



JUL 08 2016

Chuck Hubert
Senior Environmental Assessment Officer
Mackenzie Valley Environmental Impact Review Board
PO Box 938
YELLOWKNIFE, NT X1A 2N7

VIA EMAIL

Dear Mr. Hubert:

GNWT Response to Technical Session Undertaking #41 for Canadian Zinc Corporation – Prairie Creek All Season Road (EA1415-01 [2014]) Environmental Assessment

The Government of the Northwest Territories (the GNWT) is pleased to provide the following as a response to technical session Undertaking #41.

Undertaking #41:

Does GNWT have the information it needs from CanZinc to determine how much work and resources it will take to accommodate the proposed traffic?

DOT has received most of the information from CanZinc required to make a determination of the impacts of mine traffic on Highway 7 and the Nahanni Butte Access Road. However, there appear to be several information gaps that prohibit a full impact assessment. Confirmation is required on the following items:

- Forecast distribution of mine traffic along Highway 7 (north and south)
- Maximum daily traffic forecasts during mine development (all vehicles) and production periods (trucks)
- Commencement/duration of mine development and production periods
- Anticipated seasonal scheduling of traffic, specifically in relation to typical spring road restriction period from April – July.

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How long would it take for the GNWT to make the necessary road improvements to Hwy 7 and the Nahanni Butte access road?

DOT is only planning to undertake basic maintenance work to these facilities over the next couple of years. DOT cannot determine what if any major works would be required without seeing and analyzing additional traffic information.

Describe how local residents will be impacted by road construction, and over what period of time.

Impacts to local residents as a result of any road construction would be minimal. DOT is not planning on doing any major reconstruction or realignments involving Highway 7. Only minor impacts to residents of Nahanni Butte could occur as a result of any DOT highways maintenance activities including the recently announced Nahanni Butte access road improvement. There is the possibility that employment opportunities could arise from those improvements.

If improvements will occur over multiple years, what traffic volume and gross vehicle weight of haul traffic is appropriate while improvements are being made.

DOT cannot accurately determine this at the present time. For routine maintenance that involves culvert replacements, there may be some temporary disruptions and load restrictions, but only for a short duration. For maximum loads, it is recommended that hauling occur during winter months.

Has the GNWT determined if it will allow the larger payload vehicles (73.2T 9-axle vehicles) for use on the roads? If the larger GVW is approved by GNWT, how would this change the GNWT's schedule and impact to road improvements?

DOT is not planning on changing the allowable weights/loads on Highway 7. Larger vehicles may be allowed via the permitting process on a case by case basis but increasing the legal maximum loads on the highway is not planned.

The GNWT looks forward to continuing its participation in the environmental assessment of Canadian Zinc's proposed Prairie Creek All-Season Road.

Should you have any questions regarding the response, please contact Melissa Pink, Manager, Project Assessment Branch, Department of Lands, at (867) 767-9183 ext. 24069 or melissa_pink@gov.nt.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read 'L Seale', with a stylized, cursive script.

Lorraine Seale
Director, Securities and Project Assessment
Department of Lands