

NEXT STEPS

Like all LGA-proposed infrastructures, the Whapmagoostui / Kuujjuarapik connections have been studied in a prospective mode. Preliminary site collection data was done in Summer 2022, proposed alignment are still at an early stage of development, meaning that other studies and discussions would need to happen before potentially becoming a formal project, first and foremost, community approval.

In subsequent stages, the following actions could help reach a more detailed engineering design:

TO BE STUDIED WITH LAND USERS

- ✓ Specific wildlife protection
- ✓ Deviations to protect unidentified sensitive areas
- ✓ Archeological and heritage-rich sites protection
- ✓ Shoulder widening/parking areas
- ✓ Signs to indicate trapline area to avoid poaching
- ✓ Adjustments for canoe portage or snowmobile passage

TO BE STUDIED WITH STAKEHOLDERS

- ✓ Engaging with other Nations (especially Inuit)
- ✓ Governance structure for project execution and maintenance
- ✓ Technical optimization regarding northern and isolated conditions

TO BE STUDIED WITH TECHNICAL TEAM

- ✓ Surveying in locations such as culverts or structures
- ✓ Supplementary environmental studies and proposals for mitigation or attenuation of dust, noise, vibration
- ✓ Conduct a detailed assessment of the selected crossings and evaluate the installation of barriers

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

VISION EYYOU ISTCHEE

Ian Diamond
ian.diamond@desfor.com

Johnny Saganash
johnny.saganash@desfor.com

WSP & MAAMUU CONSULTANTS

Reggie Neeposh
reggie@maamuu.ca

COMMUNITY INFORMATION OFFICERS

WASWANUPI

Appointment to be confirmed
info@lagrandealliance.quebec

OIJÉ-BOUGOUMOU

Sydney Coonishish
gacio@ouje.ca

WASHAW SIBI

Andriana Trapper
andriana.trapper@washawsibi.ca

MISTISSINI

Errol Mianscum
gacio@mistissini.ca

NEMASKA

John Henry Wapachee
jhwapachee@nemaska.ca

WASKAGANISH

Raymond Blackned
gacio@waskaganish.ca

EASTMAIN

Norman Cheezo
norman@eastmain.ca

WEMINDJI

Dennis Georgekish
gacio@wemindji.ca

CHISASIBI

Christopher Herodier
christopherherodier@chisasibi.ca

WHAPMAGOOSTUI

John Shem
johnshem@whapmagoostuifn.ca

LGA STUDY BRIEF E

WHAPMAGOOSTUI/KUJJUARAPIK ROAD & RAIL CONNECTIONS

The Grande Alliance proposal includes two connections to the communities of Whapmagoostui and Kuujjuarapik, thereby providing access to previously isolated communities:

1. The extension of the Billy-Diamond Highway;
2. The extension of the railway (see Study Brief D) to Whapmagoostui following the new road alignment within one corridor to limit the environmental impacts.

ADDED VALUE AND CHALLENGES

CONNECTING

- Facilitate journeys between communities

IMPROVING

- Reduce travel time and cost
- Facilitate the access to the traplines (inclusion and tradition)

SOCIO-ECONOMIC DEVELOPMENT

- Access to isolated areas
- Increase employment opportunities
- Facilitate access to Cree services

ENVIRONMENT

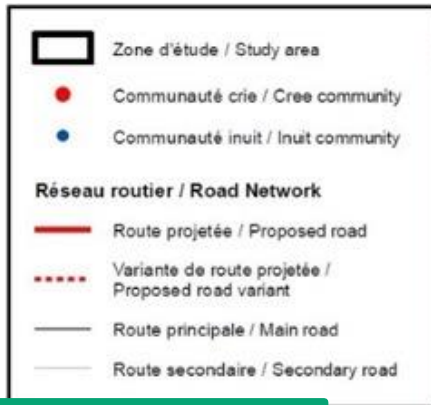
- Sinuosity to avoid sensitive areas
- Protected Areas preserved
- Migratory caribou to be considered

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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.

ROAD STUDY AND PROPOSED ALIGNMENT

RAIL STUDY AND PROPOSED ALIGNMENT



To learn more about the proposed Whapmagoostui connections, reports are available on demand.

PROPOSED FEATURES

- 207 km
- Crosses 9 traplines
- Starts north of the LG-2's spillway
- Approaches community by the North-East
- 60 Bridges out of which 11 are major
- 450 culverts



PROPOSED FEATURES

- 219 km
- Crosses 10 traplines
- Starts 3 km south of La Grande River (BDH km 614)
- Ends close to the proposed harbour
- 75% within 100m of proposed road
- 66 Bridges out of which 27 are major

The rail corridor would require its own structure to cross the river due to the heavy axle load and vibration issues.

