



**DIGAA ENTERPRISES LTD.**  
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April 15, 2016

MV2015W0018

Mr. Sandy Murray  
Department of Transportation  
Government of the Northwest Territories  
Suite 201 – 76 Capital Drive  
Hay River, NT X0E 1G2

Dear Mr. Murray:

**Re: DOT Pit Plan – Km. 204 – Hwy. No. 1**

Thank you for contacting Digaa Enterprises Ltd. (email of April 11, 2016), regarding your proposed gravel pit at km 204 on Hwy 1.

This proposal for a gravel pit is not only within Digaa's Forest Management Agreement (FMA), but also is within our Land Use Permit (MV2015W0018).

Digaa has a LUP for timber harvesting and road construction that covers the Hwy 1 corridor from km 184 to Red Knife River. It overlaps the DOT LUP for Hwy 1 DOT Operations. More specifically, the proposed pit located on Digaa's planned cutblock #3602.

The area of the proposed pit is about 7 ha, plus the road R1 right-of-way, and contains about 800 m<sup>3</sup> of timber that Digaa plans to log and sell in the future, as part of a planned logging program. We refer you to Appendix 1: Maps.

Both LUP parties are obliged to consult their plans with each other, regardless of the existence of cabins or, in this case, our Land Lease. Digaa has consulted its LUP with DOT, and has committed to consult their future operating plans with DOT. Digaa is preparing its operational plans in the near future and is planning to consult these with DOT, to ensure no conflicts exist between the two LUP Parties.

## APPENDIX 1: MAPS

- This proposal for a gravel pit is within Digaa's FMA, Map E6, and cutblock #3602.
  - The proposed pit is within Digaa's Land Use Permit (MV2015W0018).
  - Attached are two maps.
- MAP E6: About 1:7,200 scale. The pit boundary was roughly applied to Map E6.
  - Map DOT: About 1:4200 scale. This map was provided to Digaa by DOT.
1. DOT e-mail says Proposed clearing area is 4 ha. In our estimate it is about 7.2 ha, if the Map of DOT's is correctly scaled (@ 1:4200; based on 210 m and 150 m ("red" lines on photo).
  2. Legend Map E6:
    - Polygon 2251 is the NW Tel site.
    - Polygon 2201 is a cleared site.
    - R1 (red) is the proposed DOT road to the Hwy
    - R2 (shaded blue) is the existing outline and proposed road for the Digaa harvesting plan to access Cutblock 3602. There is no need to build R1.
    - The "green shaded circled 2" on the Hwy is the junction of R2 and also the NW Tel access road to hwy 1. This is a wide junction capable of handling heavy trucks turning on-to-off of the highway.

Under Digaa's LUP, we are required to minimize new road construction and impacts on other land users. For example, reduce junctions to Hwy 1. On the E6 Map, the road marked "R2" (shaded blue), is the existing cutline that is the proposed road for Digaa to access its Cutblock 3602.

The proposed DOT junction of R1 will be required for heavy truck traffic, and will be a busy place when the proposed seal coating occurs. The "line-of sight" of this junction is only 200-250 m west of a large corner on the highway, and there will be a lot of dust generated on R1 at this time as well, further reducing visibility.

On the E6 Map, the "green shaded circled 2" on the highway is the junction of R2, and it is also the NW Tel access road to Hwy 1. This is a wide junction capable of handling heavy trucks turning on to, and off of, the highway, with a "line-of-sight" to the large corner to the west on Hwy 1 of about 800 meters (on a 90 km/h posted highway). Because of these safety issues, Digaa will not likely use the R1 junction to access its harvesting areas with its 6 or 7 axle heavy logging trucks and trailers.

In Digaa's opinion, there is no need to build the proposed new road and junction for heavy truck traffic at R1, when a much safer and existing junction already exists at the NW Tel access road, and R2.

Because Digaa has a Forest Management Agreement, a Land Use Permit, and a proposed pit on its planned cutblock 3602, they wish to discuss mutually acceptable terms to the proposed pit development. It may be that Digaa can log the area prior to the development of the pit. In addition, Digaa wishes to discuss the operational plans that the DOT currently has along Hwy 1 and also Hwy 3, to about Km 142 (Birch Creek) to avoid future unforeseen development conflicts from occurring, and turn them into mutual opportunities.

Please contact us in order to arrange a meeting to further discuss these matters.

Sincerely,

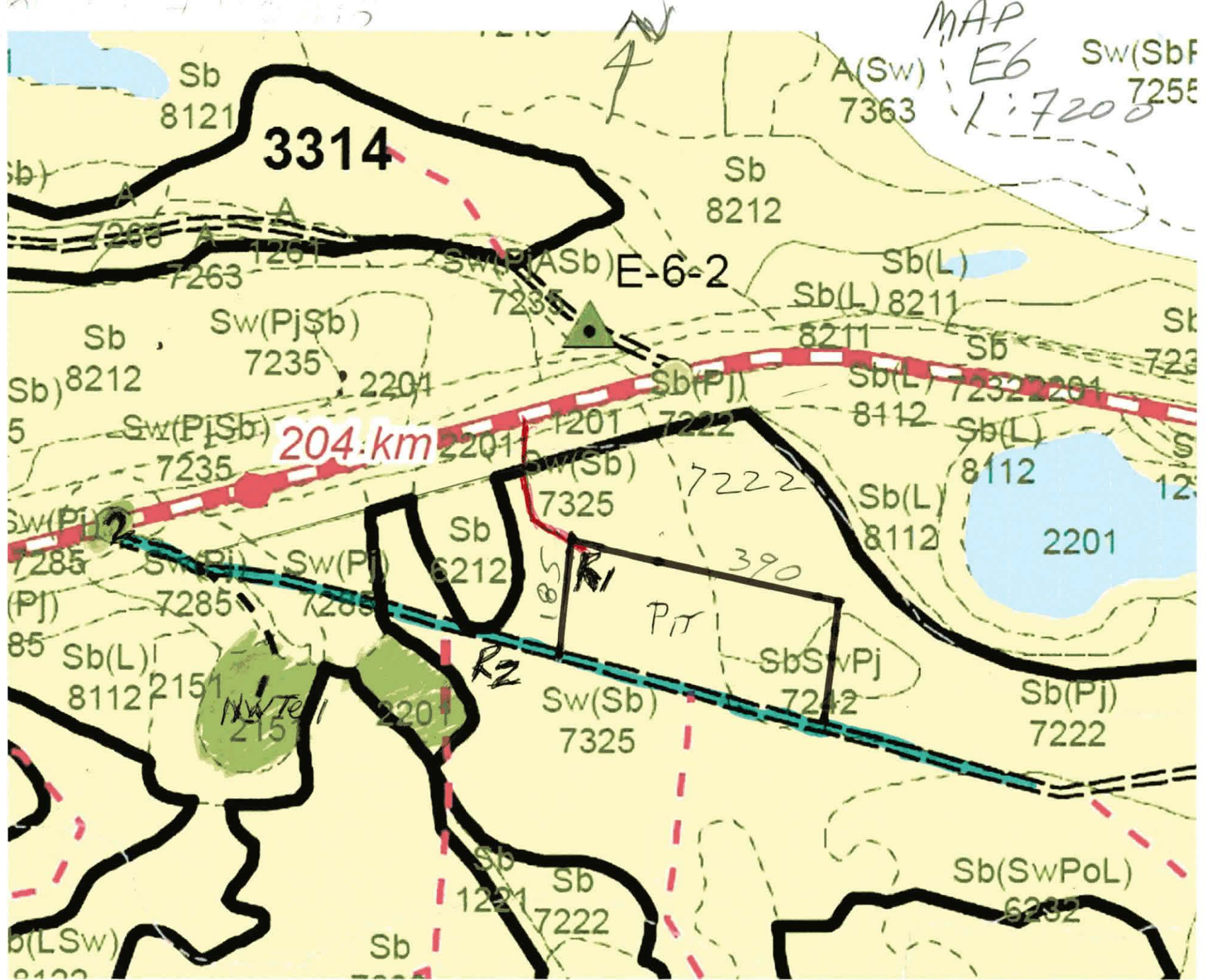


**DIGAA ENTERPRISES LTD.**  
Bob Head, Manager

c:

- Julian Morse, Regulatory Officer – Mackenzie Valley Land and Water Board
- Norm McCowan, Lands Inspector – Department of Lands - GNWT
- Chief Joachim Bonnetrouge, Deh Gah Gotie First Nation
- Clifford McLeod, President - Fort Providence Metis





3314

MAP E6  
1:7200  
Sw(SbF) 7255

204 km

E-6-2

NW Tel  
215

R2

R1

PIT

390

Sb 8121

Sb 8212

A(Sw) 7363

Sb)

Sb 8212

Sw(PjSb) 7235

Sw(PjSb) 7235

Sb(L) 8211

Sb(L) 8211

St

Sb) 5

Sw(PjSb) 7235

2201

2201

Sw(Sb) 7325

Sb(Pj) 7222

8211

Sb(L) 8112

Sb(L) 7232

2201

723

Sw(Pj) 7285

Sw(Pj) 7285

Sw(Pj) 7285

Sb 6212

185

7222

Sb(L) 8112

Sb(L) 8112

2201

12

85

Sb(L) 8112

2151

2201

Sw(Sb) 7325

SbSwPj 7242

Sb(Pj) 7222

b(LSw)

Sb

Sb 1221

Sb 7222

Sb(SwPoL) 6232



DOT MAP 1:4200 Area = +/- 7 ha not 4

②

Digger  
Lease

R1

NW Cor.

TP 0553

TP 0545

NE Cor.

Netel  
2151

2201

SW Cor.

TP 0561

TP 0565

SE Cor.

Image Landsat  
Image © 2016 DigitalGlobe

GOO

Imagery Date: 4/9/2013 11 V 458453.87 m E 6778561.30 m N elev 2

