

MVEIRB Hearing

Trout Lake

Summary of Presentation by Sambaa Ke Development Corporation

November 30, 2004

Trout Lake Winter Road – 129 kms in total length.

Sambaa Ke Development Corporation (SKDC) is the contractor. SKDC is wholly owned by Sambaa Ke Dene Band.

Winter Road Budget

Actual budget \$77,000.00 to build, maintain and close

\$52,000.00 is designated to build-approximately \$403/km

\$20,000 to maintain for 12 weeks or approx \$250/day

\$5,000 to decommission – less than \$1,250.00 for each creek crossing.

Typical oilfield winter road budget

\$2500-3500/km for construction or approximately a minimum of \$112,500 to build the 45 kms from Hwy #1 to Enbridge ROW

Maintenance at hourly rate for grader and water truck – water truck goes for \$75/hour and grader is typically \$120/hour

Type of winter road construction

Snowroad

Snowfills in creeks

Muskeg areas with large mounds and very rolling road surface are filled with snow.

Winter Road Characteristics

Very narrow in many areas

No pullouts for many kilometers and too narrow to pass even on coming traffic
Fairly long road limited traffic

Many blind corners with extremely low visibility

Many eskers with blind hills and extremely low visibility and steep grades that are difficult for some heavy traffic-ie Robinson Creek (2nd from highway at km 29. Muskeg areas that have perpetual overflow/seepage problems especially when subjected to heavy loading

Four major creek crossings. Two crossings prior to the Enbridge Pipeline ROW Both crossings are subject to heavy overflow especially when subjected to heavy loads.

Creeks this year have frozen to creek bed and overflow problems are already present

Overflow on creeks creates a very unstable and dangerous crossing- Wrestlers ex.

Winter Road Problems

Heavy traffic causes snow fills to be lose integrity causing a excavation of the snow fill leaving a sometimes deep and large hole. Other times, the hard pack snow surface can be broken down creating a long rut like hole in the road surface.

Road is normally only subject to no more than ten large trucks over the period of ten to twelve weeks of operations. This spacing leaves time for the road to be repaired with available snow and refrozen. With constant heavy traffic, repairs never maintain integrity long as the fills do not have necessary time to freeze again.

Creek crossings are often subject to overflow. Combined with increased stress of numerous heavy loads, the creeks crossings begin to break down causing further overflow problems. Constant overflow results in problems where there are layers of water and ice, snow, water and ice, snow, etc. Under these conditions, the creek crossings will ultimately fail and result in dangerous consequences for some winter road users (large or small).

Visibility in some areas is very dangerous. Sharp turns with forest growth and later in the season, snow banks, results in very poor visibility for approaching vehicles. Also, steep hills in some locations with the narrow roadway also represent a serious visibility problem

Road signage is also inadequate.

The additional heavy and light traffic as a result of the proponents project will result in significant increase to the risk of all users of the road.

Also, the winter road will require a significant increase in repair and maintenance as a result of the proponent's project.

Winter Road Solutions

- Freezing of the winter road with applied water to the surface and fills during construction and continually maintaining of the winter road by application of water layers and grading/dragging when and where necessary.
- Installation of bailey bridges at two creek crossings.
- Widening of ROW where necessary to allow for safe passing of vehicles traveling in opposite or the same direction.
- Clearing of ROW on hairpin corners.
- Pullouts every 1 km.
- Communication of some form that will advise travelers where heavy traffic is on the winter road.
- Installation of proper signage and km markers.

GNWT Highways Responses to IR's

SKDC takes great issue with the IR 2.10 (b). In fact, all responses from the DOT to the winter road related IR's are inconsistent with the past experiences of the SKDC as the contracted operator for the Trout Lake Winter Road. The responses from the DOT seem to be consistent with more of an "office chair winter road foreman experience": rather than the actual experience of those that are contracted to take care of the winter road.

For the record, it should be made clear the GNWT Department of Transportation, Highways Division, never once contacted the Sambaa Ke Development Corporation, as contractor to construct and maintain the Trout Lake Winter Road, to ask of our opinion of the proponents project on the winter road or the cost to deal with impacts. I for one find this to be highly irregular form of communication between the DOT and a contractor for such services for a project such as the proponents.

Sambaa Ke has been raising the winter road issue since November of 2003 and we have yet to receive a direct formal response to our concerns from either the proponent or the GNWT.

Alan Ehrlich

From: Doug Bryshun [doughb@ssimicro.com]
Sent: Monday, December 06, 2004 9:55 AM
To: Alan Ehrlich
Subject: RE: SKDC Presentation Notes from TL hearing



MVEIRB Hearing
SKDC Presentati...

Alan,

Please find attached a copy of my presentation notes on the Trout Lake Winter Road from the TL hearing on November 30, 2004.

Doug