



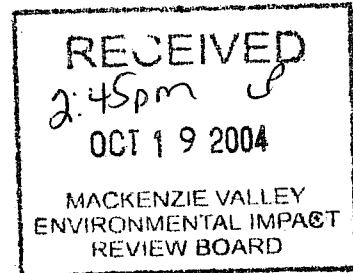
October 14, 2004

Your file - Votre référence

Our file - Notre référence

BY FACSIMILE (867) 766-7074

Mr. Todd Burlingame
Chair
Mackenzie Valley Environmental Impact
Review Board
P.O. Box 938
YELLOWKNIFE, NT X1A 2N7



Dear Mr. Burlingame:

**Re: The Mackenzie Valley Environmental Impact Review Board (MVEIRB)
Pre-Hearing Conference Meeting for the Deh Cho Bridge Environmental
Assessment**

Indian and Northern Affairs Canada (INAC) is pleased to submit our recommendations and decisions as a result of the Pre-Hearing conference session for your consideration at the public hearing for the Deh Cho Bridge Environmental Assessment (see attached).

If you have any questions or concerns regarding our submission, please contact Lionel Marcinkoski at 669-2591. Our staff will also be present at the Public Hearing on October 21, 2004, to address any concerns by the MVEIRB and public.

Yours sincerely,

David Livingstone
Director
Renewable Resources and Environment Directorate

Attachment

cc: Andrew Gamble and Associates, DehCho Bridge Corporation
Gavin More, Manager, Government of the Northwest Territories

**MACKENZIE VALLEY ENVIRONMENTAL IMPACT
REVIEW BOARD**

**DEH CHO BRIDGE ENVIRONMENTAL ASSESSMENT
PRE-HEARING MEETING ON OCTOBER 4, 2004**

SUMMARY OF RECOMMENDATIONS AND DECISIONS

These revised recommendations and decisions are the result of discussion and consultation with the developer Deh Cho Bridge Corporation (DCBC), the Government of the North West Territories (GNWT) and the Mackenzie Valley Environmental Impact Review Board (MVEIRB) staff. This meeting was also attended by representatives from Environmental Canada (EC) and Department of Fisheries and Oceans Canada (DFO).

The Pre-Hearing EA conference meeting was an opportunity for the above noted parties to reassess their previous findings and responses on a number of outstanding issues.

Indian and Northern Affairs Canada (INAC), after due consideration and clarification of the outstanding issues with the affected parties, would like to make these recommendations to the MVEIRB for their consideration during the public hearing.

Issue 1:

Adequacy of Geotechnical information at the Pier locations #6 and #8 was identified by INAC as a concern and suggested additional drilling and/or analysis be completed prior to finalizing the final pier foundation design with Peer Review approval.

Decision:

In discussion with DCBC management team it was confirmed with the foundations designers, EBA and J.R. Spronken Engineering, that there is adequate information and design criteria for a range of ground conditions. These identified ground conditions exceed the worst-case scenario and we have been assured a high Factor of Safety for this bridge structure has been incorporated. As a component of the design, it was indicated the advance pilot hole drilling would be done at each pier that required the installation of sheet piling for foundation support. INAC finds this advance geotechnical assessment proposal acceptable.

Issue 2:

The issue of project lands and the location of toll facilities on Crown Lands is a Land Administration issue that can be dealt with outside the EA process for this project. DCBC does not understand why or how this would delay further processing of the project and has asked for clarification of this point.

Decision:

For any Federal crown lands outside the current GNWT right-of-way, or outside the land GNWT have applied for, there maybe a delay as a separate application and review for the additional lands will be required. Generally, all lands that will be used for a development project should be part of the EA, and not split off to a separate application. It is strongly recommended by INAC that the GNWT submit the appropriate land applications for review and consideration by the MVLWB and INAC. Delays on processing and approval can be resolved by ensuring the lands applied for are accurate and inclusive. INAC recommends the GNWT and the Developer verify and reconcile the lands required for this project with the Land Administration Division.

Issue 3:

The disposal of wastes in a new waste disposal area on Crown lands will not be approved and alternate plans must be developed by the DCBC for the management of their waste products with the GNWT. DCBC stated they are prepared to consider alternative disposal sites. There was a degree of confusion on this statement because INAC's expectations was that DCBC/GNWT were assessing alternates for waste disposal.

Decision:

INAC has reviewed its files and at no time has the GNWT applied for a reserve or transfer of land in the south borrow pit area. If the GNWT or DCBC want to continue with the plan to establish a waste site in the south borrow pit, the GNWT should request a transfer of the land to Commissioner's land. INAC recommends the GNWT and the DCBC verify their land requirement for this project with INAC's Land Administration Division. The Mackenzie Valley Land and Water Board (MVLWB) should consider the requirements for a security deposit for this site, and any liabilities that may be incurred.

Issue 4:

INAC indicated that it had concerns with the proposed design of the fuel spill containment system, and the fact that this particular design has not been proven

on other bridges in North America, or used in a northern environment. It was recommended " that the fuel spill contingency design be approved by the GNWT Peer Review Team and if approved, the containment ditch design must include an impermeable liner or other containment method." INAC requested an engineered and approved design spill containment system for the Deh Cho Bridge structure which is fully functional.

Decision:

After considerable review and discussion regarding the proposed spill containment system and its intent to "exceed" current standard design practices, INAC supports the proposal by DCBC to direct all water and any potential spill to either end of the bridge abutments as the preferred option. It is recommended a review of maintenance performance and frequency of spills be conducted for the Deh Cho Bridge on an annual basis to assess the effectiveness of the spill containment system.

Issue 5:

Additional Information Requests forwarded on September 10, 2004 are;

- i. Ice Formation on Bridge Deck
- ii. De-Icing Methods

Decision:

INAC has reviewed the DCBC responses on these two related bridge deck issues and supports the suggested operating and maintenance practices.