / 2024**

- Ouverture de carrière (km 37 et km 65)
- Réfection de la chaussée (pavage)

**Catégories des terres de la convention de la Baie James**

- Terres de catégorie I situées au sud du 55° parallèle - Transfert au gouvernement du Canada
- Terres de catégorie II situées au sud du 55° parallèle
- Terres de catégorie III situées au sud du 55° parallèle
- Mise à la disposition d'immeubles en faveur d'Hydro-Québec
- Réserve de biodiversité projetée

Société de développement de la Baie-James  
 Travaux de réfection et d'entretien 2023/2024  
 sur la route Billy-Diamond et sur le chemin de Chisasibi


**CARTE 1B**  
**Localisation des carrières**

Sources :  
 Base : BDGA, 1 : 1 000 000, MERN

0 2 4 6 km  
 Projection : UTM, Fuzeau 18, NAD83

Février 2023

Préparation : G. Beauchamp  
 Dessin : D. Gagné  
 Approbation : G. Beauchamp  
 211\_10477\_00\_c18\_TR\_loc\_carrieres\_230203.mxd





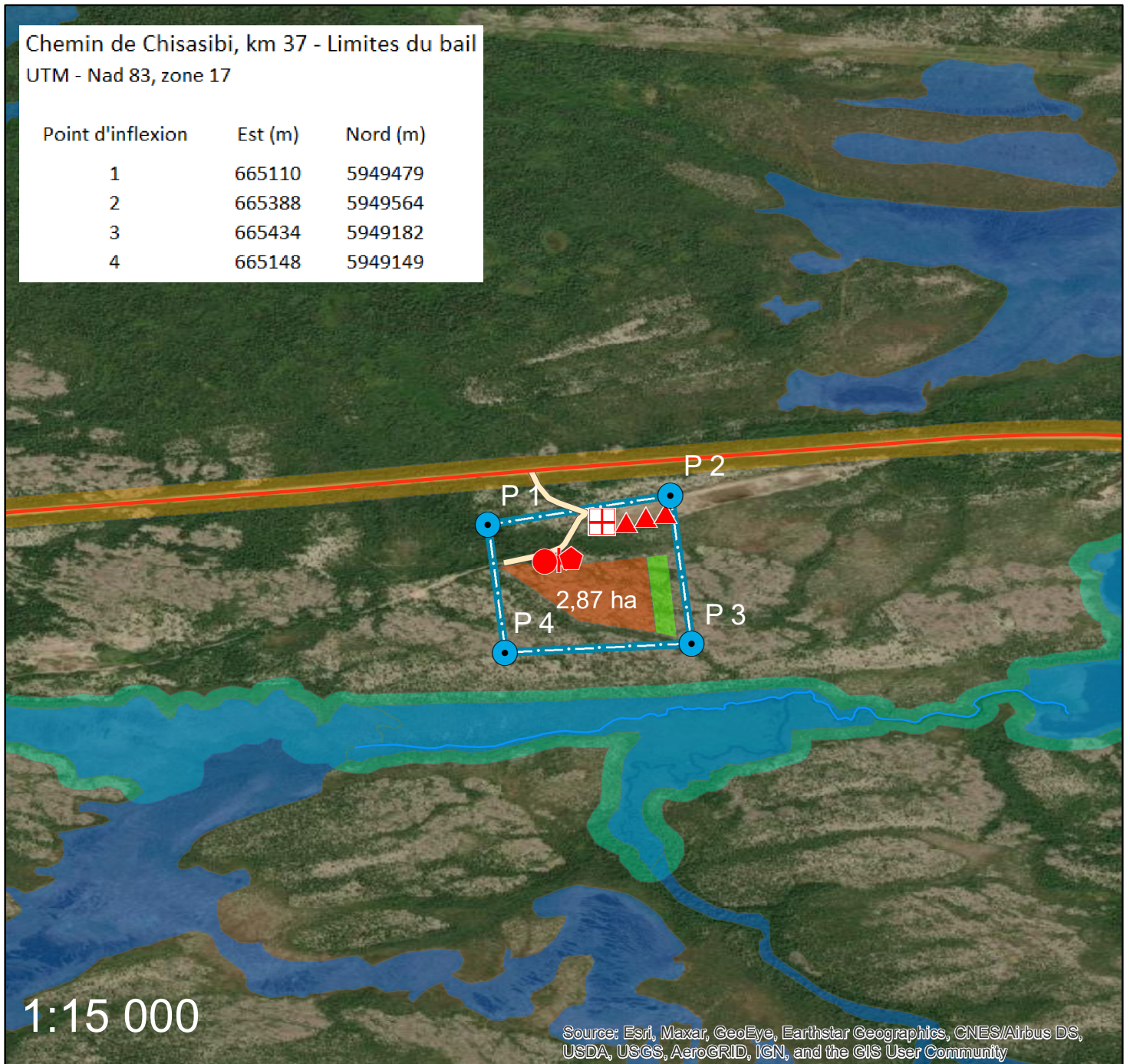


# Nouvelle carrière

## Chemin de Chisasibi, km 37

Chemin de Chisasibi, km 37 - Limites du bail  
UTM - Nad 83, zone 17

Point d'inflexion	Est (m)	Nord (m)
1	665110	5949479
2	665388	5949564
3	665434	5949182
4	665148	5949149



### Légende

- |  |                               |  |                                  |
|--|-------------------------------|--|----------------------------------|
|  | Points d'inflexion            |  | <b>Équipements</b>               |
|  | Aire d'exploitation (10,3 ha) |  | Chargement                       |
|  | Chemin de Chisasibi           |  | Déchargement                     |
|  | Chemins d'accès               |  | Pile de réserve                  |
|  | Cours d'eau                   |  | Concasseur/tamiseur              |
|  | Milieu humide ou hydrique     |  | Usine à béton bitumineux         |
|  | Exclusion de 30 mètres        |  | <b>Aménagements</b>              |
|  | Exclusion de 35 mètres        |  | Aire d'extraction                |
|  |                               |  | Entreposage de la terre végétale |

### Société de développement de la Baie-James

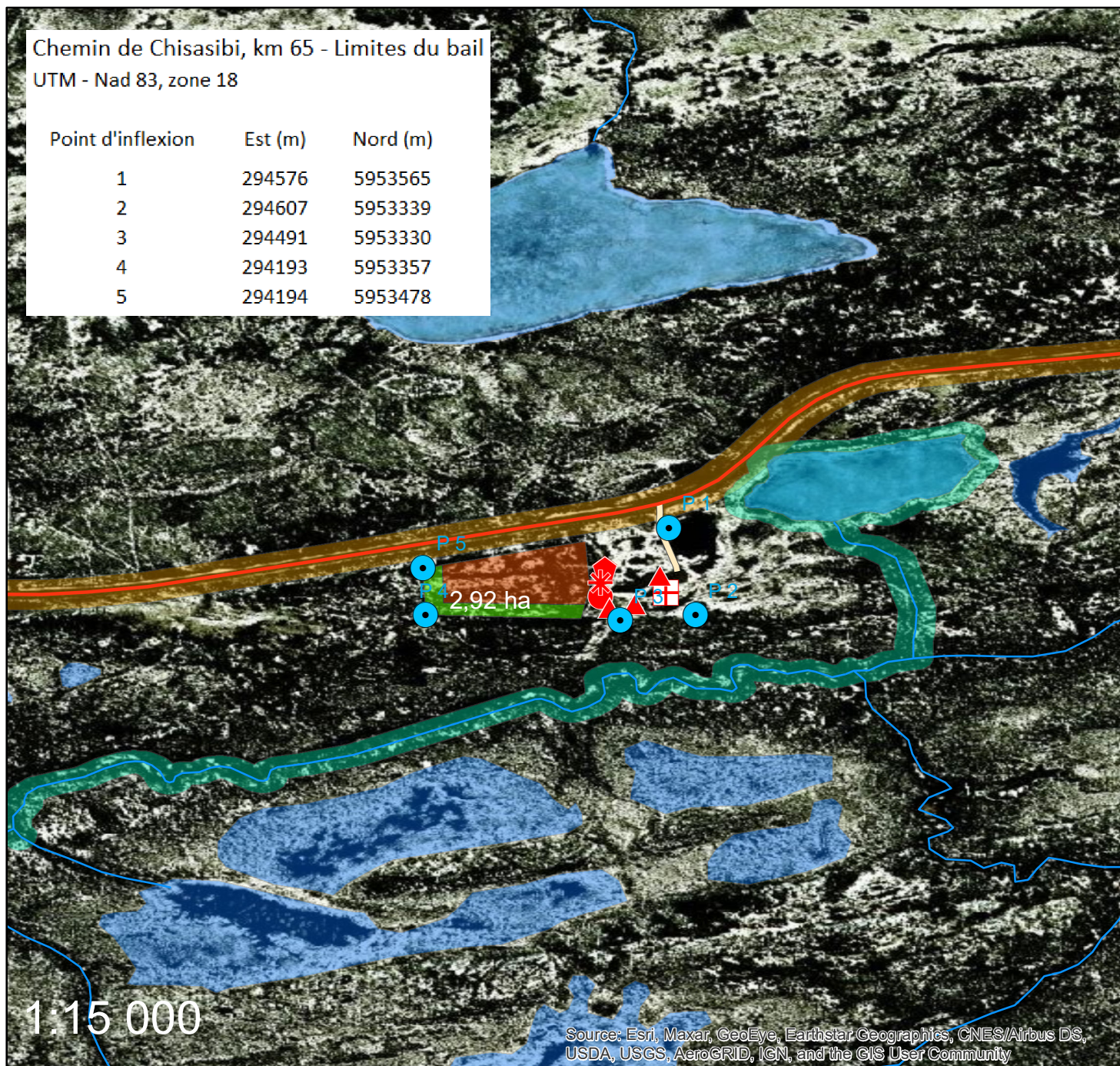
Ouverture d'une carrière  
Plan d'aménagement  
et d'exploitation

Cartographie préparée par  
Martin Filion, ing. f.  
le 13 décembre 2022



# Carrière

## Chemin de Chisasibi, km 65



### Légende

#### Bail, délimitations

- Aire d'exploitation (7,25 ha)
- Point d'inflexion
- Route de Chisasibi
- Chemins d'accès
- Cours d'eau
- Milieu humide ou hydrique
- Exclusion de 30 mètres
- Exclusion de 35 mètres

#### Équipements

- Usine à béton bitumineux
- Chargement
- Déchargement
- Pile de réserve
- Concasseur/tamiseur

#### Aménagements

- Aire d'extraction
- Entreposage de la terre végétale

### Société de développement de la Baie-James

Ouverture d'une nouvelle carrière  
Milieu naturel environnant

Cartographie préparée par  
Martin Filion, ing. f.  
le 13 décembre 2022

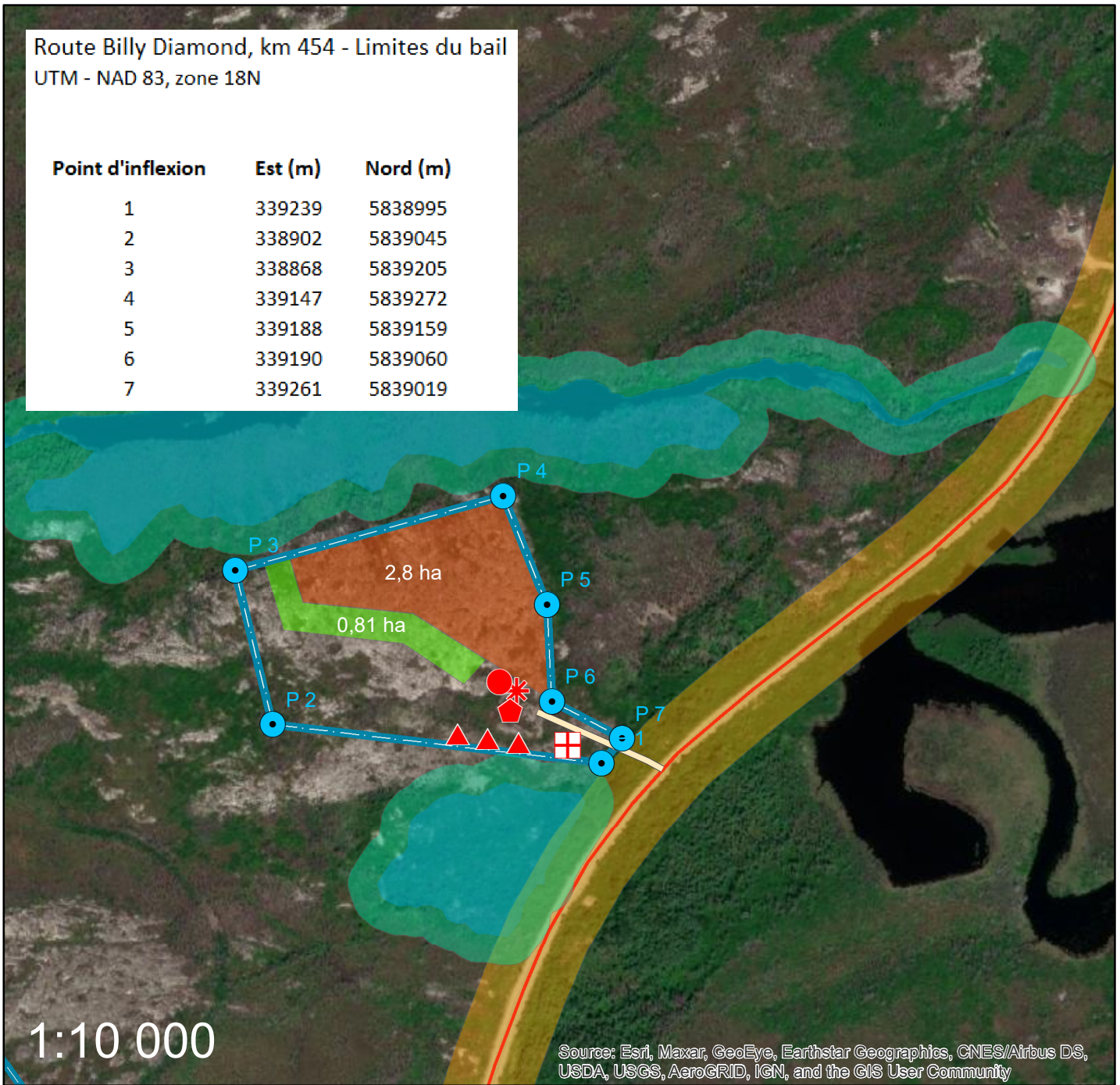


# Nouvelle carrière

## Route Billy Diamond, km 454

Route Billy Diamond, km 454 - Limites du bail  
UTM - NAD 83, zone 18N

Point d'inflexion	Est (m)	Nord (m)
1	339239	5838995
2	338902	5839045
3	338868	5839205
4	339147	5839272
5	339188	5839159
6	339190	5839060 </td
7	339261	5839019



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

### Légende

- Point d'inflexion
- Aire d'exploitation (6,7 ha)
- Route Billy Diamond
- Chemins d'accès
- Exclusion de 30 mètres
- Exclusion de 35 mètres
- Milieu humide ou hydrique
- Équipements**
- Autre équipement
- Chargement
- Déchargement
- Pile concassé
- Concasseur
- Aménagements**
- Aire d'extraction
- Aire d'entreposage de la terre végétale

## Société de développement de la Baie-James

Plan d'aménagement  
et d'exploitation  
d'une nouvelle carrière

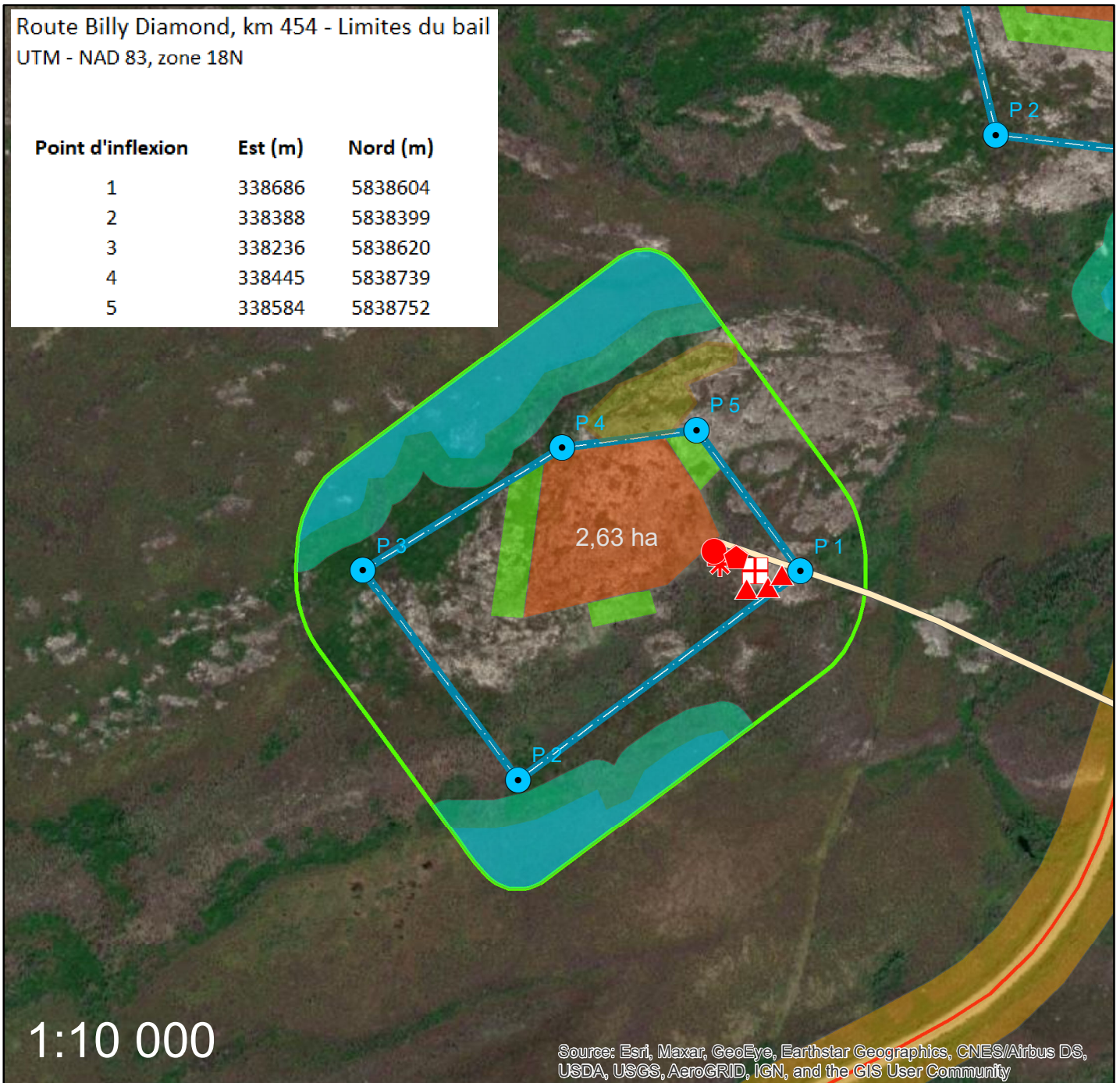
Cartographie préparée par  
Martin Filion, ing. f.  
12 décembre 2022



# Nouvelle carrière (CA-06) Route Billy Diamond, km 454

Route Billy Diamond, km 454 - Limites du bail  
UTM - NAD 83, zone 18N

Point d'inflexion	Est (m)	Nord (m)
1	338686	5838604
2	338388	5838399
3	338236	5838620
4	338445	5838739
5	338584	5838752



## Légende

- Point d'inflexion
- Aire d'exploitation (8,79 ha)
- Route Billy Diamond
- Chemins d'accès
- Exclusion de 35 mètres
- Zone de caractérisation environnementale
- abris potentiel - chiroptères
- Milieu humide ou hydrique
- Exclusion de 30 mètres

## Équipements

- Autre équipement
- Chargement
- Déchargement
- Pile concassé
- Concasseur

## Aménagements

- Aire d'extraction
- Aire d'entreposage de la terre végétale

## Société de développement de la Baie-James

Plan d'aménagement  
et d'exploitation  
d'une nouvelle carrière

Cartographie préparée par  
Martin Filion, ing. f.  
31 janvier 2023