

Visit to the Emergency Channel Worksite

Sunday, Sept. 25/11

When Brian Sigfusson: Reeve (Rm of Coldwell) was making a fast trip to the Emergency Channel worksite on Sunday afternoon, how privileged were Gary and Pat and Glenn and I that we were invited to go along ! `At the actual site for less than an hour, we toured a nearby section. It was just before sunset when workers stopped for dinner. We saw many machines, working in different areas, at different stages. So I can keep commentary with the photos it relates to, I use a Pages and PDF format. Comments are our own observations and not 'official'. Enjoy! Noreen



Workers and machines have to cross Lake St. Martin to get to the worksite. At both ends, safe harbour and mooring had to be made for boats, and docks for the barges and tugboats. As well there is a helicopter pad - for use on days the lake is too rough for boats, and on stand-by in case of medical emergencies.

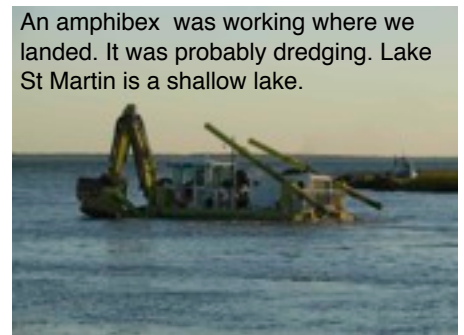
Along Lake St Martin, forest had to be cleared, flood-water drained, and land surfaced to become an initial staging area for machinery and workers.



The tug/barge was bringing back a flatbed, that had been used to take a Sigfusson Northern camp trailer to the worksite. Brian used a nearby semi to unload it. Gary supervised. Barges are crucial to getting fuel and machines to the worksite.



Sigfusson camps are now being moved to the worksite itself. Then workers won't have to cross the water daily to get there and back. Time will be saved, and hours can be more flexible. I don't know if the other companies involved are 'following suit'.



An amphibex was working where we landed. It was probably dredging. Lake St Martin is a shallow lake.



This is the vehicle we toured the worksite in .. a non-stop, 1/2 hr, bumpy ride along the busy, still-being-built access road. A fine powdery dust permeated every exposed pore and hair follicle we had, and my our camera lenses too. It was hard to get sharp, clear photos.



Much work is being done along the access road.



If you look closely you can see the black drain pipe, coming from under the road.

It's a gigantic job to clear the forest, drain flood waters across the road-dike, and get at the excavation work. As in the photo on the right, it seems they are partitioning the forest and channel area into bite-size sections.



Bulldozers were working moving both wet and dry soil, on flat land and on hills, alone and in a group of four. If you keep in mind how big the machines are, you can sense how much larger the area. The channel excavation width is to be 300 ft, so not as wide as the cleared land.



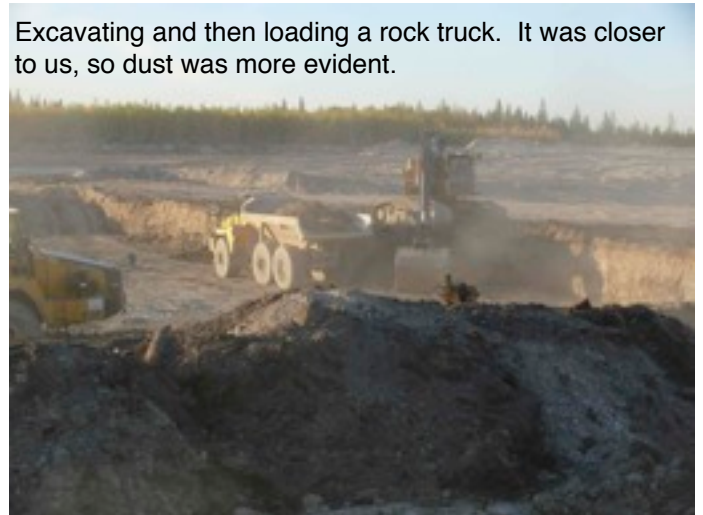


There are 2 back hoes in the photo on the right. Can you see that they are working on different levels. On the left of the photo, you can see a ramp up to the higher level.

Below, a rock truck being filled is on the lower level.



Excavating and then loading a rock truck. It was closer to us, so dust was more evident.



- According to the Engineers' report and plan, the finished channel will be 5 miles long, 300 feet across, and up to 25 feet deep.
- There are three construction companies working on site ... one of them being Sigfusson Northern. There are also extras, like tugboat captains, boat operators, helicopter pilots, cooks, and security.
- It is a humongous job! Much progress has being made! We don't think the channel will be open by Nov. 1st. Brian said, if not, they'll keep working on it after that. date. He is confident we'll be OK.