



August 8, 2008

VIA EMAIL

Mr. Vern Christensen  
Executive Director  
Mackenzie Valley Environmental Impact Review Board  
200 Scotia Centre  
Box 938, 5102-50th Ave  
Yellowknife, NT X1A 2N7

**Re: GNWT Response to Giant Mine Scoping Hearing Undertaking**

Dear Mr. Christensen

The Government of the Northwest Territories (GNWT) is pleased to submit the following response to the undertaking assigned by the Mackenzie Valley Environmental Impact Review Board during the Giant scoping hearings on July 22, 2008. This Undertaking was *"to advise if the Minister of Transportation did review the plan. Also, that any completed public consultation work on the Ingraham Trail realignment be submitted to the public registry."*

In response to the first part of the undertaking, the draft remediation plan was approved by the Territorial Cabinet in June 2006. The Minister of Transportation, as a member of Cabinet, would have reviewed the document at that time. The cabinet approved draft remediation plan was submitted to the Mackenzie Valley Land and Water Board on October 19, 2007 as part of the water licence application.

In response to the second part of the undertaking, the GNWT Department of Transportation (DOT) is still consulting on options and concepts for the realignment of Highway 4. The approach has been a two pronged process; one with the public and one with the key stakeholders. The public consultation included newspaper ads, a website, an online questionnaire, mail outs, a 1-800 phone in and, to date, one public meeting held in November 2007. The Department has committed to holding additional public meetings prior to developing a detailed proposal. The key stakeholders were sent letters and

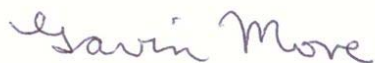
information packages detailing the project and asking for their input. Several informational meetings and presentations followed these letters. DOT will also be following up on these initial contacts to obtain additional input on option preferences.

It is important to note that the Ingraham Trail planning process is independent of the Giant Mine Remediation process and that there is currently no proposal that would generate detailed comments from the public. As such, much of the public comment received to date is of a general nature as it relates to the options put forward. To date the following material is available for the Review Board and is submitted to fulfill the undertaking:

- i) Summary of Consultation to July 2008 (appended to letter)
- ii) Public Meeting Newspaper ad (pdf file)
- iii) Public meeting summary (appended to letter).
- iv) Website poster (pdf file). The poster can also be found at: <http://www.dot.gov.nt.ca/live/pages/wpPages/IngrahamTrailPoster.aspx>
- v) Additional comments received from the public posted on the Department of Transportation website (<http://www.dot.gov.nt.ca>) - select "Info / Publications" at the top of the page, and then select "Ingraham Trail Consultations".

I trust that this provides the information requested. If additional information is required on this or other GNWT programs outside the scope of the remediation project please do not hesitate to contact me at (867) 920-6595.

Sincerely



Gavin More  
Manager  
Environmental Assessment and Monitoring  
Environment and Natural Resources

## HIGHWAY 4 REALIGNMENT

Phase 1.3.1 Consultation Details to June 2008

Organization	Action	Response
<p>Yellowknives Dene First Nations (YKDFN):</p> <p>Akaiicho Dene First Nation:</p> <p>Akaiicho Territory Government:</p> <p>Deton' Cho Corporation:</p>	<ul style="list-style-type: none"> <li>• First Nation Leadership and Elders have met with DOT Officials on three (3) occasions including a helicopter tour of the proposed corridors.</li> <li>• Regional Director met the Leadership and discussed issues involving the corridor options.</li> <li>• June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to:               <ul style="list-style-type: none"> <li>- Akaiicho Dene First Nation – Steve Ellis, IMA Implementation Office</li> <li>- Akaiicho Territory Government – Annie Boucher, Executive Director</li> <li>- Deton' Cho Corporation – Roy Erasmus, Manager</li> <li>- Yellowknives Dene First Nation – Jonas Sangris, Community Negotiator</li> <li>- Yellowknives Dene First Nation – Jean Cadieux, Executive Director</li> </ul> </li> <li>• June 25, 2007 - Letters signed by the Minister, DOT, sent to:               <ul style="list-style-type: none"> <li>- Yellowknives Dene First Nation (Ndilo) – Chief Fred Sangris</li> <li>- Yellowknives Dene First Nation (Dettah) – Chief Peter Liske</li> </ul> </li> </ul>	<p>March 28, 2008: Follow up facsimile from John Carter, YKDFN, of letter dated March 19, 2008, from Chief Eddie Sangris and Chief Fred Sangris indicating preference for Corridor 1 for the proposed realignment.</p>
<p>North Slave Metis Alliance:</p>	<ul style="list-style-type: none"> <li>• June 25, 2007 - Letters signed by the Minister, DOT, sent to: Bill Enge, President</li> <li>• January 18, 2008: DOT officials met with the NSMA Environmental Committee and presented the Corridor options. Q&amp;A with some discussion took place. Proposal materials were given and a written choice was requested.</li> </ul>	<ul style="list-style-type: none"> <li>- July 22, 2007: Response received from Sheryl Grieve, Environmental Manager outlining consultation expectations.</li> <li>- Dec 07/Jan 08: email correspondence – Sheryl Grieve, designated NSMA contact</li> <li>- No response to date.</li> </ul>

Organization	Action	Response
City of Yellowknife:	<ul style="list-style-type: none"> <li>June 25, 2007 - Letters signed by the Minister, DOT, sent to: Mayor Gordon Van Tighem.</li> </ul>	- No official reply
MLA Weledah	<ul style="list-style-type: none"> <li>June 25, 2007 - Letters signed by the Minister, DOT, sent to: Hon. Joseph Handley</li> </ul>	- responded in favour of Corridor 2
Ingraham Trail Association	<ul style="list-style-type: none"> <li>June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to:</li> </ul>	- No response to date.
Cassidy Point Residence Association	<ul style="list-style-type: none"> <li>June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to: Sandra Turner, A/President</li> </ul>	- No response to date.
Yellowknife Chamber of Commerce	<ul style="list-style-type: none"> <li>June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to: Jim Erikson, President</li> </ul>	- No response to date.
Trucking Association	<ul style="list-style-type: none"> <li>June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to: Marc Parent, President</li> </ul>	- No response to date.
Chamber of Mines NWT	<ul style="list-style-type: none"> <li>June 22, 2007 – Letters signed by the Deputy Minister, DOT, sent to: Lou Covello, President</li> </ul>	- No response to date.
Giant Mine Remediation Project	<ul style="list-style-type: none"> <li>Various: DOT Officials, Kevin McLeod and Larry Purcka met with Bill Mitchell and Mark Cronk for a corridor options briefing and to receive information regarding concerns and issues that DOT should be aware of.</li> <li>June 17, 2008: GMRP (EA0809-001) Issues Scoping Session. Some participants suggested that the realignment of the Ingraham Trail and any future bypass road should be included as part of the scope.</li> </ul>	- Await the outcome of the Scoping Hearings scheduled for July 22-23, 2008
Public	<ul style="list-style-type: none"> <li>November 22, 2007: Public Forum convened to present the three Corridor options and to receive public comments and feedback through DOT's website.</li> </ul>	<ul style="list-style-type: none"> <li>Fifty comments received.</li> <li>Corridor 1 in favour – 22 %</li> <li>Corridor 2 in favour – 16 %</li> <li>Corridor 3 in favour – 20 %</li> <li>F H Park concern with no selection – 14 %</li> <li>Other comments – 28 %</li> </ul>

**Ingraham Trail Realignment Public Meeting  
Northern United Place  
November 22, 2007  
Summary Metrics**

**Attendance**

- 48 people were present, excluding DoT and Tait staff.

**Sign-In**

- 21 signed the attendance sheet
- 11 provided email addresses, which can be added to the electronic contact list
- 11 different stakeholder groups are identified on the sheet

<b>Name</b>	<b>Email</b>	<b>Organization</b>
Walt Humphries	<a href="mailto:walth@internorth.com">walth@internorth.com</a>	NWT Mining Heritage
Clayton Boake	<a href="mailto:boake@netkaster.ca">boake@netkaster.ca</a>	
Dick Abernethy		Ingraham Trail resident
Andy McMullen		
Larry Wheaton		RTL
Larry Fairbair		RTL
David Lund	<a href="mailto:artcticpal@theedge.ca">artcticpal@theedge.ca</a>	City council
Don Sian	<a href="mailto:dgsian@hotmail.com">dgsian@hotmail.com</a>	Life long resident
Bob Brooks	<a href="mailto:bbroks@yellowknif.ca">bbroks@yellowknif.ca</a>	City of Yk
Lorne Schollar	<a href="mailto:scholar@theedge.ca">scholar@theedge.ca</a>	NWT Mining Heritage and City Heritage
Yvonne Q?		
Charity Clarkin		BHP Billiton
Joe Agrey		NWT Motor transportation Assoc.
Blair Weatherby	<a href="mailto:weatherby@ssimicro.com">weatherby@ssimicro.com</a>	Weatherby trucking
Bill Braden	<a href="mailto:nwtbraden@yahoo.ca">nwtbraden@yahoo.ca</a>	
Ryan Silke		NWT Mining Heritage
Kelly Cumming		
Helen Balanoff	<a href="mailto:wbalanoff@yahoo.com">wbalanoff@yahoo.com</a>	
Brad Heath and Leslie Wakelyn	<a href="mailto:bcheathe@theedge.ca">bcheathe@theedge.ca</a>	Ingraham Trail cabin owners
Evelyn Gah	<a href="mailto:klausscheuhing@theedge.ca">klausscheuhing@theedge.ca</a>	

**Evaluation**

- 14 evaluation forms were completed

The following are the average ratings for each question.

**Question 1**

The information provided on each corridor was adequate, clear and easy to understand.

4.8 out of 7

**Question 2**

I had the chance and enough time to voice my opinions.

5.6 out of 7

**Question 3:**

The process DoT has laid out in choosing the corridor is fair and open.

5.4 out of 7

**Analysis**

- 24 of a possible 42 ratings (3 questions x 14 replies) were in the “top box” – 6 or 7.
- Only six of a possible 42 ratings were in the “bottom box” – 1 or 2.  
*(The same two respondents account for all six bottom box ratings and it may simply be, in the absence of any written comments, that they may have misread the rating instructions.)*

**Question 4**

Is there anything else you wish DoT would take into consideration when making a final decision on the corridor?

- Do not make the road to tourism destination – Giant Mine Site, dock, etc. – a dead end. It would not work for the site to encourage people to come there.
- More public consultation before final decision
- To mitigate impact of Fred Henne Park and consider some alterations or augmentation of the park with additional camping facilities. Would suggest this be integrated into the realignment project.
- More money for maintenance!
- I support option #2 and also option #1 provided park is protected. Option #3 doesn't make much sense in my opinion.
- Long range – 30 years and opportunities for city development.

Disturbance to terrain and wildlife and habitat. Is there really a need to open up new area? Could the existing route be improved rather than opening a new one?



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# Improving the Ingraham Trail

OPTIONS FOR A SAFER FUTURE



We want your input!

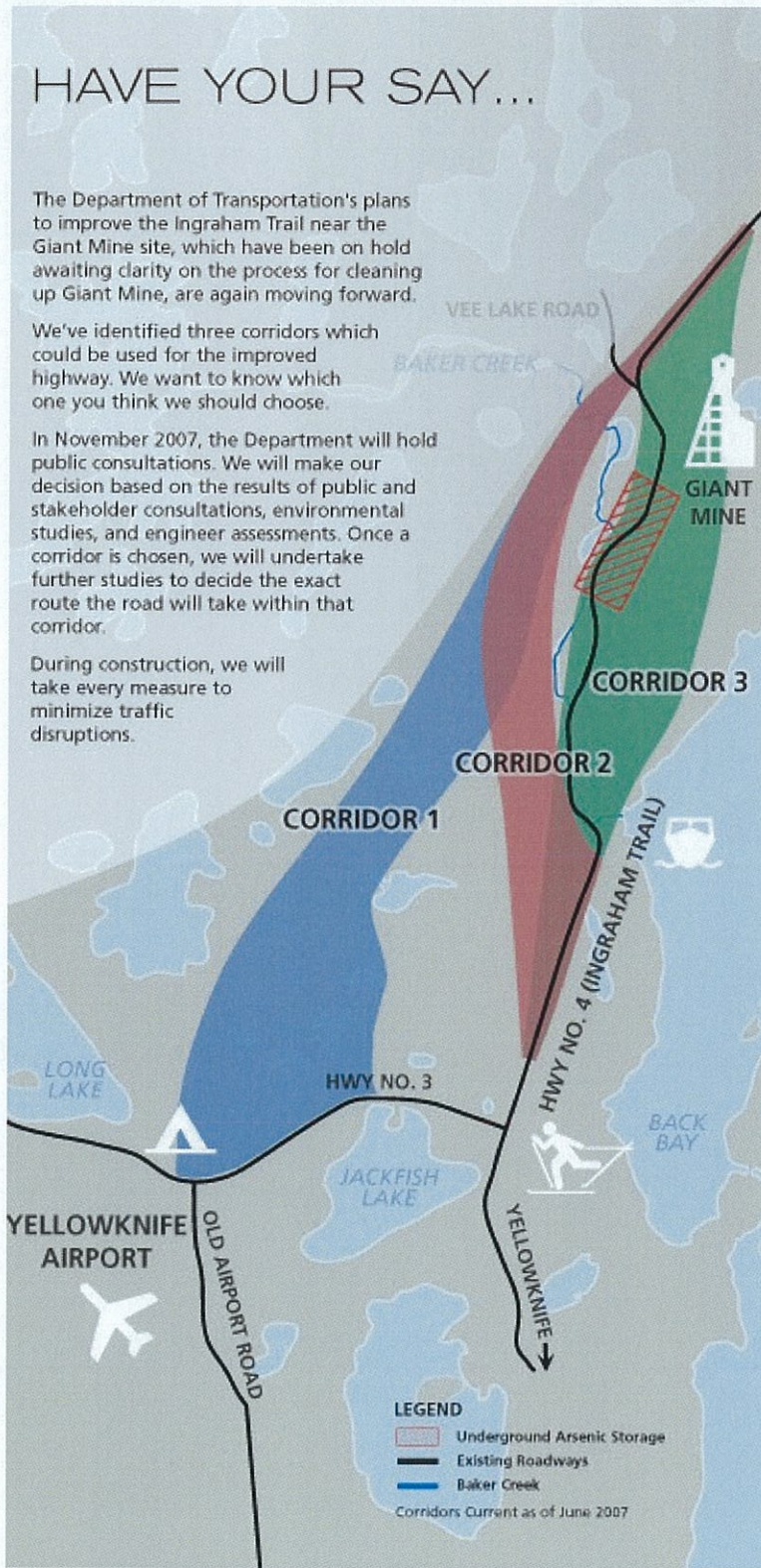
# HAVE YOUR SAY...

The Department of Transportation's plans to improve the Ingraham Trail near the Giant Mine site, which have been on hold awaiting clarity on the process for cleaning up Giant Mine, are again moving forward.

We've identified three corridors which could be used for the improved highway. We want to know which one you think we should choose.

In November 2007, the Department will hold public consultations. We will make our decision based on the results of public and stakeholder consultations, environmental studies, and engineer assessments. Once a corridor is chosen, we will undertake further studies to decide the exact route the road will take within that corridor.

During construction, we will take every measure to minimize traffic disruptions.



## Corridor 1

Bypasses the majority of the mine infrastructure. Would allow work on both projects to be done at the same time. Minimizes risk during construction of the road and remediation of the Giant Mine.

### Benefits

- Safer and more efficient intersection to Ingraham Trail
- Improved access to Ingraham Trail for public and truck traffic
- Bypasses the mine clean-up areas
- Bypasses the City's solid waste site
- Opportunity to develop new municipal campground and beach access
- Makes the most land accessible for future development

### Considerations

- Potential loss of existing Fred Henne Park campground
- Higher cost
- Traffic disruptions at intersection of Old Airport Road and Highway 3
- Bridge over Baker Creek

## Corridor 2

Attempts to use the best ground possible along with the current infrastructure. Minimizes risk during construction of the road and remediation of the Giant Mine. Allows work on the Giant Mine clean-up to take place at the same time as the roadwork.

### Benefits

- Improved traffic flow at the intersection of Highway 3 and Ingraham Trail
- Bypasses the mine clean-up area
- Make some land accessible for future development
- Improved sight lines at Back Bay boat launch

### Considerations

- Bridge over Baker Creek
- Possible traffic disruptions near Highway 3 intersection and solid waste facility

## Corridor 3

Shortest and potentially least expensive option. May use existing roadbeds. Could affect existing mine infrastructure.

### Benefits

- Maximum use of existing highway and bridge
- Improved traffic flow at the intersection of Highway 3 and Ingraham Trail
- Existing base on which to lay roadbed
- Least expensive of the three options

### Considerations

- Existing mine infrastructure needs to be removed
- Close to mine clean-up area
- Underground tunnels under roadway
- Limited option for straightening road
- Future development is restricted
- Increased risk to the public
- Possible environmental and engineering challenges



Tell us what  
you think

- Call 1-888-711-0321
- Email [ingrahamtrail@gov.nt.ca](mailto:ingrahamtrail@gov.nt.ca)
- Visit [www.dot.gov.nt.ca](http://www.dot.gov.nt.ca)
- Attend public meetings in November 2007



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# NOTICE OF PUBLIC MEETING

## Realignment of the Ingraham Trail

The public is invited to an information meeting on the realignment of the Ingraham Trail by Giant Mine. The Department of Transportation (DoT) wants to hear your views on the choice of route.

DoT has identified three potential corridors which would straighten and improve the highway.

There will be a presentation by DoT on the benefits and considerations of each corridor, and an opportunity for you to ask questions and provide advice.

**PLACE:** Northern United Place

**DATE:** Thursday, November 22, 2007

**TIME:** 7 p.m.

For more information:

Call 1-888-711-0321

Email [ingrahamtrail@gov.nt.ca](mailto:ingrahamtrail@gov.nt.ca)

Visit [www.dot.gov.nt.ca](http://www.dot.gov.nt.ca)

