

Mackenzie Valley Highway Project Update

August 2021



Presentation Outline

- Strategic Infrastructure Investments
- Mackenzie Valley Highway: Project At A Glance
 - Canyon Creek Access Road
 - Prohibition Creek Access Road
 - Mount Gaudet Access Road
 - Great Bear River Bridge
- Environmental Assessment
- Socio-Economic Impact Assessment
- Role of Traditional Knowledge
- Next Steps



Strategic Infrastructure Investments

“These projects will provide the foundational infrastructure to support an improved quality of life and lower cost of living for NWT residents, as well as support the expansion and diversification of the economy.”

- **Mackenzie Valley Highway**
- Slave Geological Province Corridor
- Taltson Hydro Expansion

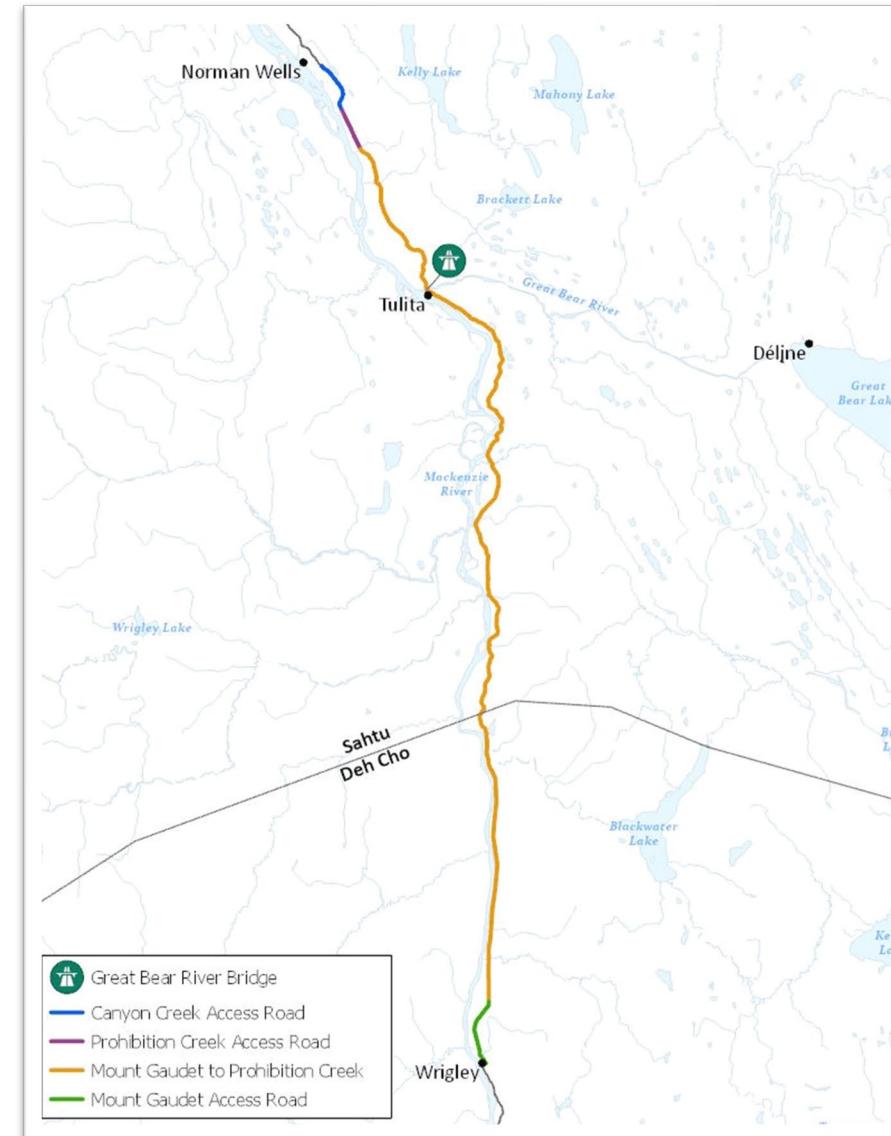


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MVH: Project At A Glance

- 321 km all-season road between Wrigley and Norman Wells
- Phased development approach
- Capacity building road extensions
 - Canyon Creek Access Road
 - Prohibition Creek Access Road
 - Mount Gaudet Access Road
- Mackenzie Valley Highway Environmental Assessment and Engineering Studies
- Construction - Preliminary estimate \$700+ million cost



Canyon Creek Access Road

- 14 km all-season road from Norman Wells, south to Canyon Creek
- \$20 million investment under New Building Canada Plan 2017
- Design, engineering, permitting and procurement (2015 to 2017)
- Construction start 2017
- Completion 2018



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Prohibition Creek Access Road

- 13 km all-season road from Canyon Creek, south to Prohibition Creek
- \$20 million investment under Investing in Canada Infrastructure Plan 2020
- Permitting complete
- Engineering field studies 2021
- Final design in progress
- Procurement fall 2021, construction start winter 2021/2022
- Anticipated completion 2024



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Mount Gaudet Access Road

- 15 km all-season road from Wrigley, north to Mount Gaudet Quarry
- Funding secured under the National Trade Corridors Fund 2018
- Permitting currently paused
- Final design, engineering paused



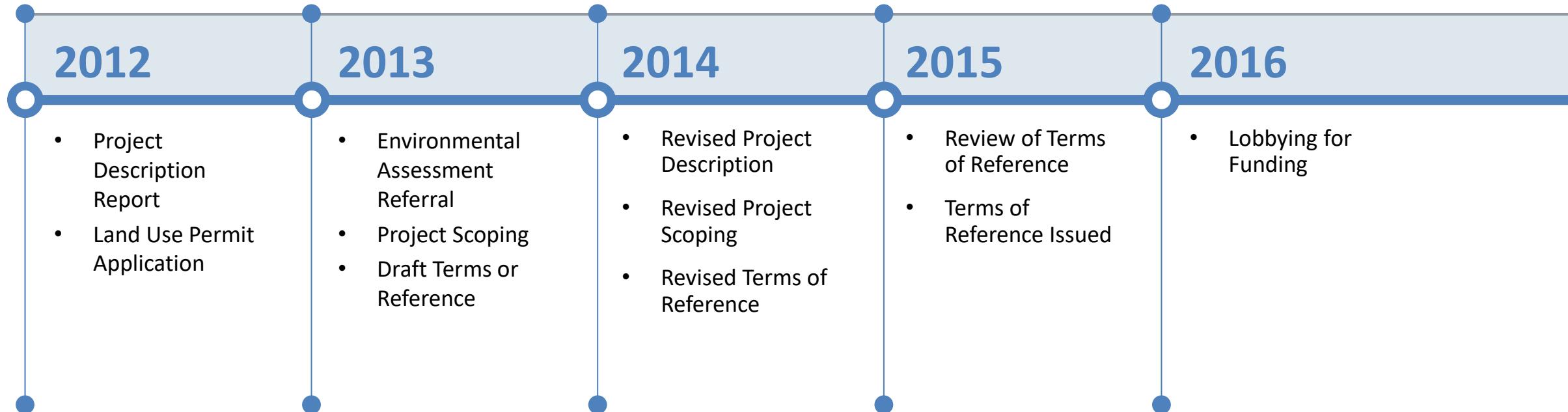
Great Bear River Bridge

- 460 m span, 800 m east of the confluence of the Mackenzie River and the Great Bear River
- Funding secured under National Trade Corridors Fund 2018
- Design, engineering and permitting in progress
- Procurement anticipated 2023
- Construction start anticipated 2023
- Anticipated completion 2026

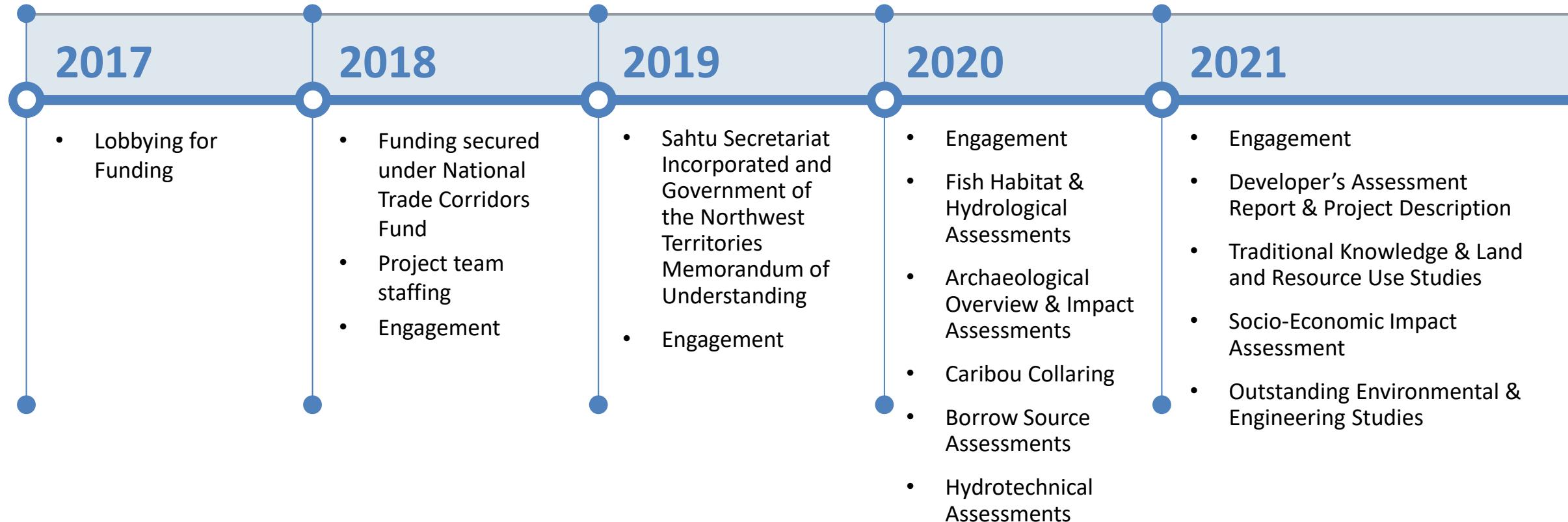


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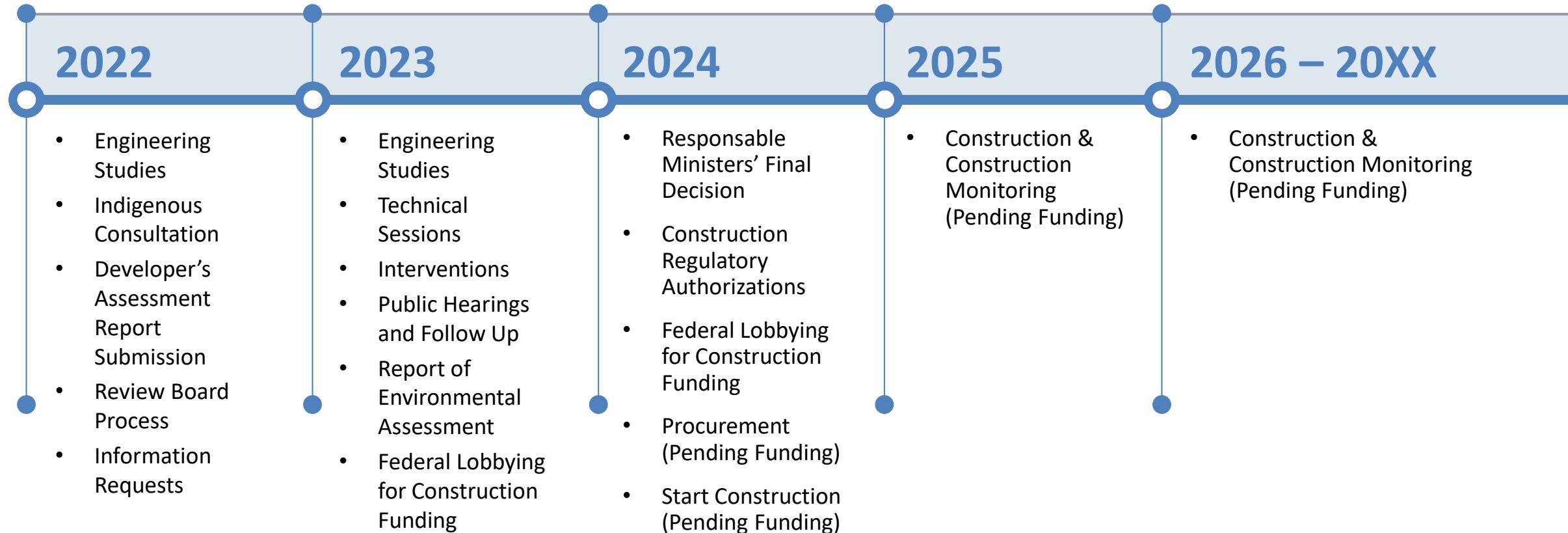
Mackenzie Valley Highway Environmental Assessment



Mackenzie Valley Highway Environmental Assessment

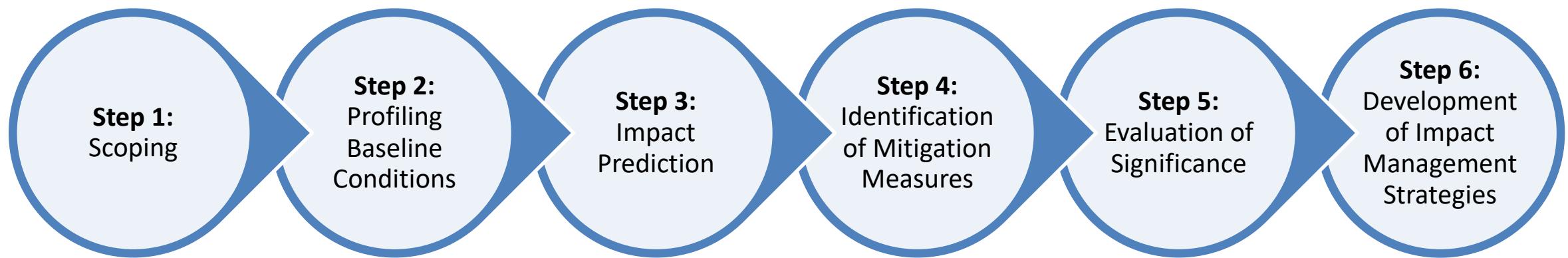


Mackenzie Valley Highway Environmental Assessment



Socio-Economic Impact Assessment

Process



We are here



Socio-Economic Impact Assessment

Preliminary Valued Socio-Economic Components

- Non-traditional Land and Resource Use
- Employment and Economy
- Infrastructure, Services and Institutional Capacity
- Education Training and Skills
- Human Health and Community Wellness



Image source: <https://spectacularnwt.com/destinations/sahtu/tulita>



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Socio-Economic Impact Assessment

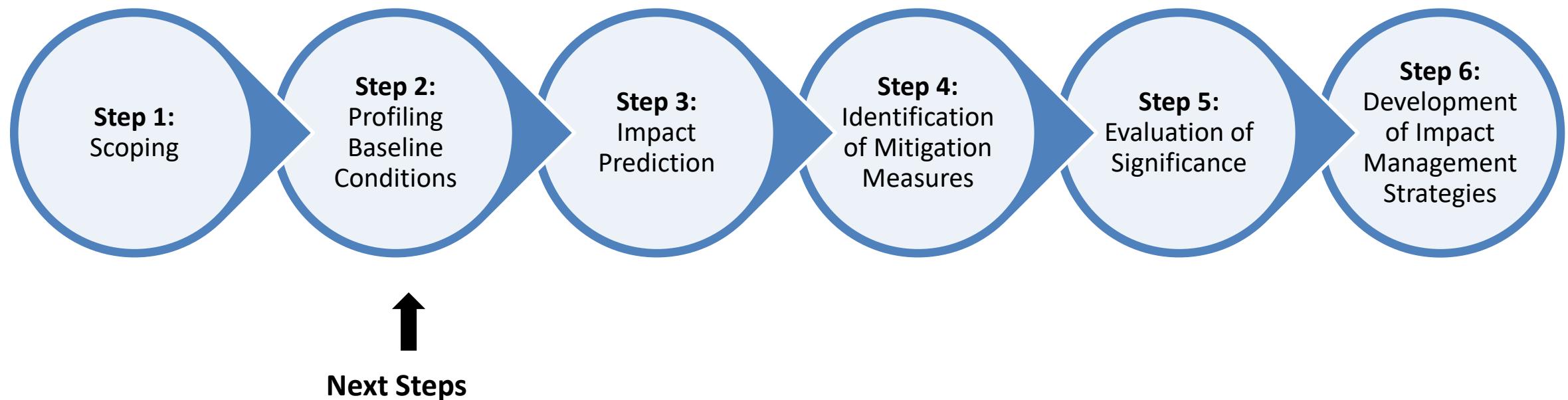
Proposed Spatial Boundaries

Preliminary Valued Socio-Economic Components	Local Study Area (LSA):			Regional Study Area (RSA):	
	Norman Wells	Tulita	Wrigley	Sahtu Region	Dehcho Region
Non-traditional Land and Resource Use	✓	✓	✓	✓	✓
Employment and Economy	✓	✓	✓	✓	✓
Infrastructure, Services, and Institutional Capacity	✓	✓	✓	✓	✓
Education, Training and Skills	✓	✓	✓	✓	✓
Human Health and Community Wellness	✓	✓	✓	✓	✓



Socio-Economic Impact Assessment

Process



Role of Traditional Knowledge

- Western science and traditional knowledge are used in the Environmental Assessment
- Traditional knowledge is a very important part of the Environmental Assessment
- Regional organizations to confirm scope, study methods, participation and timing



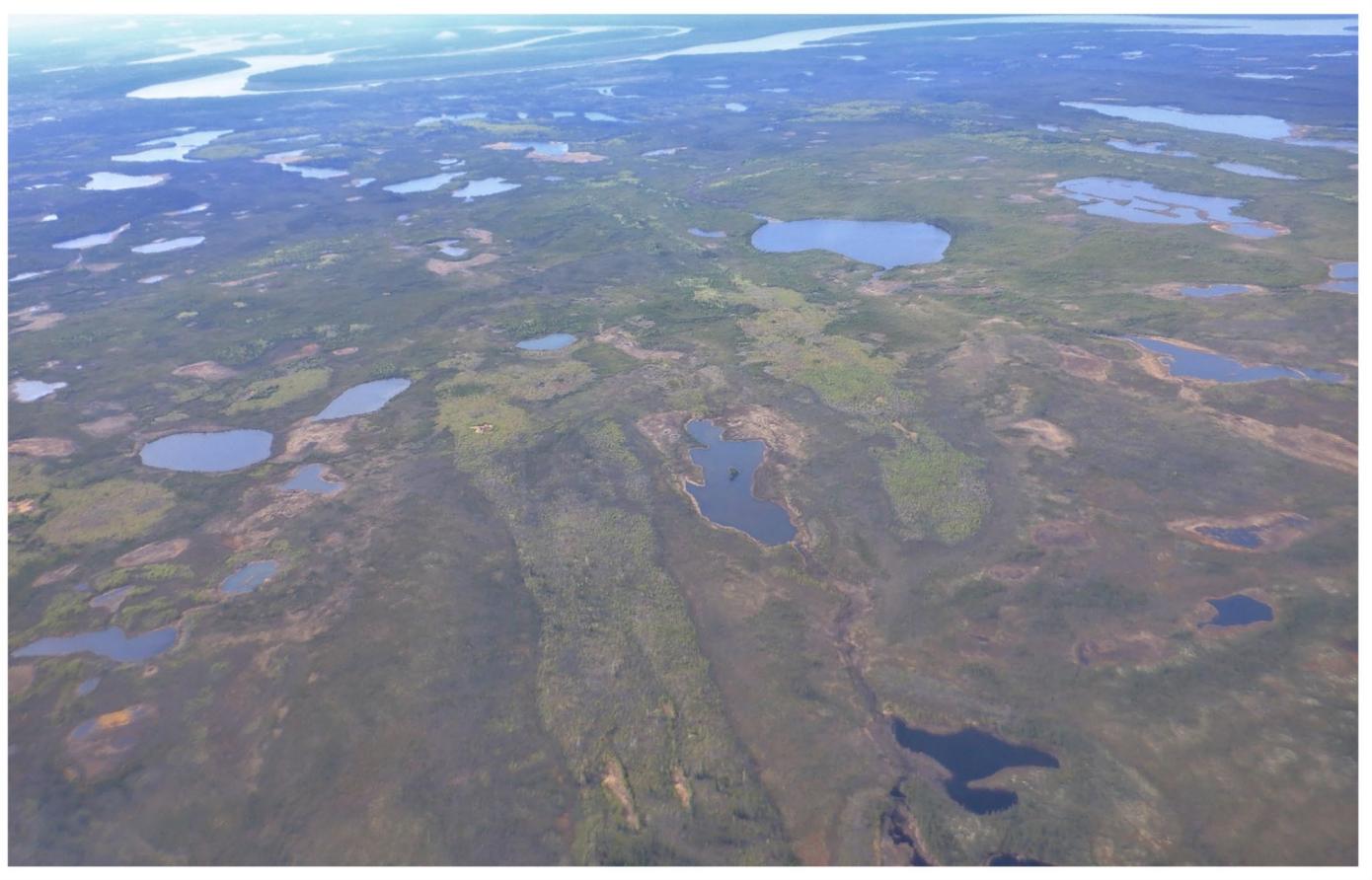
Image source <https://spectacularnwt.com/what-to-do/winter-activities/snowshoeing>



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Next Steps

- Stakeholder Engagement
- Consultation
 - Prior to DAR Submission
- Developer's Assessment Report Submission
- Responsible Ministers' Final Decision
- Securing Construction Funding



QUESTIONS?

Email: MVH@gov.nt.ca

