



July 28, 2022

Government of Northwest Territories
Department of Transportation
PO Box 1320
YELLOWKNIFE, NT X1A 2L9

Attention: Mr. Terry Brookes

**Re: Land Use Permit W2016E0004
Road Construction
Tlicho All Season Road (TASR) Alignment from ~Km 196, Highway #3 to Whati, NT**

Dear Mr. Brookes,

An inspection of the Sediment & Erosion Control (SEC) measure repairs at ~Km 68 of the Tlicho All Season Road (TASR) and Pit 105 restoration was conducted by Inspector Clint Ambrose on July 26th, 2022. The inspection was carried out to ensure operating conditions annexed to the above noted land use permit are being adhered to during this land use operation. All findings of the inspection were discussed on site with Mr. Julien Cyr and Mr. Guillaume Tremblay (Sub-Contractor – Peter Kiewit Sons ULC) in a phone conversation upon completion of the inspection.

Overall, the Inspector was pleased with the SEC repair on both the north & south side of the James River Bridge and Pit 105 restoration was nearing completion with only survey confirmation of floor elevations remaining prior to the demobilization of equipment.

A decision on the use of the unproduced rock at the southern extent of Pit 105 will have to be made prior to **November 28th, 2022**. Your copy of the Environmental Inspection Report is enclosed and should be self-explanatory.

If you have any questions or concerns, please contact the undersigned at (867) 767-9188 or Ms. Karine Gignac at (867) 767-9187 ext. 24189.

Sincerely,

Clint Ambrose
Manager, Resource Management (Inspector)
North Slave Regional Office
GNWT – Department of Lands

cc: WLWB
GNWT-DOI – via email
Peter Kiewit and Sons ULC – via email
Northstar Infrastructure GP – via email





ENVIRONMENTAL INSPECTION REPORT

Permittee:	Government of Northwest Territories – DOI	Inspection Date – July 26 th , 2022
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		Permit Expiry Date	Last Previous Inspection
Land Use Permit No.	W2016E0004	May 29 th , 2024	July 5 th , 2022
Quarry Permit No(s).	Q2019-06 (Pit 105) Q2021-01 (Pit 80)	November 28 th , 2022 June 28 th , 2024	July 5 th , 2022 August 26 th , 2021
Contractor:	North Star Infrastructure GP	Subcontractor:	Peter Kiewit Sons ULC

Location(s) Inspected:	Sediment & Erosion Control (SEC) measure repairs at ~Km 68 of Highway #9 (James River Area) and Pit 105 at ~Km 89+500.
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Current Stage of Operation:	The repair of the SEC measures was complete and restoration work in Pit 105 is nearing completion with only the floor elevation to confirm prior to equipment demobilization.
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Program Modifications Approved:	
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Condition of Operation “A” - Acceptable “U” - Unacceptable “N/A” - Not Applicable

#	Operating Condition	Aspect Inspected			Condition
		TASR	Pit 105		
A	Location and Area	A	A		
B	Time	A	A		
C	Type and Size of Equipment	A	A		
D	Methods and Techniques	A	A		
E	Type, Location, Capacity and Operation of All Facilities	A	A		
F	Control or Prevention of Ponding of Water, Flooding, Erosion, Slides and Subsidence of Land	A	A		
G	Use, Storage, Handling and Ultimate Disposal of Any Chemical or Toxic Material	A	A		
H	Wildlife and Fisheries Habitat	A	A		
I	Storage, Handling and Disposal of Refuse or Sewage	A	A		
J	Protection of Historical, Archeological and Burial Sites	A	A		
K	Objects and Places of Recreational, Scenic or Ecological Value	N/A	N/A		
L	Security Deposit	N/A	N/A		
M	Fuel Storage	A	A		
N	Methods and Techniques for Debris and Brush Disposal	A	A		
O	Restoration of the Lands	A	A		
P	Display of Permits and Permit Numbers	A	A		
Q	Matters Not Inconsistent With the Regulations	A	A		
R	Sections 8 to 16 M.V.L.U.R.	A	A		



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Date: July 26th, 2022

Permit #: W2016E0004

Explanatory Remarks

An inspection of the Sediment and Erosion Control (SEC) Measure repairs at ~Km 68 of the Tlicho All Season Road (TASR) and Pit 105 restoration was conducted by Inspector Clint Ambrose on July 26th, 2022. The inspection was carried out to ensure operating conditions annexed to the above noted land use permit are being adhered to during this land use operation. All findings were discussed throughout the inspection with Mr. Julien Cyr, and Mr. Guillaume Tremblay (Sub-Contractor - Peter Kiewit Sons ULC (Kiewit)) in a phone conversation upon completion of the inspection.

The previously noted concerns have been satisfactorily addressed and the cooperation of the Sub-Contractor is appreciated.

Tlicho All-Season Road (TASR) - ~Km 68

As documented during the July 5th, 2022 inspection of the TASR, an area of highly erodible soils at ~Km 68 (south side of James River Bridge) were slumping & potentially mobilizing towards the James River. The original SEC Measures were no longer robust and repairs were required. As seen in Figure 1 thru 4 the Sub-Contractor has re-staked the coconut matting, excavated fines from the ditch lining, contoured the slopes, and placed geotextile fabric & produced rip rap over the re-contoured slopes.

The work completed is consistent with the approved Erosion and Sediment Control Plan and should prevent environmental concerns from arising during spring freshet or high precipitation events.

The second area of concern for SEC was on the northeast side of the James River Bridge and can be viewed in Figure 5. It was reported to the Inspector that geotextile & rip rap were placed at this location with a small check dam north of the ordinary high water mark of the river. This work also appeared acceptable.

It is imperative that diligent & continued monitoring of the repair work continues at these two specific locations and all other areas along the TASR.

Pit 105

Rip rap production in Pit 105 is now finished and it appears that final restoration is complete with the exception of confirming the floor elevation to ensure the pit has been graded to drain. All oversize rock has been tucked up against the depleted working face & contoured (Figure 6), the limited amount of overburden has been spread on the slopes (Figure 7), tree disposal appeared satisfactory and the top of the working face has been scaled (Figure 8).

In the previous inspection report, the Inspector requested the removal of the "rock finger" on the east side of the pit. Upon further discussions with Kiewit personnel that developed this pit, the original intention was to leave a treed buffer at this location and therefore this area was not blasted. Unfortunately all trees were damaged during the blast and required removal but the Inspector has no concerns with the finger remaining for the time being since it provides a visual barrier to the southern extent of Pit 105.

As seen in Figure 9 there is a stockpile of rip rap that will be accessed as required and to the south of this stockpile, a pile of unproduced blast rock is present (Figure 10). To prevent double handling of this material, it can remain at its current location but as a reminder, Quarry Permit Q2019-06 expires on **November 28th, 2022**.

Since this rock has not been accounted for in the *Monthly and Final Quarry Report*, it must be reported as it is used or if not quarried/produced prior to the expiry of the aforementioned quarry permit, a new permit from the Tlicho Government will have to be sought and in place prior to use.

If there are no plans to use this rock, the Permittee must blend/contour this rock into the adjacent working face and surrounding landscape. A decision will have to be made by the Permittee prior to the quarry permit expiry date and this decision must be shared with the undersigned Inspector so that the path forward is known.

Once the floor elevations are confirmed, the equipment viewed in Figure 11 & 12 will be demobilized from the land use area. No concerns were noted with this equipment since drip trays were present below all but one piece and the small hydrocarbon spill observed was cleaned up prior to the completion of the inspection.

Completed off Site
Representative's Signature

Clint Ambrose
Inspector


Inspector's Signature