

SAFETY FEATURES

Safety is central to the design of the proposed railway as it would allow the reduction of future truck traffic caused by the opening of new mines. It is estimated that a 75-wagon train (considered in the industry as being short- to medium-length) could transport the same quantity of material as 200 trucks, while increasing road and wildlife safety, and reducing noise pollution, greenhouse gas emissions and road maintenance needs.

As well, other safety measures have been included in the study, such as:

AVOIDING WILDLIFE ACCIDENTS

Animal Warning System

Reduce possibility of moose entrapment by adjusting alignment

Vegetation Management

AVOIDING DERAILMENTS

Infrastructure Solutions

Modern infrastructure and Rolling Stock

Training Programs

AVOIDING ACCIDENTS

All public roadway crossings will have automated gates and bells

Limit access to Right-of-Way (ROW) where possible with fencing

Ensure proper visibility through vegetation control

Two firms were hired by the Cree Development Corporation to conduct the studies, each has Eeyouch Liaison Officers:

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LGA STUDY BRIEF D

BILLY DIAMOND HIGHWAY RAIL PHASES 1-2

La Grande Alliance has studied a potential railway that could follow the existing Billy-Diamond Highway corridor, to minimize truck traffic along the highway in the face of future development, as well as to avoid the creation of any new north-south transportation corridor in the region. This, in turn, maximizes the network of protected areas outside the corridor of the highway.

The railway could also provide passenger transportation to numerous land users to their hunting territories, as well as passengers traveling further south. A first phase would cover the portion between Matagami (KM 0) to the Rupert River (KM 257), and a second phase, extend the railway to the turnoff to the Trans-Taiga Highway (KM 541).

ALIGNMENT DEVELOPMENT CRITERIA

For the proposed Phase 1 railway, two alignments were analyzed:

Baseline: Maximize length within 100m of center of BD Highway

Optimized: Minimize Travel Time and costs

A Hybrid alignment was created, with the best elements of the two alignments, which will avoid, as much as possible, these elements:

Woodland Caribou

Camps

Archeological Sites

Water Crossings

Protected Areas

Hunting Areas

lagrandealliance.quebec

The Study Briefs are publications that highlight key findings from the transport infrastructure feasibility studies. The studied components presented are to be considered as proposals, and will remain as such until impacted communities agree to move to another round of studies.



MATAMAGI TO RUPERT – PROPOSED ALIGNMENT

RUPERT TO LA GRANDE – PROPOSED ALIGNMENT

To learn more about the proposed Billy Diamond Highway Rail, reports are available on demand.

Waskaganish

Rupert River

PROPOSED FEATURES

257 km

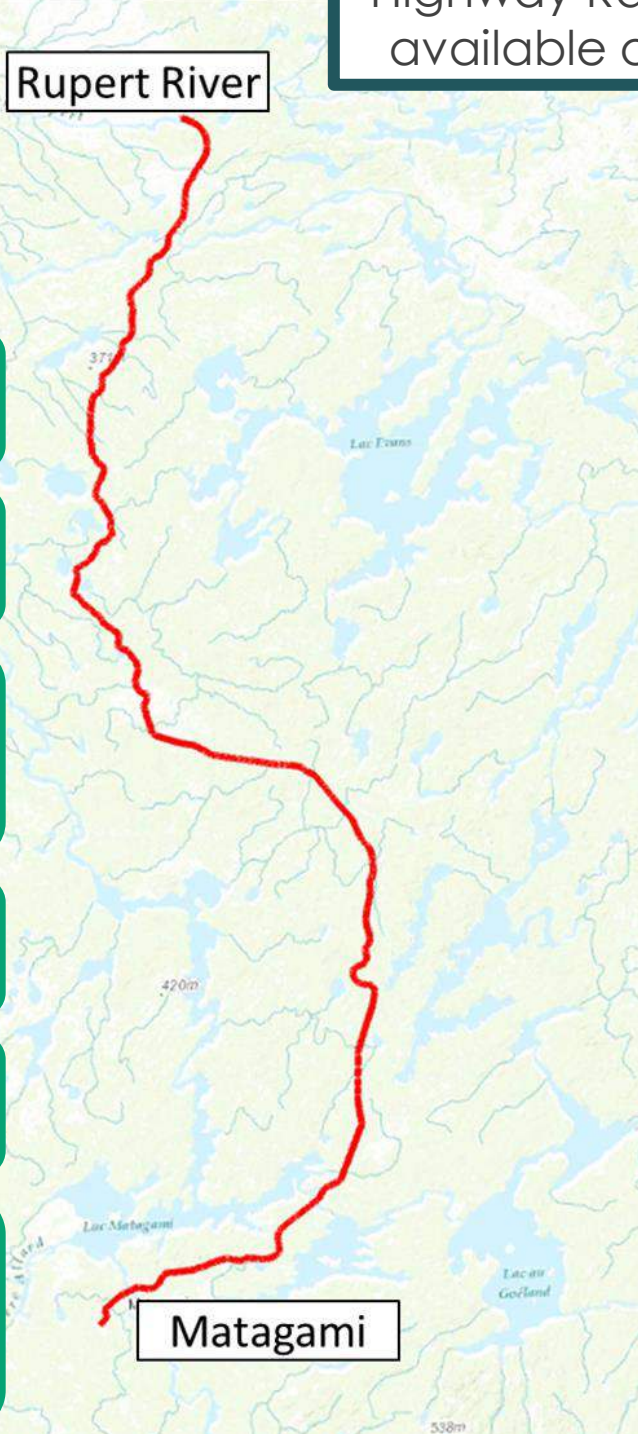
Crosses 12 traplines

Starts at current end-of-track in Matagami

Ends across Rupert River

43% within 100m of BD Highway

2 Transshipment areas (Matagami & Waskaganish)



Matagami

LGA STUDY BRIEFS

MAY 2023

RUPERT TO LA GRANDE – PROPOSED ALIGNMENT

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PROPOSED FEATURES

340 km

Crosses 9 traplines

Starts West of Rupert River at Phase I bridge

Ends 3 km south of La Grande River

70% within 100m of BD Highway

3 major bridges (Eastmain, Opinaca, Vieux Comptoir)

