NWT Transportation Corridors
NWT Geoscience Forum - November 2019

Government of
Northwest Territories
Why Invest in Infrastructure?

- Important for growth of NWT economy
- Provide access to mineral and petroleum resources
- Support development of strong northern workforce and business opportunities
- Increase resiliency to impacts of climate change
- Reduce the cost of living
- Improve social opportunities
- Promote tourism opportunities
CONNECTING TO OPPORTUNITIES

Strategic Transportation Corridors

- GNWT is pursuing three strategic transportation corridors:
  - Tłįchǫ All-season Road
  - Mackenzie Valley Highway
  - Slave Geological Province Corridor

- Identified as priorities in GNWT’s 25 Year Transportation Strategy

- Strategic infrastructure investments included in priorities of the 19th Legislative Assembly

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.
**Tł̨ı̨chǫ All-Season Road**

- 97 km highway from south of Behchokǫ to Whatì
- Infrastructure Canada providing 25% of capital costs
- P3 Project Agreement with North Star Infrastructure to design, build, finance, operate and maintain the road
- Tł̨ı̨chǫ Investment Corporation is equity partner in North Star Infrastructure to construct and operate road
- Project Agreement specifies Indigenous and northern involvement for training, employment and business opportunities
- Construction started September 2019
- Opening expected 2022
Mackenzie Valley Highway

- Governments have invested over $145 million in MVH since 2000 (not including the ITH)
- Inuvik Tuktoyaktuk Highway open November 2017
  - 15,000 travelers in first year
  - Increased tourism
  - Permafrost research
- Canyon Creek Access Road opened November 2018
  - 14 kilometre access road south from Norman Wells along MVH alignment
  - Increased capacity for residents to take advantage of future construction of Mackenzie Valley Highway
Mackenzie Valley Highway

- Additional $140 million announced June 2018
  - Great Bear River Bridge
  - Mount Gaudet Access Road
  - Planning and Environmental Assessment (Wrigley to Norman Wells)
- Focus of EA now on 307 kms between Wrigley and Norman Wells
- Partnership approach with Indigenous organizations
- Key milestones:
  - Prepare and submit Developer’s Assessment Report—September 2021
  - Complete Environmental Assessment—September 2022
  - Regulatory approvals—September 2023
  - Potential construction date—September 2023
  - Construction timeline subject to funding and contracting
Slave Geological Province Corridor

- New 413 km infrastructure corridor into Slave Geological Province north from Yellowknife.
- Corridor would include road, energy and communications.
- Long-term vision to connect Canada’s highway system to a deep-water port on the Arctic Ocean in Nunavut.
- Future connection to Grays Bay Road and Port project being pursued by Kitikmeot Inuit Association.
- Additional consultation and engagement, engineering and environmental studies required to assist in final route alignment – need to balance maximizing access to mineral potential with minimizing negative impact on environment/wildlife/traditional use areas.
Mineral development is a significant contributor to the NWT economy (approximately one-third of the NWT economy)

Existing mines are maturing and need to be replaced to maintain NWT economy

Lack of infrastructure is consistently identified as a significant challenge to the exploration and mining industry

Improved access into the Slave Geological Province would facilitate both mineral exploration and development activities

Important for the future of the NWT
• GNWT is early in process for developing project but there are significant opportunities to advance it
  • Indigenous partnerships being developed
  • $40 million funding announced in August 2019 under National Trade Corridors Fund to support planning and environmental and regulatory reviews leading to permits for road construction

• Three potential construction phases:
  1. Tibbitt Lake to Lockhart Lake (179 km)
  2. Lockhart to Lac de Gras (152 km)
  3. Lac de Gras to NWT/Nunavut border (82 km)
Route Selection — Tłı̨chǫ and SGP Corridors

• Tłı̨chǫ All-Season Road:
  • Route selection for the Tłı̨chǫ access corridor driven by community location (Whatì) and engineering
  • Route will facilitate access to the NICO project and by-pass the problematic southern end of the Tłı̨chǫ winter road system

• SGP Corridor:
  • Will assist mineral exploration and development projects in the western SGP and Bear structural provinces which have used this winter road system (e.g. Colomac Mine)
  • Multiple considerations for SGP: Mineral deposit, caribou, technical feasibility, cost
Mineral Potential Map Tool

- GIS Mapping Project designed by Aurora Geosciences in conjunction with GNWT
- Four variables of mineral quality: bedrock geology, mineral tenure, mineral occurrences, faults/structures
- Areas in red are high, blue are low potential
- Main influencers are geology and mineral occurrences
- Some areas have very little data available
SGP — Mineral Potential Route Selection

• New corridor identified follows greenstone belts

• Main point of interest is that this route selection angles through the Cameron/Beaulieu River Greenstone Belts (CBRGB) as opposed to north through the Yellowknife Greenstone belt

• This was driven by a combination of mineral deposit modeling, engineering (avoidance of large lakes etc.), and the existing Tibbitt Lake road terminus being a preferred start point

• Exercise will be done again using sensitive caribou and other wildlife/species at risk habitat
SGP Corridor - Next Steps

• Environmental impact assessment and regulatory authorizations for the construction of the proposed Lockhart All-Season Road (LASR)
  • Prepare and submit Project Description Report for LASR to initiate environmental impact assessment process (March 2021)
  • Technical studies to investigate engineering, land use, archaeological and environmental issues
  • Confirm routing for alignment
    - Alternate routing options developed based on caribou usage patterns
    - Terrain analysis and initial borrow source analysis to km 179 complete
    - LIDAR to km 320 being completed
    - Traditional Knowledge studies on initial borrow sources
    - Geotech program on preliminary borrow sources in March 2020
    - Partnerships with Indigenous governments
    - Community consultation and engagement

• Planning studies for future development from Lockhart Lake to Nunavut border
LASR – Anticipated Timeline

 Completion of Project Description Report (June 2021)
 Completion of Developer’s Assessment Report (December 2022)
 Completion of Environmental Assessment (December 2023)
 Regulatory Approvals (December 2024)
 Construction timeline subject to funding and contracting

November 2019
Thank you.

www.inf.gov.nt.ca/projects