

## **Repair and Replacement of Wildlife Exclusion Fencing**

### **TransCanada Highway Km. 0-47**

#### **Basic Impact Analysis - Additional Conditions**

Highways Engineering Services (HES) will designate a project manager/supervisor in order to ensure that work is undertaken in accordance with the approved plans as described in the BIA.

Prior to implementation of various phases of work, environmental protection plans (EPPs) will be submitted by the project contractor or HES to address specific environmental concerns applicable to those phases. The EPPs must be approved by the Banff Field Unit (FU) Environmental Assessment Specialist prior to work commencing. The EPPs will provide additional detail to address the following issues, as applicable:

- Timing, equipment requirements, methodologies, and access routes for work proposed in sensitive areas, e.g. near water bodies, wetlands, steep slopes and archaeological sites.
- Erosion and sediment control plans for work involving ground disturbance in sensitive areas, e.g. near water bodies, wetlands, and steep slopes.
- Stabilization and revegetation of disturbed areas.
- Staging and storage areas for equipment and materials.
- Monitoring and control of non-native vegetation.
- Methodologies, equipment requirements, and locations for disposal of vegetative debris.
- Measures to ensure the fence remains effective in excluding wildlife from the highway during construction of the new fence and removal of the existing fence.

Clearing of brush and trees will be limited to the required highway clear zones, the areas immediately adjacent to the new and existing fence alignments and required equipment access routes to those locations. Any additional vegetation clearing must be determined through discussion between wildlife and visitor experience staff, and may be subject to additional environmental assessment.

Prior to fence construction, confirmation of final design details is required, including exact fence location, fence/ post materials and colours, gate design and placement, details of creek crossings, and details for locations where a standard buried apron is not feasible. Finalization will require input from Banff Field Unit wildlife, aquatics and visitor experience staff and approval of the Banff FU Superintendent.

Due to ongoing grizzly bear incursions, the proposed electromat at the Sunshine Village interchange should be installed as soon as possible (e.g. in 2016), subject to concurrence between HRC and HES that the present electromat design is likely to be effective (i.e. the installation is justifiable without further monitoring). Any new electromat installations beyond those identified in the Basic Impact Analysis may require additional environmental assessment.

The section of existing wildlife exclusion fencing adjacent to the Canadian Pacific Railway (CPR) between the bottom of Seven Mile Hill and the Minnewanka Interchange may be left as is until the later stages of the project, pending negotiation between Banff Field Unit Resource Conservation staff and CPR to

develop a feasible alternative fence location in that area. Should such an alternative plan be developed, additional environmental assessment will be required before implementation.

Should HES determine that water levels in the vicinity of Km. 8.0 are too high (as a result of beaver activity) to properly install the new fence, or are otherwise presenting a threat to the safe operation of the highway or Legacy Trail, an application to manage the water levels should be submitted to the Banff Field Unit. The application should be in the form of a concise project description including the rationale for the proposal. Additional environmental assessment may be required before any actions are taken to manage the water levels.