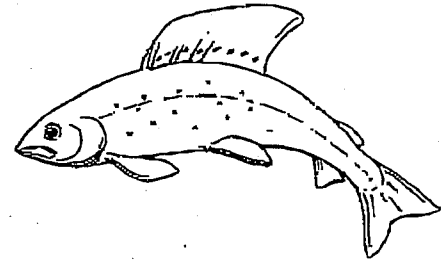




Fisheries
and Oceans

Pêches
et Océans



Fish Habitat Management
Suite 101, 5204 - 50th Avenue
Yellowknife, Northwest Territories
X1A 1E2

TO/A:

Mr. Alan Ehrlich
Senior Environmental Assessment Officer
Mackenzie Valley Environmental Impact Review Board
Box 938
200 Scotia Centre, 5102-50th Ave
Yellowknife, NT X1A 2N7
Fax (867) 920-4761

6 January, 2004

page 1 of 12

MESSAGE

Enclosed please find DFO-FHM Preliminary Screening Report and referral to EA for the following:

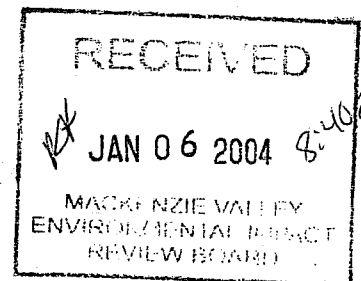
DFO File No. SC02159
MVLWB File No. MV2003L8-0007

Deh Cho Bridge Corporation, Bridge, Mackenzie River at Fort Providence, NT

FROM/DE:

J. David Tyson
Area Habitat Biologist
Western Arctic Area

Telephone: (867) 669-4919
Facsimile: (867) 669-4940
Email: tysond@dfo-mpo.gc.ca



Canada



Fisheries
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Fish Habitat Management
Suite 101, 5204-50th Avenue
Yellowknife, Northwest
Territories
X1A 1E2

Your file *Votre référence*

Our file *Notre référence*
SC02159

6 January, 2004

Mackenzie Valley Environmental Impact Review Board
Box 938
200 Scotia Centre, 5102-50th Ave
Yellowknife, NT
X1A 2N7

Attention: Todd Burlingame

RE: Deh Cho Bridge Corporation, Bridge, Mackenzie River at Fort Providence, NT

Dear Mr. Burlingame:

The Department of Fisheries and Oceans, Fish Habitat Management – Western Arctic Area (DFO) has conducted a Preliminary Screening for the proposed Deh Cho Bridge Corporation Mackenzie River Bridge project at Fort Providence, NT, in accordance with Section 124(1) of the *Mackenzie Valley Resource Management Act (MVRMA)*. Please find the Preliminary Screening Report attached.

Based on comments received during the screening, DFO has determined the project might be a cause of public concern, as per Section 125(1)(a) of the *MVRMA*. DFO therefore refers the Deh Cho Bridge Corporation Mackenzie River Bridge project to the Mackenzie Valley Environmental Impact Review Board for Environmental Assessment, pursuant to Section 125(1)(b) of the *MVRMA*.

If you have any questions, feel free to contact me at (867) 669-4919, or by fax at (867) 669-4940.

J. David Tyson
Area Habitat Biologist
Fish Habitat Management
Department of Fisheries and Oceans- Western Arctic Area

Copy. Ron Allen, Area Director, DFO-WAA
Julie Dahl, Area Chief, Habitat, DFO-FHM
Stephen Mathyk, Regulatory Officer, MVLWB
Andrew Gamble, Manager, DCBC

Canada

PRELIMINARY SCREENING REPORT FORM

PRELIMINARY SCREENER: DFO REFERENCE / FILE NUMBER: SC02159 TITLE: Bridge Construction, Km 23 of Hwy#3, Near Fort Providence ORGANIZATION: Deh Cho Bridge Corporation	EIRB REFERENCE NUMBER:
---	------------------------------

Type of Development:
(CHECK ALL THAT APPLY)

- New
- Amend, EIRB Ref. #
- Requires permit, license or authorization
- Does not require permit, license or authorization

Project Summary

- Proposed two-lane bridge to be built at current ferry crossing located at Km 23 of Hwy #3, near Fort Providence.
- Length of the bridge is 1,045 meters constructed of 9 continuous spans made of steel girders and concrete decking.
- The superstructure will be supported on eight piers constructed in the watercourse and two abutments constructed on the approach berms.
- The piers will be concrete filled steel caissons, the superstructure will be made up of steel girders, and the decking will be made up of concrete panels.
- The dimensions of the main span will be 185 metres long with 22.5 metres of clearance above the river.

Project Scope

- Physical construction, including: placement of piers, bridge abutments, and approaches
- Fish habitat compensation plan

Principal Activities (related to scoping)
(CHECK ALL THAT APPLY)

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Construction | <input type="checkbox"/> Exploration | <input type="checkbox"/> Decommissioning |
| <input checked="" type="checkbox"/> Installation | <input type="checkbox"/> Industrial | <input type="checkbox"/> Abandonment |
| <input type="checkbox"/> Maintenance | <input type="checkbox"/> Recreation | <input type="checkbox"/> Aerial |
| <input type="checkbox"/> Expansion | <input type="checkbox"/> Municipal | <input type="checkbox"/> Harvesting |
| <input type="checkbox"/> Operation | <input checked="" type="checkbox"/> Quarry | <input type="checkbox"/> Camp |
| <input type="checkbox"/> Repair | <input checked="" type="checkbox"/> Linear / Corridor | <input type="checkbox"/> Scientific/ |
| <input type="checkbox"/> Research | <input type="checkbox"/> Sewage | <input type="checkbox"/> Solid Waste |
| <input type="checkbox"/> Water Intake | | |
| <input type="checkbox"/> Other: | | |

Principal Development Components (related to scoping)

- | | |
|--|--|
| <input type="checkbox"/> Access Road | <input type="checkbox"/> Waste Management |
| <input checked="" type="checkbox"/> construction | <input type="checkbox"/> disposal of hazardous waste |
| <input type="checkbox"/> abandonment/removal | <input type="checkbox"/> waste generation |
| <input checked="" type="checkbox"/> modification e.g., widening, straightening | <input type="checkbox"/> Sewage |
| <input checked="" type="checkbox"/> Automobile, Aircraft or Vessel Movement | <input type="checkbox"/> disposal of sewage |
| <input type="checkbox"/> Blasting | <input type="checkbox"/> Geoscientific Sampling |
| <input checked="" type="checkbox"/> Building | <input type="checkbox"/> trenching |
| <input type="checkbox"/> Burning | <input type="checkbox"/> diamond drill |
| <input type="checkbox"/> Burying | <input type="checkbox"/> borehole core sampling |

- Channeling
- Cut and Fill
- Cutting of Trees or Removal of Vegetation
- Dams and Impoundments
 - construction
 - abandonment/removal
 - modification
- Ditch Construction
- Drainage Alteration
- Drilling other than Geo-scientific
- Ecological Surveys
- Excavation
- Explosive Storage
- Fuel Storage
- Topsoil, Overburden or Soil
 - fill removal
 - disposal storage

- bulk soil sampling
- Gravel
- Hydrological Testing
- Site Restoration
 - fertilization
 - grubbing
 - planting/seedling
 - reforestation
 - scarify
 - spraying
 - re-contouring
- Slashing and removal of vegetation
- Soil Testing
- Stream Crossing/Bridging
- Tunnelling/Underground
- Other (describe):

NTS Topographic Map Sheet Numbers
85 F/5

Latitude / Longitude and UTM System:
61° 15' 45"; 117° 31' 30"

Nearest Community and Water Body:
Fort Providence; Mackenzie River

Land Status (consultation Information)

- Free Hold / Private
- Commissioners Land
- Federal Crown Land
- Municipal Land

Transboundary Implications

- British Columbia
- Alberta
- Saskatchewan
- Yukon
- Nunavut
- Wood Buffalo National Park
- Inuvialuit Settlement Region

Type of Transboundary Implication: Impact / Effect Development

Public Concern: NWT Chamber of Mines

NWT Chamber of Mines concerned with the proposed operation and economics of the bridge. NWT Chamber of Mines concerned that the planned tolls on freight to recover the cost of the bridge construction will increase the operating costs of existing and future mines and mineral exploration. NWT Chamber of Mines is also concerned that the application of tolls to commercial freight only and not to the general public is an unfair burden to commercial traffic.

PHYSICAL - CHEMICAL EFFECTS**IMPACT****1. Ground Water**

- water table alteration
- water quality changes
- infiltration changes
- other
- N/A

IMPACT**2. Surface Water**

- flow or level changes
- water quality changes

- water quantity changes
- Drainage pattern changes
- temperature
- wetland changes / loss
- other: ice action changes
- N/A

MITIGATION**MITIGATION**

- No Mitigation – Piers will may increase scour (<0.3m). These effects are projected to be minimal.
- Clean blast rock to be used for in-stream activities.
- No equipment will be deployed in the water during approach construction. All materials to be removed from river bed after construction activities requiring in-stream work.
- Auger excavation to be confined within metal casings.
- Excavated material from foundation construction to be scrapped from ice surface and deposited off-site.
- Water monitoring to take place upstream and downstream of work area during construction.
- All construction materials, fuel and miscellaneous equipment will be stored above the high water mark.
- Continuous inspection of equipment and vehicles to take place for on-ice work.
- Contingency Plans in place with the NWT 24-Hour Spill Line to be contacted at (867) 920-8130 in case of spills.
- Piers, abutments and approaches designed for calculated ice force according to the Canadian Bridge Code CSA-S6-00.
- Approaches are to be set at 2.0 m above calculated ice jam to avoid flooding.

IMPACT

3. Noise

- noise in/near water
- other: noise increase
- N/A

MITIGATION

- No Mitigation – Vehicle movement and construction.
- No Mitigation – Vehicle movement and construction.

IMPACT

4. Land

- geologic structure changes
- soil contamination
- buffer zone loss
- soil compaction & settling
- Destabilization / erosion
- permafrost regime alteration
- other: explosives/scarring
- N/A

MITIGATION

- Approach construction to take place between October and December to ensure frozen conditions and decrease damage to highway pavement.

IMPACT

5. Non Renewable Natural Resources

- resource depletion
- other:
- N/A

MITIGATION

IMPACT

6. Air/Climate/ Atmosphere

- Other: air quality
- N/A

MITIGATION

- No Mitigation – Air quality will be affected by increased vehicle and equipment use (eg: Hydrocarbon Combustion).

BIOLOGICAL ENVIRONMENT

IMPACT

1. Vegetation

- species composition
- species introduction
- toxin / heavy accumulation
- other:
- N/A

IMPACT

2. Wildlife & Fish

- effects on rare, threatened or endangered species
- fish population changes
- waterfowl population changes
- breeding disturbance
- population reduction
- species diversity change
- health changes (Identify)
- behavioural changes (Identify)
- habitat changes / effects
- game species effects
- toxins / heavy metals
- forestry changes
- agricultural changes
- other: waterfowl disturbance
- N/A

MITIGATION

MITIGATION

- Maintenance activities should be scheduled so as not to occur during the nesting period of migratory Birds.
- Habitat losses will occur within the footprint of the bridge abutments and approaches. A Fisheries Act Section 35(2) Authorization will be required from DFO. The planned alignment places the bridge approaches and abutments over the existing ferry landing causeways, minimizing habitat losses. Reclamation of the ferry slipway and the north ferry landing will provide like-for-like fish habitat compensation. Habitat compensation and monitoring requirements, as well as proponent designed compensation plans and commitments will be included in the Authorization.
- Lighting should be installed on the piers and superstructure of the bridge in such a way that it does not attract or become a hazard to migratory birds.

INTERACTING ENVIRONMENT

IMPACT

1. Habitat and Communities

- predator-prey
- wildlife habitat / ecosystem
Composition changes
- reduction / removal of
keystone or endangered
species
- removal of wildlife corridor or
buffer zone
- other:
- N/A

MITIGATION

IMPACT

2. Social and Economic

- planning / zoning changes or
conflicts
- increase in urban facilities or
services use
- rental house
- airport operations / capacity
changes
- human health hazard
- impair the recreational use of
water or aesthetic quality
- affect water use for other
purposes
- affect other land use
operations
- quality of life changes
- public concern
- other: public safety hazards
- other: Navigation
- N/A

MITIGATION

- Access to ferry landings will be kept clear and a route for the ferryboat will be maintained without interruption. Both the south and north approach will undergo a detour of 250m and 450m respectively.
- Agreements are in place or being negotiated with Northern Transportation Company Limited and NWT Motor Transport Association.
- Bridge dimensions to have vertical and horizontal clearances that should not limit oversized loads.
- Substructure designed to resist impact of colliding stray vessels.
- Will require a permit under Section 5 (1) (a) of the *Navigable Waters Protection Act*. As required within the *NWPA*, a separate, concurrent review is being conducted by Fisheries and Oceans Canada, Canadian Coast Guard – Navigable Waters Protection.

IMPACT

MITIGATION

3. Cultural and Heritage

- effects to historic property
- increased economic pressure on historic properties
- change to or loss of historic resources
- change to or loss of archaeological resources
- increased pressure on archaeological sites
- change to or loss of aesthetically important site
- effects to aboriginal lifestyle
- other:
- N/A

NOTES:

The Preliminary Screening was initiated as a joint screening with the Mackenzie Valley Land and Water Board. However, DFO and MVLWB later agreed to submit separate screening reports.

**PRELIMINARY SCREENER / REFERRING BODY INFORMATION
(CHECK ALL THAT APPLY)**

	RA or DRA	ADVICE	PERMIT REQUIRED
<u>Federal</u>			
CANADIAN HERITAGE (PARKS CANADA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CANADIAN NUCLEAR SAFETY COMMISSION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CANADIAN TRANSPORTATION AGENCY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENVIRONMENT CANADA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FISHERIES & OCEANS CANADA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INDIAN AFFAIRS & NORTHERN DEVELOPMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
INDUSTRY CANADA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NATIONAL DEFENSE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NATIONAL ENERGY BOARD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NATURAL RESOURCES CANADA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PUBLIC WORKS & GOVERNMENT SERVICES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSPORT CANADA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOGD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Territorial</u>			

RESOURCES, WILDLIFE AND ECONOMIC DEVELOPMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MUNICIPAL AND COMMUNITY AFFAIRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TRANSPORTATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HEALTH BOARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PRINCE OF WALES HERITAGE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Aboriginal / First Nation

DEH GAH GOT'IE DENE COUNCIL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT PROVIDENCE METIS COUNCIL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LIIDLI KUE FIRST NATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
METIS LOCAL #52	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
JEAN MARIE RIVER FIRST NATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
KA'A'GEE TU FIRST NATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PEHDZEH KI DENE COUNCIL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEH CHO FIRST NATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Local Government

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

Communities

HAMLET OF FORT PROVIDENCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VILLAGE OF FORT SIMPSON	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other

FORT PROVIDENCE RESOURCE MANAGEMENT BOARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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REASONS FOR DECISION

Issued pursuant to Section 121 of the *Mackenzie Valley Resource Management Act (MVRMA)*.

APPLICATION:

- The application was submitted to DFO pursuant to Section 35(2) of the *Fisheries Act* and DFO conditionally accepted that the habitat compensation plan presented by the proponent would provide the necessary compensation in compliance with the DFO No Net Loss Policy.
- A Preliminary Screening was conducted in accordance with Section 124(1) of the *MVRMA*.
- There was no public hearing held in association with this application.

DECISION:

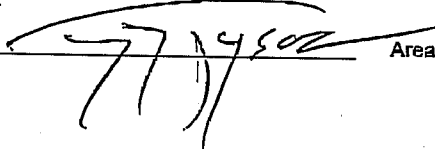
DFO is satisfied that the project has been screened pursuant to the *MVRMA* and that the proposed compensation plan would compensate for habitat losses in a manner consistent with the DFO No Net Loss Policy with respect to Section 35 of the *Fisheries Act*. However:

- The Deh Cho Bridge Corporation has yet to provide all the information requested by reviewers and as such the MVLWB has decided to place their Preliminary Screening on hold.

- During the Preliminary Screening, the proponent altered the project such that additional permits will be required for components. Specifically, some quarrying will be conducted outside of the GNWT-DoT right-of-way.
- During the review process, the Northwest Territories Chamber of Mines expressed concern regarding the effects of bridge tolls on the costs of mining and exploration in the NWT and requested that the project be referred to the Mackenzie Valley Environmental Impact Review Board (MVEIRB) for Environmental Assessment.

As a result of comments received during the Preliminary Screening, DFO has determined that the Deh Cho Bridge Corporation Mackenzie Bridge project might be a cause of public concern, as per Section 125(1)(a) of the *MVRMA*. Pursuant to Section 125(1)(b) of the *MVRMA*, DFO therefore refers the Deh Cho Bridge Corporation Mackenzie Bridge project to the MVEIRB for Environmental Assessment.

Fisheries and Oceans Canada
 Fish Habitat Management – Western Arctic Area

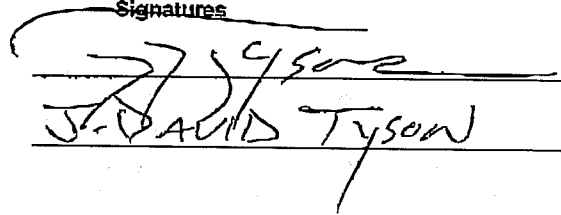
6 JAN 04  Area Habitat Biologist
 Date

PRELIMINARY SCREENING DECISION	
<input type="checkbox"/>	Outside Local Government Boundaries
<input type="checkbox"/>	The development proposal might have a significant adverse impact on the environment, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input type="checkbox"/>	Wholly within Local Government Boundaries
<input type="checkbox"/>	The development proposal is likely to have a significant adverse impact on air, water or renewable resources, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input checked="" type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>

Preliminary Screening Organization

Fisheries and Oceans Canada

Signatures



J. DAVID TYSON