

Clarification by the Impact Assessment Agency of Canada (IAAC) on the description of temporary bridges as it relates to the water crossing at Winisk Lake

IAAC is hereby providing clarification on the proponent's Impact Statement as part of the federal impact assessment process for the Webequie Supply Road project (the project) and IAAC's coordination of federal permits required for the project.

On February 19, 2026, Webequie First Nation (the proponent) submitted to Transport Canada (TC) an application for a work approval to the Navigation Protection Program under the *Canadian Navigable Waters Act* for a water crossing at Winisk Lake, Ontario. This water crossing is part of the designated project subject to a federal impact assessment. The TC application is for a bridge spanning Winisk Lake that would be supported by two abutments and four in-water piers, resulting in five spans of approximately equal length, and a minimum vertical navigable clearance of 1.5 metres between the high-water level and the underside of the bridge deck.

IAAC understands that the purpose of this proposed Winisk Lake bridge crossing is to support early construction activities, and that it would be located adjacent to the future permanent bridge described in the proponent's Impact Statement. The bridge would allow for the movement of equipment, materials and construction crews to advance construction activities for the road. It may also facilitate the staging and construction of the future permanent bridge crossing. The proponent is currently seeking indefinite placement approval from TC for this crossing but nonetheless intends to apply in the future for the permanent bridge crossing.

Therefore, in addition to the types of temporary water crossings already described in the Impact Statement, namely "temporary bridges (i.e., clear span bridges, rig mats), ice bridges/snow fills (for winter construction); and [...] culverts" ([Section 4, Project Description, Impact Statement](#)), temporary bridges for the project would also include standard span bridges that use intermediate supports (piers). The Winisk Lake bridge crossing subject to the work approval application to TC would fall under this bridge type.

IAAC understands that the permanent bridge at Winisk Lake described in the Impact Statement is still being proposed, and that no further clarification about the permanent bridge is required.

IAAC has validated this clarification with the proponent.