



Mackenzie Valley Highway

Sahtu Community Meetings – November 2019

Government of
Northwest Territories



Purpose

To provide an update on Mackenzie Valley Highway (MVH) activities in the Sahtu Region:

- MVH Environmental Assessment (Wrigley to Norman Wells)
- Prohibition Creek Access Road (PCAR)
- Great Bear River Bridge



Mackenzie Valley Highway

- Identified as a priority in GNWT's 25 Year Transportation Strategy *Connecting Us* and by the 19th Legislative Assembly

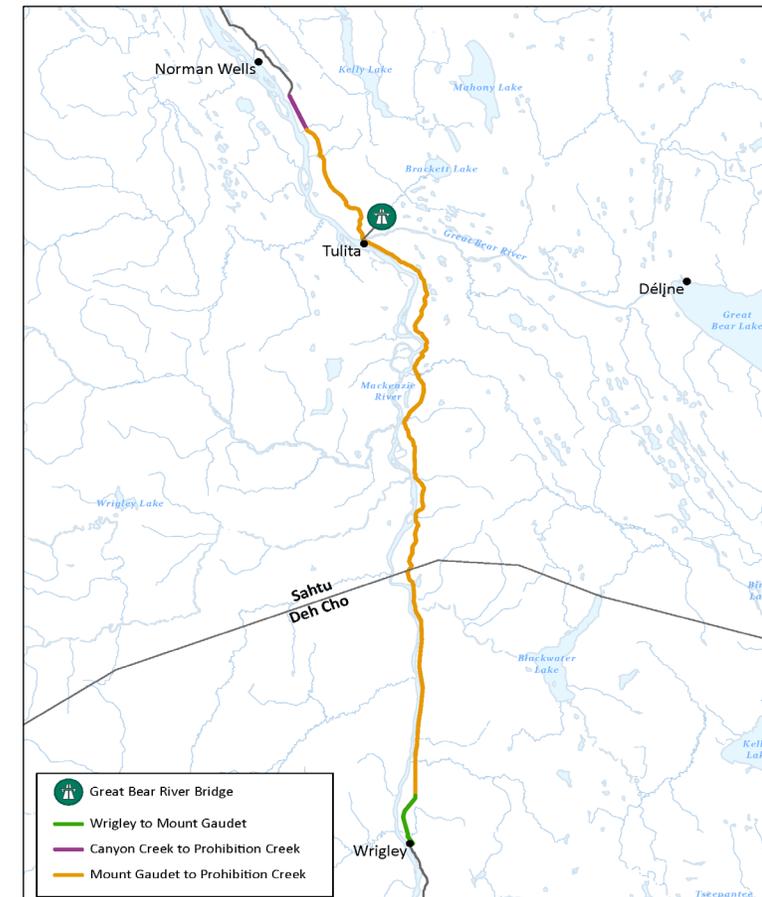
The 19th Legislative Assembly directs the Cabinet to work in partnership with Indigenous and Community governments to implement the following priorities for the benefit of the people of the Northwest Territories:

- *Make strategic infrastructure investments that connect communities, expand the economy or reduce the cost of living, including the **Mackenzie Valley Highway**, the Slave Geological Corridor and the Taltson Hydro Project.*



MVH — Currently Funded Projects

- \$140 million announced June 2018
 - Great Bear River Bridge
 - Mount Gaudet Access Road
 - MVH Environmental Assessment and Engineering (Wrigley to Norman Wells)
- Other funded projects
 - Oscar Creek Bridge
 - Hodgson Creek Bridge (to be included in Mount Gaudet Access Road project)
- Opportunity for additional funding for future highway construction under Investing in Canada Plan



MVH Environmental Assessment

Year	Milestone
2012	Project Description Report (PDR) prepared in partnership with land claimant groups for sections of MVH from Wrigley to the Dempster Highway
2013	MVH Project referred to MVEIRB to begin the Environmental Assessment process
2015	Project re-scoped to focus on section of proposed highway from Wrigley to Norman Wells
2015	MVEIRB released Terms of Reference to complete the Developer's Assessment Report (DAR)
2018	Federal government and GNWT announced funding to complete the Environmental Assessment

MVH EA — Next Steps

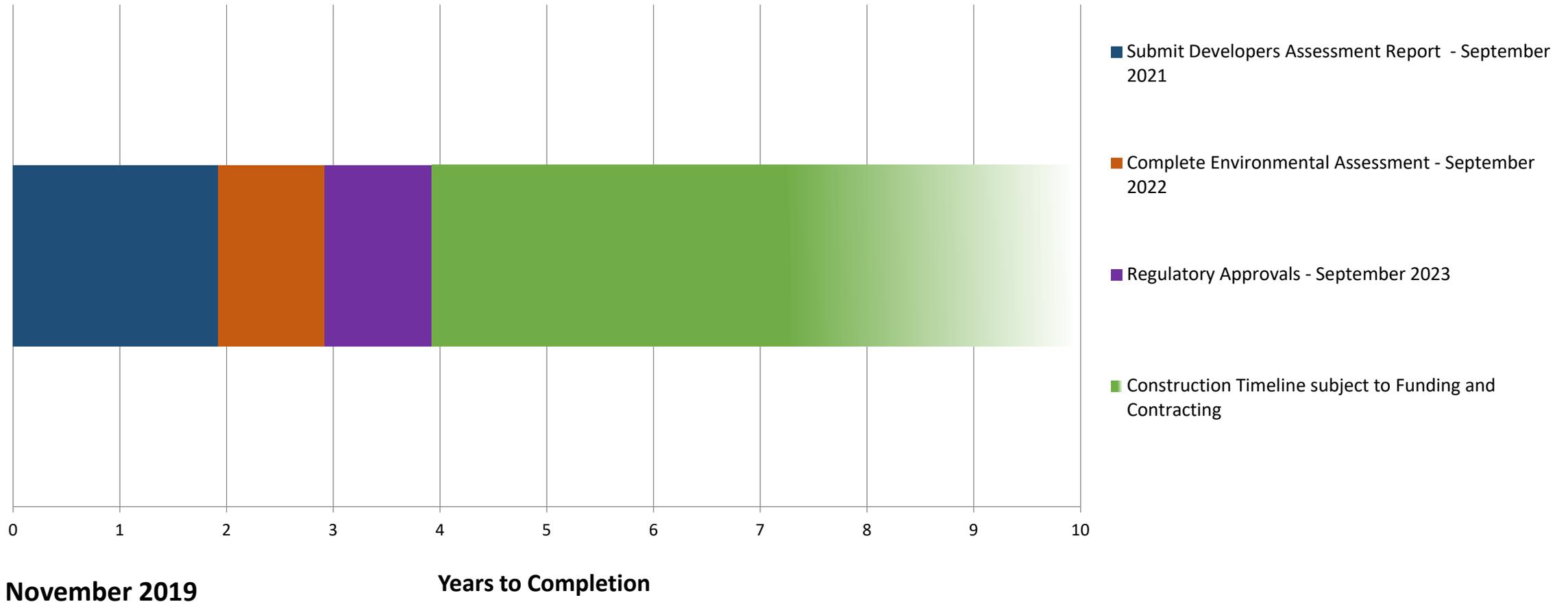
- **Developer's Assessment Report (DAR)**
 - Completion of the DAR is the next major step in the EA
 - Target date for completing DAR is September 2021
- Technical studies required to complete the DAR
 - Traditional knowledge
 - Socio economic
 - Environmental
 - Archaeological
 - Land use
 - Engineering
- INF plans to complete these studies in partnership with Indigenous and community governments, maximizing local involvement, and determining best possible route.



MVH EA — Next Steps

- Standing Offer Agreement (SOA) is in place with Kalo Stantec to provide environmental and engineering support to INF
- Archaeological Overview Assessment is being completed from Wrigley to Prohibition Creek
- Information needs for preparing the Developer's Assessment Report (DAR) are being identified. A plan is being prepared to acquire that information and to write the DAR.

MVH EA – Anticipated Timeline



November 2019

Years to Completion

MVH Construction

Construction of major sections of the MVH between Wrigley and Norman Wells will occur when:

- EA has been completed
 - Land access/tenure has been secured in accordance with *Sahtu Dene and Metis Land Claim Agreement*
 - All regulatory authorizations have been obtained
 - Funding for construction has been secured
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- Possible exceptions – short road extensions from communities along MVH alignment (e.g. Prohibition Creek Access Road)



Memorandum of Understanding

- On April 10, 2019, the GNWT and Sahtu Secretariat Incorporated (SSI) signed a MOU
- Cooperation on the Advancement of the MVH through the Environmental Review and Regulatory Processes



Road Extension Projects



- Short road extensions from communities along MVH alignment (Canyon Creek)
- Capacity building projects to ensure residents can take full advantage of future construction of the MVH
- 81 people were employed at peak construction of Canyon Creek Access Road
- Could advance separately from the MVH EA
- Will require community support and approval of regulatory boards

Prohibition Creek Access Road (PCAR)

- Proposed 14 km all-season road from Canyon Creek to Prohibition Creek
- Construction funding to be secured
- Will be built along alignment of existing Mackenzie Valley Winter Road
- Anticipate between 12 and 18 months to complete construction
- GNWT will work with and engage residents and Indigenous organizations in Sahtu to advance the project



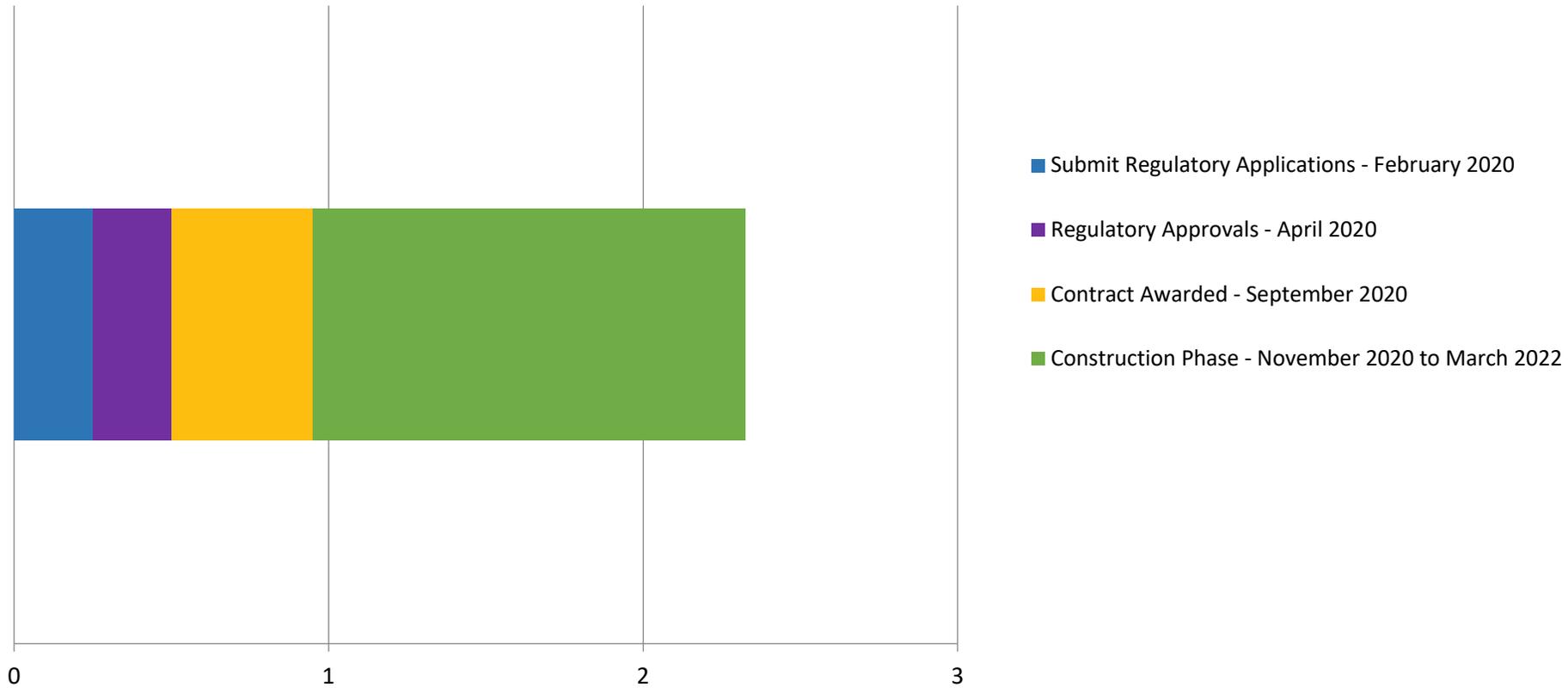
PCAR – Next Steps

- LiDAR has been collected and a terrain analysis completed.
- Preliminary design has been started to identify the centre line of the road.
- Geotechnical drilling along the road alignment is expected winter 2020.
- Den and nest survey was just completed and will be done again in fall 2020.
- Archaeological Overview Assessment is being completed.

PCAR – Next Steps

- Traditional knowledge collection is required.
- Project Description Report and regulatory applications are being prepared for submission in winter 2020.
- Regulatory approval expected in spring 2020.

PCAR - Anticipated Timeline



November 2019

Years to Completion

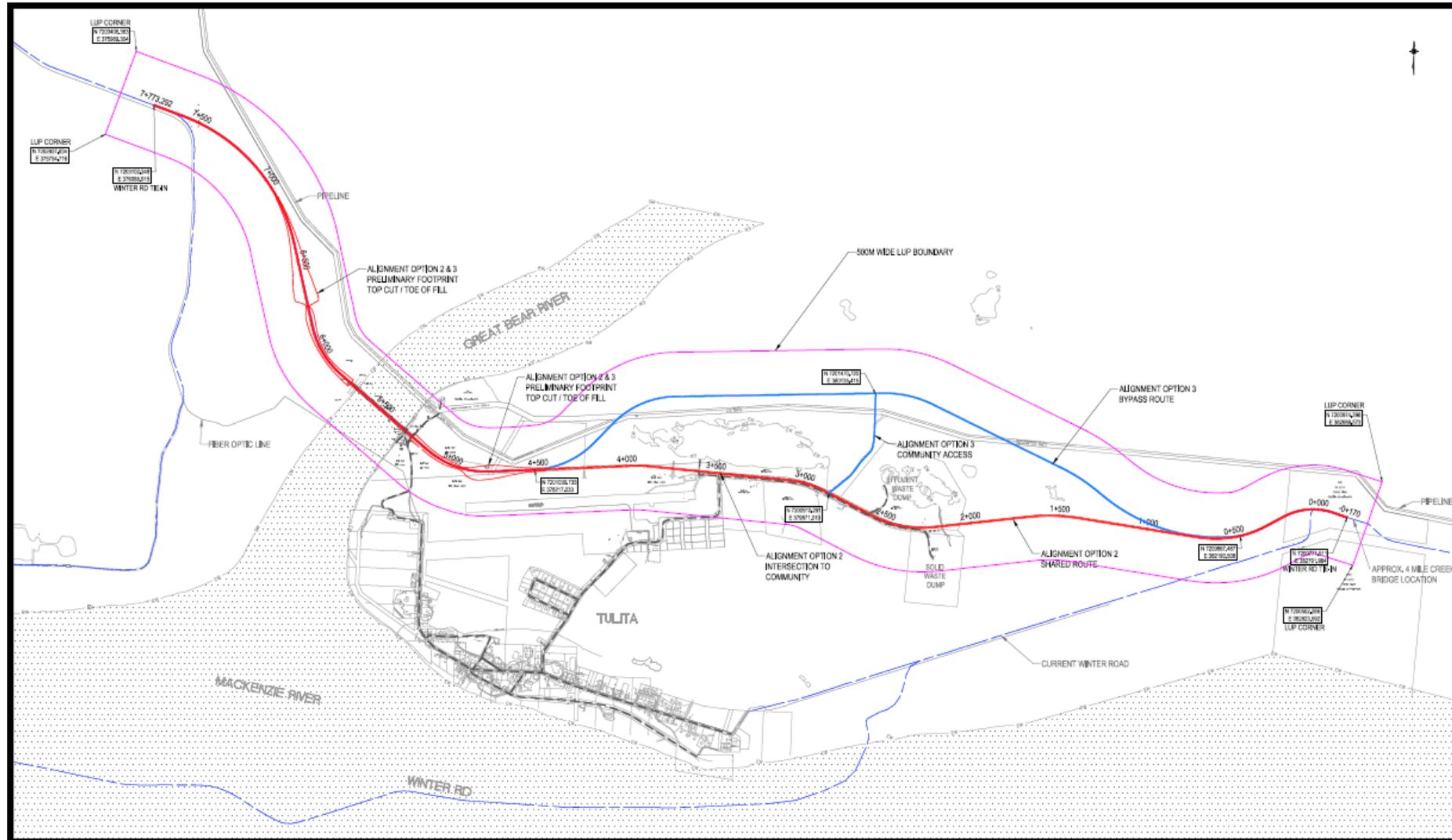
Four Mile Creek Road

- Considering in relation to Great Bear River Bridge project
- Training/capacity building opportunities
- Develop winter access road from Mackenzie Valley Winter Road to Great Bear River Bridge as part of GBRB project
- Design for winter access road being completed as part of GBRB design
- Upgrade winter access road to all-weather road after completion of GBRB project
- Construction funding for all-weather road to be secured

Great Bear River Bridge Project – in progress

- Road alignment options
- Boreholes along alignment, bridge abutments & in-water piers
- Airport requirements, boundary
- Access to water plant
- Bridge deck – ATV, snowmobile & pedestrian
- Construction staging areas, camp site
- Land reserves
- Rock & gravel sources
- Schedule

Great Bear River Bridge – Site Map



Great Bear River Bridge Project - Schedule

Schedule	Project Schedule
2018	Pre-engineering, environmental studies, 1st community engagement sessions – complete
January to March 2019	LUP for granular investigations & ROW clearing works (8km) - complete Granular investigation awarded mid-March. MVWR closed early. No activity.
April to December 2019	April 2019 - Awarded engineering services contract to AECOM. May 2019 - Ground truth borrow sites. Summer 2019 – drilling at potential rock source. Summer 2019 - LUP amendment for in-river geotechnical investigations at pier locations. Water low, no barge access. Rescheduled for Winter 2020, pending ice conditions. Bridge & Road conceptual designs - in progress. Amendment to LUP for Winter 2020 road alignment & bridge geotechnical investigations. Analysis & discussions regarding road alignment and airport – in progress.
Winter 2020	February - community engagement sessions ROW bush clearing & geotechnical investigation program on selected road alignment & at bridge
April to Sept 2020	Additional studies (arch, bird, bear den). Project description report. Submit regulatory applications.
Sept 2020 to May 2021	Permitting: Type A LUP, Type B WL, DFO authorization/letter, QP's, Navigable Waters
Summer 2021	Tender and award construction contract
Late Summer 2021 to Winter 2024	Mobilization. Site prep & camp set-up. WR construction to access & develop borrow sources, construct bridge embankments, MVWR tie-in (8km) In-water pier construction (cofferdams, dewatering, piling, concrete) Bridge steel, concrete deck panels, misc: Shop drawings, fabrication, in plant QA, delivery Abutment piling & construction, bearings, girder erection, deck works, railings
February 2024	Bridge open to traffic
Summer 2024	ESC, site grading & clean-up, final demobilization

MVH Participation

- GNWT has developed a formal working relationship through MOU with SSI
- Section 35 consultation
- Public/community engagement
- Opportunities for public debate through Environmental Assessment and permitting processes
- MVH@gov.nt.ca



Thank You/Mahsi

MVH@gov.nt.ca

<https://www.inf.gov.nt.ca/en/mackenzie-valley-highway-project>