

Preliminary Screening Report Form

<p>Preliminary screener: MVLWB</p> <p>Reference / File number: MV2017X0019</p> <p>TITLE: Miscellaneous, Operation and Maintenance – Mackenzie Highway Corridor– Waterfall Route</p> <p>Organization: GNWT-Department of Infrastructure</p> <p>Meeting date: September 20, 2018</p>	<p>EIRB Reference number:</p>
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Type of Development:
(CHECK ALL THAT APPLY)

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Amend, EIRB Ref. # |
| <input checked="" type="checkbox"/> | Requires permit, licence, or authorization |
| <input type="checkbox"/> | Does not require permit, licence, or authorization |

Project Summary

Amendment – August 2, 2018

On August 2, 2018, the Government of the Northwest Territories- Department of Infrastructure applied to amend their existing Permit MV2017X0019 to allow for the construction and use of an access that is within 300m of privately owned or leased land or structure.

Amendment – July 14, 2016

On July 14, 2016, the Government of the Northwest Territories – Department of Transportation applied to amend their existing Permit MV2010X0013 to include additional geotechnical investigation sites along the Waterfall Route. These activities fall within the existing scope of the Permit.

Initial Application

- The continuous and ongoing operation and maintenance of the existing NWT public highway system within the permit corridor along the Mackenzie Highway (NWT #1) Corridor between km 0 (AB/NT Border) and km 278 (Axe Handle area) and includes:
 - Mackenzie Highway (NWT #1) km 0 to km 278;
 - The Kakisa and Hart Lake access roads;
 - Pullouts and rest areas; and
 - Other minor roads and accesses along the Mackenzie Highway Corridor – Waterfall Route and as listed under the *Public Highways Act* as Commissioners Land for the Government of the NWT, and includes all highways, roadways, and other transportation infrastructure.
- Work activities also include:
 - roadway and right-of way maintenance;
 - rehabilitation or reconstruction;
 - bridge structure maintenance;
 - culvert installation;
 - maintenance of drainage channels;
 - establishment and maintenance of drainage channels;
 - excavation or extraction of granular materials;
 - production of aggregates; and
 - roadway surfacing.
- The Permit area will be 2 km in width, 1 km on each side of the existing public highway/roadway centerline through the entire length of the permit corridor including access and minor roads as listed in the *Public Highways Act*;
- To access existing or future quarry areas within and outside the 2-kilometre corridor;
- To develop new or further develop existing borrow areas to obtain granular borrow materials, common materials, blast rock (including use of explosives), rip-rap, clay, and sand and gravel from areas outside the existing 60-metre wide public highway corridors through applications to INAC for quarrying permits;
- To carry out geotechnical investigations in the search for gravels and rock and for gathering preliminary engineering information for the design of foundations for roadways, bridges, and other structures (as required);
- To place and maintain granular stockpiles at existing or approved quarry sites for the purpose of ongoing operations and maintenance of the public highway system within the permit corridor;
- To place temporary construction/work camps at existing quarry or previously developed sites within the permit corridor for the purpose of carrying out operations and maintenance of the public highway system and other roadways within the permit corridor;
- To temporarily store construction, operations, and maintenance equipment at the various existing quarry or other previously developed sites within the permit corridor while carrying out these activities in the area;
- To access water sources for the ongoing operations and maintenance of the public highway system within the permit corridor;
- Use and operation of fuel storage tanks in various sizes located at the temporary construction/work camp locations;
- To access 1 kilometre (1000 metres) on each side (left and right) of the public highway/roadway center line for the purpose of carrying out granular and geotechnical investigations, quarry pit development, drainage channel construction, stockpiling granular and other construction materials, and placement of temporary construction/work camps;
- To construct and maintain sand and sand/salt storage facilities at strategic locations along the designated highway corridor; and
- To construct, operate, and maintain pullouts/rest areas at strategic locations along the designated highway corridor.
- Equipment

- tracked dozers
- hydraulic excavators (wheeled and tracked)
- loaders (wheeled and tracked)
- motor graders
- compaction equipment
- asphaltic pavers
- rotary drills
- gravel crushing plants (cone and jaw)
- single axel, tandem axel and tridem axel haul trucks
- tractor trailers
- rock trucks
- tractor mowing machines
- fuel tankers
- pile drivers
- draglines
- cranes
- service vehicles
- temporary construction/work camps
- tree harvesters/mulchers
- generators
- various small equipment (rock pickers, cultivators, roadway sweepers, post hole drills, post drivers, water pumps, rig mats, patching units, tar pots, tampers, compressors, jack hammers, etc.)

Scope

- The continuous and ongoing operation and maintenance of the existing NWT public highway system within the permit corridor along the Mackenzie Highway (NWT #1) Corridor between km 0 (AB/NT Border) and km 278 (Axe Handle area) and includes:
 - Mackenzie Highway (NWT #1) kilometre 0 to kilometre 278;
 - the Kakisa and Hart Lake access roads;
 - pullouts and rest areas; and
 - other minor roads and accesses along the Mackenzie Highway Corridor – Waterfall Route and as listed under the *Public Highways Act* as Commissioners Land for the Government of the NWT, and includes all highways, roadways, and other transportation infrastructure.
- Work activities also include:
 - roadway and right-of way maintenance;
 - rehabilitation or reconstruction;
 - bridge structure maintenance;
 - culvert installation;
 - maintenance of drainage channels;
 - establishment and maintenance of drainage channels;
 - excavation or extraction of granular materials;
 - production of aggregates; and
 - roadway surfacing.

Minimum latitude 60°00'00.0" N – Maximum latitude 61°09'03.0" N
 Minimum longitude 116°07'17.0" W – Maximum longitude 119°02'56.00" W

- The Permit area will be two kilometres in width, one kilometre on each side of the existing public highway/roadway centerline through the entire length of the permit corridor including access and minor roads as listed in the *Public Highways Act*;
- To access existing or future quarry areas within and outside the 2-kilometre corridor;
- To develop new or further develop existing borrow areas to obtain granular borrow materials, common materials, blast rock (including use of explosives), rip-rap, clay, and sand and gravel from areas outside the existing 60-metre wide public highway corridors through applications to INAC for quarrying permits;
- To carry out geotechnical investigations in the search for gravels and rock and for gathering preliminary engineering information for the design of foundations for roadways, bridges, and other structures (as required);
- To place and maintain granular stockpiles at existing or approved quarry sites for the purpose of ongoing operations and maintenance of the public highway system within the permit corridor;
- To place temporary construction/work camps at existing quarry or previously developed sites within the permit corridor for the purpose of carrying out operations and maintenance of the public highway system and other roadways within the permit corridor;
- To temporarily store construction, operations, and maintenance equipment at the various existing quarry or other previously developed sites within the permit corridor while carrying out these activities in the area;
- To access water sources for the ongoing operations and maintenance of the public highway system within the permit corridor;
- Use and operation of fuel storage tanks in various sizes located at the temporary construction/work camp locations;
- To access 1 kilometre (1000 metres) on each side (left and right) of the public highway/roadway center line for the purpose of carrying out granular and geotechnical investigations, quarry pit development, drainage channel construction, stockpiling granular and other construction materials and placement of temporary construction/work camps;
- To construct and maintain sand and sand/salt storage facilities at strategic locations along the designated highway corridor; and
- To construct, operate and maintain pullouts/rest areas at strategic locations along the designated highway corridor.

Type of Disposition Disposition Number(s)

- Mineral Claims
- Prospecting Permit (s)
- Mineral Leases
- Oil and Gas: EL/SDL/PL
- Quarry Permit various
- Timber Permit
- Other:

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

Principal Development Components (related to scoping)

- | | |
|---|--|
| <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Access Road <ul style="list-style-type: none"> <input checked="" type="checkbox"/> construction <input type="checkbox"/> abandonment/removal <input checked="" type="checkbox"/> modification e.g., widening, straightening <input checked="" type="checkbox"/> Automobile, Aircraft or Vessel Movement <input type="checkbox"/> Blasting <input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Burning <input type="checkbox"/> Burying <input type="checkbox"/> Channelling <input checked="" type="checkbox"/> Cut and Fill <input checked="" type="checkbox"/> Cutting of Trees or Removal of Vegetation <input type="checkbox"/> Dams and Impoundments <ul style="list-style-type: none"> <input type="checkbox"/> construction <input type="checkbox"/> abandonment/removal <input type="checkbox"/> modification <input type="checkbox"/> Ditch Construction <input type="checkbox"/> Drainage Alteration <input checked="" type="checkbox"/> Drilling other than Geoscientific <input type="checkbox"/> Ecological Surveys <input checked="" type="checkbox"/> Excavation <input type="checkbox"/> Explosive Storage <input checked="" type="checkbox"/> Fuel Storage <input checked="" type="checkbox"/> Topsoil, Overburden or Soil <ul style="list-style-type: none"> <input checked="" type="checkbox"/> fill <input checked="" type="checkbox"/> disposal <input checked="" type="checkbox"/> removal <input checked="" type="checkbox"/> storage | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Waste Management <ul style="list-style-type: none"> <input checked="" type="checkbox"/> disposal of hazardous waste <input checked="" type="checkbox"/> waste generation <input checked="" type="checkbox"/> sewage <input checked="" type="checkbox"/> disposal of sewage <input type="checkbox"/> Geoscientific Sampling <input type="checkbox"/> Trenching <input type="checkbox"/> Diamond drill <input type="checkbox"/> Borehole core sampling <input type="checkbox"/> Bulk soil sampling <ul style="list-style-type: none"> <input type="checkbox"/> gravel <input type="checkbox"/> hydrological Testing <input checked="" type="checkbox"/> Site Restoration <ul style="list-style-type: none"> <input type="checkbox"/> fertilization <input type="checkbox"/> grubbing <input checked="" type="checkbox"/> planting/seeding <input type="checkbox"/> reforestation <input type="checkbox"/> scarify <input type="checkbox"/> spraying <input checked="" type="checkbox"/> re-contouring <input checked="" type="checkbox"/> Slashing and removal of vegetation <input type="checkbox"/> Soil Testing <input checked="" type="checkbox"/> Stream Crossing/Bridging <input type="checkbox"/> Tunnelling/Underground <input type="checkbox"/> Other: |
|---|--|

NTS topographic map sheet numbers:

86C/02, 07, 08, 09, 10, 14, 15
85E/01-03
85F/03, 04

Latitude / longitude and UTM system:

Minimum latitude 60°00'00.0" N – Maximum latitude 61°09'03.0" N
Minimum longitude 116°07'17.0" W – Maximum longitude 119°02'56.00" W

Nearest community and water body:

Fort Providence, Great Slave Lake

Land Status (consultation information)

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

Transboundary/Transregional Implications

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> British Columbia | <input type="checkbox"/> Alberta | <input type="checkbox"/> Saskatchewan | <input type="checkbox"/> Yukon |
| <input type="checkbox"/> Nunavut | <input type="checkbox"/> Wood Buffalo National Park | <input type="checkbox"/> Inuvialuit Settlement Region | <input type="checkbox"/> Nahanni National Park |
| <input type="checkbox"/> Wek'èezhii | <input type="checkbox"/> Gwich'in | <input type="checkbox"/> Sahtu | <input type="checkbox"/> Outside Management Area |

Type of transboundary implication: Impact / Effect Development

Public concern: _____
(Describe.)

Physical - Chemical Effects

Impact

1) Ground Water

- water table alteration
- water quality changes

Mitigation

Potential impact to soil conditions may also occur if there is a spill, in particular a fuel spill. Fuel spills could occur at the following times:

- During the transfer of fuel from fuel trucks to the storage tank or from the tank to equipment;
- As a result of leakage from the storage tank(s);
- As a result of leakage from working or over-nighting equipment or machinery;
- As a result of a fuel accident en route to or from the work site; and
- An accident on site.

To mitigate the potential risk of a fuel spill, fuel will be stored on site in appropriate containers/tanks (EnviroTanks). All fuel storage containers/tanks will be placed a minimum of 100 metres back from the ordinary high water mark of any water body (standing or flowing water body).

Vehicles and tanks will be refuelled in designated areas within the right-of-way, a minimum of 100 metres away from the ordinary high water mark, making use of Hazmats or drip trays to catch any potential leakage. The use of fuel and all hazardous materials will be subject to a Spill Contingency Plan. All Department of Transportation personnel and contractors will be familiar with this plan and copies will be available at major work areas at all times.

Fuel, blast rock, building materials, and cleared vegetation will be stored on site. To mitigate any negative impact from these materials being stored on site, all materials will be stored safely, a minimum of 100 metres away from any ordinary high water mark and outside the tree line. There should be minimal risk of any stored materials contaminating any water body. Although there will unlikely be hazardous materials involved, all substances will be considered deleterious. All waste materials will be removed from the site following construction activities and will be disposed of appropriately.

No slash, soil, or felled wood will be pushed into or left inside the tree line.

Construction activities will occur throughout the year; however, there should be minimal impact on ground water as the majority of the work will be carried out within the legislated public highway right-of-way and on existing infrastructure and roadway surfaces. Where work activities are undertaken within borrow areas, any contamination of the ground water, due to stirring up fines and mixing these with the underlain water, will quickly be dissipated through settlement or the natural gravel filtering process, and therefore should not be spread outside the working area. If excessive water is to be removed from within a borrow site, the water will be channelled in such a manner as to allow for the solids to settle in a settling pond. Silt fencing will be placed within the drainage channels from these settling ponds and will be monitored regularly, and replaced if necessary, to ensure that they are functioning as required.

- infiltration changes
- other:
- N/A

Impact

2) Surface Water

- flow or level changes
- water quality changes

Mitigation

Operation and maintenance activities will be undertaken throughout the year; therefore, some of this work will be carried out while the watercourses are frozen. However, it is possible that construction activities will have some short-term localized impact on the surface water quality.

Construction activities in general present some risks to surface water contamination due to the stripping of vegetation or during the placement of embankment materials causing erosion or migration of fine-

grained soils to enter water bodies. The main potential impact to surface water quality may occur during spring freshet and during heavy rainfall periods due to the large amount of water that can flow at these times and the washing over or eroding effects these large quantities of water have on exposed soils. To mitigate the potential surface water contamination during construction activities, the Department proposes to erect silt fencing whenever working near water bodies and will seed those areas that have been stripped of vegetation or wherever soils have been exposed due to construction activities.

Other risks to surface water quality may include spills of fuel or other hazardous materials within the right-of-way or within existing borrow sites and in the ice/snow that overlies the water bodies that are crossed with the public highway or roadway. Fuel spills could occur at the following times:

- During the transfer of fuel from fuel trucks to the storage tank or from the tank to equipment;
- As a result of leakage from the storage tank(s);
- As a result of leakage from working or over-nighting equipment or machinery;
- As a result of a fuel accident en route to or from the work site; and
- An accident on site.

To mitigate the potential risk of a fuel spill, fuel will be stored at the various sites in appropriate containers (EnviroTanks) that are placed a minimum of 100 metres away from the ordinary high water mark of water bodies. These EnviroTanks will be bermed as required or will have the refuelling and discharge connections at the top of the tanks. Vehicles and tanks will be refuelled within designated areas within the highway right-of-way or within the borrow or temporary construction/work camp area, again, a minimum of 100 metres from the ordinary high water mark of any water body. Also, Hazmats will be used to collect any potential leakage during the refuelling or fuel transfer activities. The use of fuel and all hazardous materials will be subject to the Emergency Response - Spill Contingency Plan. All Department of Transportation personnel and contractors working on the ongoing operation and maintenance activities within the permit corridor will be familiar with this plan and a copy will be available at the Department's regional office in Hay River, at the Highways office in Yellowknife, and in field offices as appropriate.

Long term impacts on water quality, stream flow, and fish habitat should be minimal as the majority of the work will be undertaken within the legislated public highway right-of-way, access roads, airports/airstrips, and within previously developed borrow sources.

- water quantity changes
- drainage pattern changes
- temperature
- wetland changes/loss
- other:
- N/A

Impact
3) Noise

Mitigation

- noise in/near water
- noise increase

Construction activities will generate certain levels of noise. Graders, loaders, dump and haul trucks, bulldozers, excavators, rock drills, crusher plants, and other equipment will be required to undertake and carry out the various work activities associated with the continuous and ongoing operation and maintenance on the public highway system, access roads, and airports/airstrips within the permit corridor.

The operation and maintenance will occur along existing highways/roadways and airports/airstrips, therefore, overall noise levels will not exceed average noise levels of normal traffic. Noise levels may increase at certain times during operations and maintenance, for example, during grading operations, crushing operations, pile driving operations, roadway reconstruction or rehabilitation, and bridge and culvert replacements. However, noise will be contained within a relatively small, localized area which is quite often in a remote area. Noise levels at any specific work site/location will not have any significant impact on travellers passing by.

Noise levels may potentially be a nuisance to fish and wildlife within a specific area during the construction, operations, or maintenance activities.

Foraging and predation activities may be intermittently, but temporarily disturbed by the construction, operations, or maintenance activities within specific work areas. However, these impacts are small and isolated to a confined space or location for short periods of time.

- other:
- N/A

Impact
4) Land

- geologic structure changes
- soil contamination

- buffer zone loss
- soil compaction and settling
- destabilization/erosion

- permafrost regime alteration
- explosives/scarring
- other:
- N/A

Mitigation

There are three potential impacts to soil within the permit corridor. The first potential impact is erosion due to the stripping of vegetation during the development of borrow areas and from heavy equipment movement. The second impact is soil contamination from potential spills of fuel or other foreign materials. The third impact is from the storage of materials such as blast rock, building materials, and cleared vegetation.

The use of machinery will increase the compaction of the soil.

Soil erosion in winter will be insignificant as there is a sufficient amount of snow on the ground and the soil is frozen. During the non-frozen periods, limited erosion in localized areas may occur; however, erosion control measures will be fully employed during and after construction activities. A number of approved methods and techniques for erosion control will be implemented, including lining ditches with geotextiles, coarse Class 1 granular materials, ditch blocks, etc. Silt fencing and matting methods will also be implemented where warranted. Seeding will also be used to control post-construction erosion.

Impact
5) Non-renewable natural resources

- resource depletion

- other:
- N/A

Mitigation

Natural gravel and granular resources are quite scarce within the permit area. The activities under this Land Use Permit Application will require significant amounts of granular materials over the life of the transportation infrastructure. The department will make every effort to effectively develop and utilize available granular materials and will continue to conduct its ongoing operations and maintenance activities in such a manner as to reduce the loss and demands of the limited supply of granular materials within the permit corridor.

Impact
6) Air/climate/atmosphere

- other: greenhouse gasses

- N/A

Mitigation

The use of construction equipment and refuelling vehicles will have temporary, non-measurable, and unavoidable impacts on air quality. Construction vehicles, using fossil fuels, emit substances that contribute to air pollution and global warming. The cumulative effects of these activities, while unfortunate, are an unavoidable impact of any activity requiring the use of heavy equipment. The Department of Transportation continually assesses equipment performance and is continuously researching methods and ways to reduce the consumption of fossil fuels and the effects of climate change.

Biological Environment

Impact
1) Vegetation

- species composition

Mitigation

The area of work will be restricted to as small a footprint as possible. The operation and maintenance of the public highway system, access roads, airports/airstrips, and associated transportation infrastructure within the permit corridor will have minimal impact on vegetation of the area since the work is rarely prolonged in any one location, nor will it occur concurrently throughout the permit corridor and is intermittent across the entire system.

The majority of the construction activities will also have minimal impact on vegetation of the area since most of the work will be completed within the existing right-of-way or airstrips and, in some cases, in the winter when the ground is frozen. The exception to this will be during right-of-way clearing work, which will require the removal of trees and other vegetation within the 60-metre wide legislated public highway corridor that may impede driver sight distances and when opening up additional areas at borrow sources (quarries or gravel pits) where trees and vegetation will be removed to access the granular or

rock materials. All salvageable slash (i.e. of a diameter greater than 125 millimetres) will be bucked into 3-metre lengths and stacked along the outer edges of the cleared alignment or borrow areas. The disturbed construction area will be reseeded to limit erosion using ENR's approved grass mixture for the area. In the case of cutlines for accessing granular investigation sites, any salvageable timber will be limbed, bucked into 2- to 3-metre lengths and stacked just inside the tree line along the cutline. There should be no negative impacts on the area's land resources.

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

Impact
2) **Wildlife and Fish**

- effects on rare, threatened or endangered species
- fish population changes

Mitigation

Negative impacts from the ongoing operation and maintenance, including construction activities, will be mitigated through known technologies, such as silt fences and seeding, to control impact on water quality and thus on fish and fish habitat in the summer. Overall, the undertakings carried out under this permit should have minimal impact on wildlife in the area as the public highway, access roads, and airports/airstrips already exist and operation and maintenance activities have been ongoing for several decades.

- waterfowl population changes
- breeding disturbance
- population reduction
- species diversity change
- health changes
- behavioural changes

Impacts to mammals, birds, and fish in the vicinity of the public highway corridor, access roads, and airports/airstrips within the permit corridor is expected to be minimal, of short duration, and localized. With the possible and occasional exception of the routine maintenance and replacement of culverts and bridge maintenance and rehabilitation work, not all water courses will be accessed to carry out the work under this Permit. For the most part, water for watering the road will be drawn from abandoned borrow sites. Water will also be drawn from larger streams, ponds, Hay River, and Great Slave Lake. Because the work on the highway and associated infrastructure takes place at all times of the year, it is possible that animals may be disturbed by the presence of people and equipment. The disturbance, however, will be transient, brief, and sporadic. Noise levels produced by the construction or maintenance equipment will inevitably impact some mammals.

- habitat changes / effects
- game species effects
- toxins/ heavy metals
- forestry changes
- agricultural changes
- other:
- N/A

Interacting Environment

Impact
1) **Habitat and Communities**

- predator-prey
- wildlife habitat/ecosystem composition changes
- reduction/removal of

Mitigation

There should be no permanent negative impacts on the habitat and communities in the permit corridor. The operation, maintenance rehabilitation, and reconstruction activities have been ongoing for several decades and the work is normally carried out intermittently at any specific location, so any disruption will not be inordinate or of very long duration.

keystone or endangered species

removal of wildlife corridor or buffer zone

other:

N/A

Impact
2) Social and Economic

Mitigation

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

The undertakings carried out under this Permit should have a positive socio-economic impact on the community of Hay River and Enterprise through employment, educational access, subsistence activity facilitation, and safe transportation corridors. It has been determined that the work will have seasonal aspects but will generally be carried out 365 days a year.

As in all of the Department of Transportation's operations, maintenance, rehabilitation, and reconstruction activities, work on the legislated public highway corridors and airports/airstrips within the permit corridor is considered a public necessity for inter-community travel and resupply of goods and services. The operations, maintenance, rehabilitation, and reconstruction activities carried out within the permit corridor provides both indeterminate and seasonal employment, training opportunities, and revenue for local contractors, hotels, retail outlets, and other businesses.

public concern

other:

N/A

Impact
3) Cultural and Heritage

Mitigation

effects to historic property

increased economic pressure on historic properties

change to or loss of historic resources

change to or loss of archaeological resources

The footprint of works associated with the ongoing operations, maintenance, rehabilitation, and reconstruction of the existing public highway/roadway corridors and airports/airstrips covered under this permit have been under development for several decades.

Currently, no heritage resources have been identified within the public roadway right-of-ways or within the existing borrow sites within the permit corridor. Therefore, no negative impacts on heritage or cultural resources are anticipated. It is unlikely that any heritage resources remain within the highway or roadway right-of-ways.

Should they be encountered or be identified, work activities will be restricted for a 100-metre radius of the identified heritage site, with the exception of the public highway or roadway surface. Furthermore, the Prince of Wales Northern Heritage Centre's archaeological experts will be called in for assessment and management of the site.

- increased pressure on archaeological sites
- change to or loss of aesthetically important sites
- effects to aboriginal lifestyle
- other:
- N/A

Notes:

Consultation

- Pursuant to section 27, paragraphs (a) and (b) of the **Deh Cho First Nations** (DCFN) Interim Measures Agreement, the MVLWB has determined that written notice was given to the DCFN, and that a reasonable period of time was allowed for DCFN to make representations with respect to the application.
- Pursuant to Schedule 4.1 of the **Northwest Territory Métis Nation** (NWTMN) Interim Measures Agreement, the MVLWB has determined that written notice was given to the NWTMN, and that a reasonable period of time was allowed for NWTMN to make representations with respect to the application.

Preliminary Screener / Referring Body Information

Acho Dene Koe First Nation
Athabasca Denesuline Council CO Prince Albert Cou
CanNor NWT Region
Deh Cho Land Use Planning Committee
Deh Gah Got'ie Dene Council
Dehcho First Nations
Dene Nation
Dene Tha' First Nation
Digaa Enterprises Ltd.
Environment and Climate Change Canada
Fisheries and Oceans Canada
Fort Providence Metis Council #57
Fort Providence Resource Management Board
Fort Simpson Metis Local 52
General Public
GNWT - ECE
GNWT - ENR
GNWT - ENR
GNWT - ENR - Deh Cho
Region
GNWT - ENR - North Slave Region
GNWT - ENR - South Slave Region - Fort Smith
GNWT - Health
GNWT - INF
GNWT - ITI
GNWT - Lands
GNWT - Lands - Dehcho Region
GNWT - Lands - Hay River Region
GNWT - Lands - North Slave Region
GNWT - Lands - South Slave Region - Fort Smith
GNWT - MACA
Hamlet of Fort Liard
Hamlet of Fort Providence
INAC - CARD
INAC - NWT Inspectors
Ka'a'gee Tu First Nation
Katlodeeche First Nation
Liard First Nation (Yukon)
Liidlii Kue First Nation (Ft Simpson)
Mackenzie Valley Environmental Impact Review Board
Naha Dehe Dene Band
North Slave Metis Alliance
NWT- OROGO
Pehdzeh Ki First Nation (Wrigley)
Ross River Dena Council
Sambaa Ke First Nation (Trout Lake)
Snap Lake Environmental Monitoring Agency - SLEMA
Transport Canada
TthedzehK?edeli First Nation (JMR)
West Point First Nation
WLWB
Workers' Safety and Compensation Commission

Reasons For Decision

(List all reasons and supporting rationales for preliminary screening decision)

DECISION

The Mackenzie Valley Land and Water Board (the Board) is satisfied that the preliminary screening of Application MV2017X0019 – GNWT – INF – Amendment Application – Miscellaneous (Maintenance and Operation) has been completed in accordance with section 125 of the *Mackenzie Valley Resource Management Act* (MVRMA).

The Board is satisfied that communities and First Nations affected by the Application have been notified and provided adequate time to provide comment on the Application as required by land claim and self government agreements, the MVRMA, policy directions relating to Interim Measures Agreements, and any other applicable legislation and agreements.

Having reviewed all relevant evidence on the Public Registry, including the submissions of the Applicant, the written comments received by the Board and any Staff Reports prepared for the Board, the Board has decided that in its opinion:

- The proposed development will not have a significant adverse impact on the environment; and
- The proposed development is not a cause of public concern.

The Board is also of the opinion that the Application can proceed through the regulatory process and that any impacts of the development on the environment can be mitigated through the imposition of the terms and conditions in the attached Land Use Permit

As a result, the Board, having due regard to the facts and circumstances, the merits of the submissions made to it, and to the purpose, scope, and intent of the MVRMA and the Mackenzie Valley Land Use Regulations has decided that this Land Use Permit be issued subject to the terms and conditions contained therein.

Preliminary Screening Decision	
<input checked="" 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 checked="" 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 checked="" 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 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

Mackenzie Valley Land and Water Board

September 20, 2018

Signatures

Mavis Cli-Michaud, Chair