

Date:	October 5, 2017			
	Name and Title / Nom et titre	Department / Ministère	Tel./Tél.	Reference/Réf.
To: À:	Paul Vanderlaan Director	Director, Sustainable Development and Impact Evaluation Branch  Department of Environment and Local Government	444-5382	
From: De:	James Hoyt Director	Design Branch Department of Transportation and Infrastructure	461-4495	File # 196-335
Copies To: A:	Melissa Cummings	Mary Jane Quigley		
Subject: Objet:	<b>Environmental Impact Assessment (EIA) Registration - Bridge Replacement Tracadie River Bridge No. 2 Route 365</b>			

The Department of Transportation and Infrastructure (NBDTI) is proposing the demolition and removal of the existing of Little Tracadie River Bridge and replacing it with the construction of a new Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure.

The proposed project type is specified as an undertaking outlined in Schedule A of the *New Brunswick Environment Impact Assessment Regulation 87-93* under paragraphs:

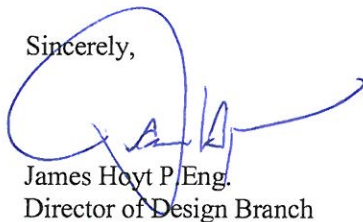
(i) *all causeways and multiple-span bridges;*

As such, the project must be registered with the Sustainable Development and Impact Evaluation Branch, Department of Environment and Local Government for a determination review.

Please find attached one (1) hard copy and one (1) CD containing the EIA Registration Document for the bridge replacement of Little Tracadie No.2 project for your review. Please ensure that the Category 1 registration fee of \$5,500 is journaled to coding 404050 --- BENV E08 BAW012.

If you require additional information during the course of your review, please contact Melissa Cummings at 478-4108. Thank you for your consideration of this matter.

Sincerely,

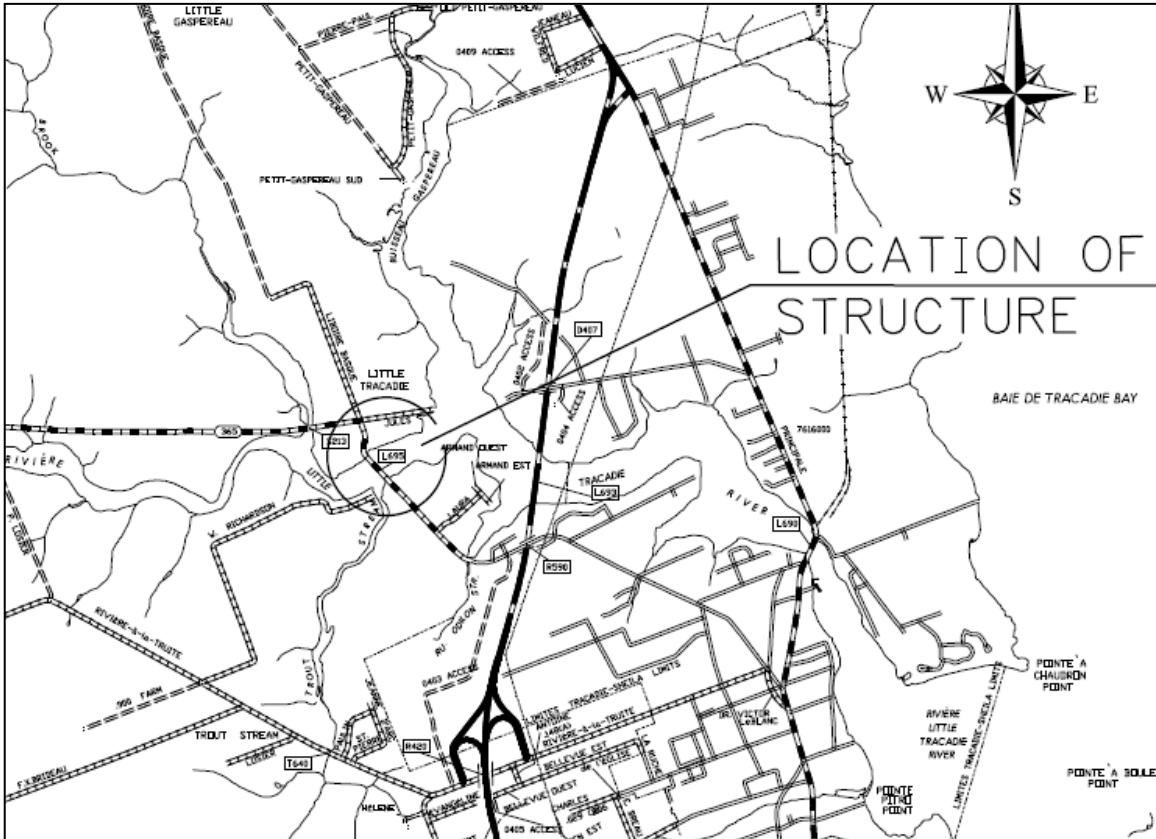


James Hoyt P.Eng.  
Director of Design Branch

Encl.

**REGISTRATION DOCUMENT FOR  
ENVIRONMENTAL IMPACT ASSESSMENT**

**LITTLE TRACADIE RIVER BRIDGE NO. 2 – Route 365  
(Bridge Replacement)**



Submitted to:

Environmental Assessment Branch  
New Brunswick Department of Environment and Local Government

Prepared by:

Mary Jane Quigely, CET  
New Brunswick Department of Transportation and Infrastructure  
October 2017

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## 1.0 THE PROPONENT

Name of Proponent	Province of New Brunswick Department of Transportation and Infrastructure
Address of Proponent	Design Branch Department of Transportation and Infrastructure PO Box 6000 Fredericton, NB E3B – 5H1
Chief Executive Officer	Mr. James Hoyt, P.Eng Director of Design Branch Department of Transportation and Infrastructure (506) 461-4495 James.hoyt@gnb.ca
Contact Person for EIA	Melissa Cummings, P.Eng. Manager, Design Branch Department of Transportation and Infrastructure (506) 478-4108 Melissa.cummings@gnb.ca
Property Ownership	Additional Right-of-way is required for this project.

## **2.0 THE UNDERTAKING**

### **2.1 Name of the Undertaking** **Little Tracadie River Bridge No. 2, Bridge Replacement** **Route 365, Tracadie, NB** **Parish of Saumarez** **Gloucester County**

### **2.2 Project Overview**

Proposed work consists of the following:

- Demolition and removal of the existing 46 meter long multi-span 7.16 meter wide wood stringer structure
- Modification of approach fills at the north and south end of the bridge.

Portions of the north and south approach will be removed in order to accommodate the proposed (longer) bridge. The north and south approaches will be raised and increased in width at their base in order to accommodate the new bridge structure.

- Placement of armour stone along the approach fills
- Construction of a new 52 meter Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure (Appendix A – Preliminary Drawings and Plans - Drawing 1 of 20 - Site Plan and Drawing 4 of 20 –Section of Structure).
- The span will be 6 meters longer and the vertical clearance increase between the water and underside of the new structure will be approximately 500 mm. This minimal vertical increase reduces impacts to the environmental footprint.

It is required that this project be registered with the Project Assessment Branch of the Department of Environment and Local Government as it is listed as (i) a causeway and multiple-span bridge in Schedule A of the April 2012 Guide to Environmental Impact Assessment in New Brunswick.

### **2.3 Purpose/Rationale/Need for the Undertaking**

The existing 46meter long multi-span 7.16m wide wood stringer structure was built in 1949 and requires replacement as it is in advanced deterioration state. The exterior stringers are in poor condition with longitudinal cracks and sound hollow when tapped. They are showing more advanced weathering as a result of exposure to water due to a poor wearing surface over the years. The existing bridge was supported underneath with the use of numerous steel bent frames in 1996/97 and new

armour rock was placed on the north upstream slope in 2007. The bridge has a posted load limit of 20t. Large loads are still crossing this structure which is dangerous and will accelerate the deterioration and eventual failure of the structure. The existing two lane wood superstructure bridge, on steel bents and wood crib abutments will be replaced with a new Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure on concrete abutments to carry Route 365 traffic over the Little Tracadie River. The new structure will be approximately 52 meters in length and the abutments will be located approximately at the same location as the existing abutments. The project also includes the upgrading of Road 365 for an approximate length of 204 meters on the North approach and 116 m on the South approach (See Appendix A Drawing 4 of 20).

## **2.4 Project Location**

The location of the proposed bridge replacement is at Little Tracadie River on Route 365, located in Little Tracadie, near Tracadie, Gloucester County, New Brunswick the (47°31'49.75"N, 64°56'51.90"W). (See location map on title page)

## **2.5 Siting Considerations**

### Option A - Status Quo

The “do nothing approach” is not structurally viable as the existing bridge is in an advanced stage of disrepair. Severe load restrictions exist despite the installation of steel H pile Bents underneath the structure and new armour rock placed on the north upstream slope in 2007. The existing bridge has reached the end of its service life.

### Option B - Decommission Existing Bridge Without Replacement

This option was considered however, traffic counts revealed a high amount of traffic use the bridge daily as it is a primary route to connect local communities to Route 11 and to the Tracadie-Shelia area.

### Option C - Single Span Steel Girder Structure

Option C consists of a single span steel girder structure with a composite concrete deck.

Option C provides a clear span over the waterway. The construction schedule and duration of road closure may be shorter as there are no piers to construct. The higher steel girder depth for the longer single span does produce a larger project footprint outside of the existing causeway and bridge, due to the associated grade change required to construct the approach fills to the new bridge height.

A preliminary cost estimate was developed for this option. The construction cost of \$ 2.055 M includes a significant component for the increase in the height of the causeway approaches at each end. This option has a significant increase in footprint at each end of the approach fills, resulting in impacts on the environmental characteristics at the site.

#### Option D - Three Span Precast Prestressed Beam Structure

Option D consists of a three span precast prestressed beam structure with a reinforced concrete deck slab. The proposed overall bridge length is 56 meters. This consists of two 17 meter end spans and a 22 meter center span over the channel. Side slopes of 2: 1, lined with random riprap, are proposed at each side of the waterway.

Option D does not provide a clear span over the waterway due to the two pier supports. This option results in an increase in footprint at each end of the approach fills.

Preliminary costs developed for this option indicate a construction value of \$ 2.11 M. As with Option C, these costs include a significant amount related to the increased approach fills to the existing causeway at each end of the new structure, which alternatively increases the environmental footprint and impacts the environmental characteristics at the site.

#### Option E – Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure Utilizing Existing Causeway Fills

This single span bridge provides a 7.32 meter roadway width between guard rails. The extra width of the structure will be used for travel lanes. The shallow nature and pony-truss style of this structure provides the required underside of superstructure elevation of 2.36 meters, while at the same time reducing the required depth of fill to build up the existing roadway approaches. Due to the modular nature of the system, the length of structure may vary slightly depending on the manufacturer, but it is expected to be approximately 52 meters in length.

Option E provides a clear span over the waterway and will result in the least amount of grade increase on the approach fills.

The pre-liminary cost is estimated at \$ 1,798M. This option has a shorter construction time as the launching and installation of the modular bridge is expected to only take 3 to 4 weeks once the approaches and abutments are in place. Option E is significantly cheaper than Options C and D and would have a further reduced overall environmental footprint associated with the bridge replacement due to the lower roadway grades.



Option E is the favored option at this time.

## **2.6 Physical Components and Dimensions of the Project**

Proposed work associated with this bridge replacement impacts approximately 385 meter portion of Route 365. This section of Route 365 includes the existing bridge and portions of the north and south bridge approaches (See Appendix A – Drawing 1 of 20 – Site Plan).

Aerial photography of the project areas is shown in Fig 2.1 – Final Report Environmental Background Study – Little Tracadie River Bridge No. 2, Route 365, Tracadie, NB – Stantec (September 22, 2017) Appendix B.

This project consists of the demolition of the existing 46m long multi-span 7.16m wide wood stringer structure with approach spans, modification of the north and south approaches and the installation of a new 52 meter Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure on the same road alignment.

Upgrading of the approach fills will result in the permanent infilling of 2190m<sup>2</sup> aquatic/intertidal area adjacent the roadway and the reinstatement of 401m<sup>2</sup> of aquatic/intertidal area at the north approach (223m<sup>2</sup>) and south approach (178m<sup>2</sup>) which results in the net infilling of 1789 m<sup>2</sup> of aquatic/intertidal areas over existing conditions. (See Appendix A - Drawing 1 of 20 – Site Plan)

## **2.7 Construction Details**

It is anticipated that the duration of construction for the project will be one construction season extending from the May until November. There will be no provisions for vehicular or pedestrian traffic to cross the Little Tracadie River at this location during the period of construction.

This project consists of the replacement of the existing two lane wood superstructure bridge, on steel bents and wood crib abutments, with a new Extra Wide Double Lane Modular Single Span Steel Panel Bridge Structure to carry Route 365 traffic over the Little Tracadie River. The new structure will be approximately 52 meters in length and will be located approximately at the same location as the existing bridge. The project also includes the upgrading of Route 365 each side of the new structure for a total length of approximately 385 meters including the structure.

This project is expected to be constructed in one construction season. The sequence of work is as follows:

#### 2018 Construction Season

- a) Design and fabrication of Modular Bridge.
- b) Place sediment control fence and filter screen around work area.
- c) Remove existing superstructure.
- d) Remove existing abutments and bents.
- e) Build new abutments.
- f) Erect Modular Bridge.
- g) Upgrade Route 365 for an approximate length of 204 meters and 116 meters on the north and south approaches respectively.
- h) Build approach fills including geotextile, R-500 random riprap, erosion control structures, hydro seeding and mulching.
- i) Place asphalt concrete on upgraded road and approach slabs.
- j) Open new structure to traffic.
- k) Remove erosion control protection once the slopes are stabilized.

No blasting shall be carried out within the project area.

Construction methodology will be by conventional crane, trestle, and pile driving equipment. The work will include setting up crane and equipment for demolition beside the bridge and removing the existing structure. Once the superstructure has been removed, the abutments and pile bents of the existing structure will be removed, and approach fill slopes shaped as shown on the plan (See Appendix A Drawing 3 and 4 of 20). Piles will be driven using conventional equipment, new abutments constructed and the Modular Bridge put in place. The approaches to the structure will be upgraded to the new grades and finally riprap will be installed along the causeway banks to avoid any potential erosion in the future.

### **2.8 Operation and Maintenance Details**

It is foreseen that the new bailey type bridge shall have a 75 year design life. The structure shall be inspected every 4 years. It is anticipated that minimal maintenance will be required for this type of structure. Any maintenance activities would have a limited impact on the surrounding environment with available mitigation measures (as listed in the NBDTI's Environmental Management Manual (2010)).

### **2.9 Future Modifications, Extensions or Abandonment**

There are no foreseen modifications or extensions at this time. Bridge extensions at the Route 365 crossing due to future increases in traffic demands would be considered unlikely at this time due to the proximity of

Route 11. Combined effects of land subsidence and sea level rise are expected to be in the order of 0.7 meters during the service life of this bridge. Additional clearances associated with the new bridge should be suitable for a period in excess of 200 years when considering sea level rise and land subsidence only.

Maintenance of armourstone adjacent to the structure and road fills may be necessary during the design life of the bridge due to the effects of climate change resulting in a greater potential of stronger wave action during winter storms. This effect may occur if global warming reduces the amount of shoreline ice cover that would be present during winter storms.

## **2.10 Project Related Documents**

Final Report – Environmental Background Study (EBS) – Little Tracadie River Bridge No. 2, Route 365, Tracadie, NB – Stantec (September 22, 2017)

Final Report - Marine Requirements for Little Tracadie Causeway/Bridge No. 2 (L695) Odilon Replacement - Mark MacNeil (March 28, 2013)

Final Report - Supplementary Research Report Relating to Heritage Resource Impact Assessment for Little Tracadie River Bridge Little Tracadie, Parish of Saumarez, Gloucester County, New Brunswick – Patricia Allen (March 23, 2012)

## **3.0 DESCRIPTION OF THE EXISTING ENVIRONMENT**

### **3.1 Environmental Background Study**

Stantec Consulting Ltd. carried out an environmental background study (EBS) in 2009 and submitted a final report entitled ENVIRONMENTAL BACKGROUND STUDY – Little Tracadie River Bridge No. 2, Route 365, Tracadie, NB dated September 22, 2017.

### **3.2 Marine Requirements for Little Tracadie Causeway/Bridge No. 2 (L695) Odilon Replacement**

A hydraulic study was conducted at the Little Tracadie River Bridge. This study was undertaken on behalf of New Brunswick Department of Transportation and Infrastructure as a part of its design and planning effort to ensure that the new structure will provide tidal flushing and exchange and minimize any negative environmental impacts in the marine system. The study included an analysis of tidal measurements, sounding survey data as well as water and sediment samples.

### 3.3 Supplementary Research Report Relating to Heritage Resource Impact Assessment For Little Tracadie River Bridge Little Tracadie, Parish of Saumarez, Gloucester County, New Brunswick

On January 20th, 2012 archaeologist Patricia Allen conducted a supplementary background research for the proposed Little Tracadie River bridge replacement project. The objective of this work would be to gather additional human heritage information that could possibly aid NBDTI and Archaeological Services in establishing parameters for any future heritage resource impact assessment work. The research would involve archival searches, attempts to contact persons knowledgeable in area history, and consultation with Archaeological Services personnel, site files, maps and other documentation.

## 4.0 SUMMARY OF ENVIRONMENTAL FINDINGS

The Environmental Background Study and supplement field assessments supported by updated design drawings have the following conclusions and impact areas identified:

- ACCDC Database –
  - Only one rare or common bird species was observed at time of survey. A single immature Bald Eagle (*Haliaeetus leucocephalus*), designated as Regionally Endangered by the NB *ESA* and as At Risk by NBDNR General Status Ranks, was observed flying over the Study Area. Although Piping Plover (*Charadrius melodus melodus* – S2B, Greater Scaup (*Aythya marila* – S1B, S2N); and Wilson's Phalarope (*Phalaropus tricolor* – S1S2B) were noted in the ACCDC report little or no habitat is present at proposed bridge location.
  - There were no rare or uncommon mammal species or animal signs observed during the survey.
  - The ACCDC report (summarized in Table 3.1 EBS) included five species of rare and uncommon vascular plant species. One species (*Salix myricoides*) appears to have been previously collected at or near the bridge site, although as an S3 species, it is considered secure in New Brunswick. This species was not found in the Assessment Area at the time of the survey. Only one of these five vascular plant species is potentially of high concern: Gulf of St. Lawrence Aster (*Symphyotrichum laurentianum* – S1). The Gulf of St. Lawrence aster species prefers cobble river strands and cobble/rocky banks of larger rivers. This habitat was not present near the causeway.
  - It is not anticipated that the Project will have any adverse effects on identified *ESA*'s.

- Terrestrial Survey
  - The Project will result in the permanent loss of 53m<sup>2</sup> of saltmarsh wetland area (See Figure 3.2 EBS for wetland delineation. See Appendix A Drawing 1 of 1 – Site Plan – Wetland Impact Area).
  - **Please note:** A site visit was conducted in August 2017 by Greg Quinn and MJ Quigley which verified the 2009 wetland delineation.
- Vegetation Survey
  - One rare or uncommon plant species was observed within the Assessment Area, pectinate pondweed (*Stuckenia pectinata* – S2) found along the east side of the causeway by the structure on Route 365. Also, one noteworthy vascular plant species, basswood (*Tilia americana* – S3S4), was found in the northwestern section of the Assessment Area. Although not rare in New Brunswick, basswood is a more southern species and is not recorded previously for Gloucester County (see Figure 3.2 in EBS for species location).
  - **Please note:** A site visit was conducted by Greg Quinn and MJ Quigley in August 2017. No rare plants were noted at time of site visit. The status of the *Stuckenia pectinata* ranking was downgraded to an S4 (Apparently Secure - Uncommon but not rare; some cause for long-term concern due to declines or other factors. ACCDC 2017) status in 2015.
- Wildlife Survey
  - No bird species listed under the NB ESA or SARA was found in the study area.
  - **Please note:** A site visit was conducted by Greg Quinn and MJ Quigley in August 2017. No bird species of concern were noted at time of site visit.
  - Aquatic - Fish and fish Habitat – There will be a net infilling of 1789m<sup>2</sup> of aquatic/intertidal areas over existing conditions (See Appendix A Drawing 1 of 20 – Site Plan – New Causeway Footprint (March 2017)).
  - Timing restrictions may be required to mitigate potential adverse environmental effects of the Project on critical fish migration and spawning times.
- Paleontological Resources
  - It is not anticipated that any paleontological resources will be affected.
- Water extraction, Businesses and Residents
  - It is not anticipated that Project Activities will result in any adverse effects on well water quality or quantity.

- First Nations
  - No written responses have been received to date in relation to letters that were sent to nearby First Nations on September 11, 2009 (See Appendix I in EBS)
  - Contact was made with the Metepenagiag First Nation. Band Manager, Kenny Levi identified no known current use of land or resources for traditional purposes within the Little Tracadie River Study Area, nor would any use of the land or resources in the immediate area be impaired by the proposed Project (K. Levi, pers. comm. September 30, 2009).
  - There are no known concerns regarding current traditional land or resource use by Indigenous peoples.  
**Please note:** Follow up letters were sent January 18, 2017 and February 2017 to Mi'gmawe'l Tplu'taqnn Incorporated (MTI) and the nine Mi'gmaw First Nation Chiefs to advise of the project. No response from MTI or any of the First Nations communities was received (as of September 2017). (See Appendix E – Correspondence with First Nations)
- Archaeological and Heritage Resources
  - The visual survey of the EBS Assessment Area identified three areas containing archaeological or heritage potential in the southeast (low potential, no further testing recommended), southwest, northwest and northeast quadrants (Figure 4.1 EBS). An extensively disturbed residential property in the southeast, a shoreline terrace area in the southwest quadrant and a terrace area within a hayfield in the northwest quadrant and a field within the northeast quadrant (Appendix G in EBS). Avoidance of areas with potential for archaeological or heritage resources is recommended. Should it not be possible to avoid these areas during construction, further testing will be required. In the event that avoidance of areas with potential for archaeological or heritage resources is not possible, additional archaeological investigation will be required under the 2009 Guidelines for Conducting Heritage Resource Impact Assessment in New Brunswick.
  - No known archaeological or heritage sites are recorded within the immediate vicinity of the proposed Project location, although over a dozen sites have been located at the mouth of the Little Tracadie River approximately 5 km east of the Assessment Area. Due to the distance of these recorded sites from the proposed Project, no significant environmental effects on these sites are expected to occur as a result of project activities.

- **Please Note:** Additional assessment was completed by Pat Allen in 2012. While the proposed project area has an elevated potential for archaeological heritage sites, significant amounts of disturbance have taken place on the lands surrounding both ends of the bridge and along both sides of the Route 365 approaches. The report concluded, that the immediate area surrounding the existing bridge has been subjected to extensive (and in some instances archaeologically unforgiving) land alteration (See Appendix D - Supplementary Research Report Relating to Heritage Resource Impact Assessment For Little Tracadie River Bridge Little Tracadie, Parish of Saumarez, Gloucester County, New Brunswick). Also, Archaeological Services Unit (ASU) carried out a walkover of the area in 2016 (See Appendix A Drawing 1 of 20).
- Hydraulics
  - The hydraulic report (Appendix C - Final Report Marine Requirements for Little Tracadie Causeway/Bridge No. 2 (L695) Odilon Replacement - Mark MacNeil (March 28, 2013)) stated that many changes within the Little Tracadie River are due to factors that lie beyond the effect of causeway crossings (ie, the presence of the barrier dunes, the rate of incoming tide exceeding the rate of outgoing tide, and sea level rise). The existing causeway crossing does cause localized sediment accumulation due to low water velocities at the 4 quadrants. The March 2013 report states that the proposed bridge crossing would not adversely impact the river system, even in the event of barrier dunes allowing full tidal flow in the future.

## 5.0 SUMMARY OF PROPOSED MITIGATION and RECOMMENDATIONS

- Mitigation techniques outlined within NBDTI's Environmental Management Manual (2010) shall be adhered to in as many situations as possible to prevent against damaging environmental effect due to construction activities.
- Permits and authorizations will be followed as outlined by the applicable regulatory agencies: Watercourse and Wetland Alteration Permit, Fisheries Act Authorization and an Environmental Impact Assessment Certificate of Determination will be respected during the course of project construction.
- Pectinate pondweed (*Stuckenia pectinata* – S2). Location of these rare species should be noted and avoided where possible. There is no specific mitigation for *Stuckenia pectinata*. **Please note:** Status of the *Stuckenia pectinata* ranking was downgraded to an S4 (Apparently Secure - Uncommon but not rare; some cause for

long-term concern due to declines or other factors. ACCDC 2017) status in 2015.

- Wetland compensation will be determined through liason with DELG.
- Water samples should be collected in the event of a visible plume during construction activities.
- The areas identified as having high potential will be identified on the project plans (See Appendix A Drawing 1 of 20). Work in these areas will be avoided with the exception of some minor ditching in the SE quadrant. The ditching is occurring to clean out an existing ditch, which as indicated in Pat Allen's report, is a pre-disturbed area.

## **6.0 PUBLIC INVOLVEMENT**

A public information session is being planned for November 2017. A summary will be provided following the session.

## **7.0 APPROVAL OF THE UNDERTAKING**

The following permits/approvals are required for this project:

A Watercourse and Wetland (WAWA) permit was submitted on March 2017. Permit number 41580'17.

An Application for Authorization under Paragraph 35(2)(b) of the Fisheries Act Regulations is required and information has been submitted to the Department of Fisheries and Oceans. An offsetting plan is currently being drafted by NBDTI in consultation with Fisheries and Oceans.

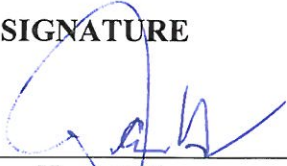
This project requires an EIA Registration with the Project Assessment Branch of NBDELG due to the project triggering condition (i) of Schedule A; all causeways and multi-span bridges.

## **8.0 FUNDING**

Funding for this project will come from the Government of New Brunswick and will be subject to the approval process of the Department of Transportation's Provincial Capital Program.



**9.0 SIGNATURE**



\_\_\_\_\_  
James Hoyt, P.Eng  
Director of Design Branch  
Department of Transportation and Infrastructure  
Province of New Brunswick

Date Oct 5, 2017