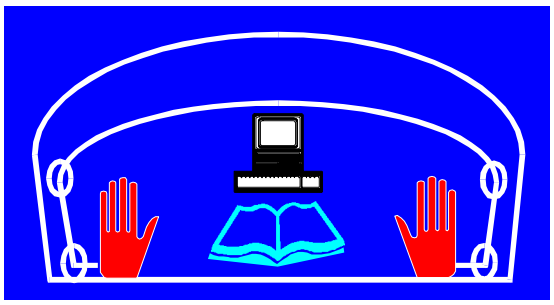

Highway #1 Corridor Study - Technical Document

Date of Report: 1989

Author: Avens Associates Ltd.

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HIGHWAY #1 CORRIDOR STUDY

Technical Document

Prepared by: Avens Associates Ltd.

For: Department of Economic
Development and Tourism

Date: March, 1989

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Appendices

Abstract

This study deals with increasing tourism along Highway #1 (from the Alberta border to the junction to Highway #7). Locations to be upgraded and an outline of interpretive messages to be introduced to tourists are outlined in the executive summary and detailed in the technical document.

The portion of highway in this study should not be considered in isolation from the other highways: this programme is only the first step in generating a unified system of interpretation and development. The initial thrust of the system should be to develop the Highway #1 - Highway #7 loop, anchored at either end with visitor orientation centres.

For this portion of the system, main orientation and welcoming to the Territories and the highway system will be done at the 60th Parallel Border station (which requires some upgrading). Secondary orientation and service information is suggested at private restaurants located near the highway junctions.

Three main core development areas are identified: the Alexandra\Louise\Escarpment corridor; the Lady Evenly\Kakisa area and Whittaker Falls. Main service, interpretation and recreation facilities will be concentrated in these core zones.

To increase the attractiveness, comfort, and accessibility of interlying areas, minor upgrading of day use sites/highways pull-offs is recommended. An improved signage programme and interpretive programmed are suggested for both the highway and specific sites.

The main development is recommended over a four year time frame. The preliminary capital estimate is $4,623,000. An increase in O&M will be required including at least 3 additional person years or contract staff.

An increase in non-resident tourist dollars is expected through opening new market segments (eg. families), expanding existing markets (eg. retired people) and increasing length of stay in the area. In addition, an increase to resident tourism is expect, as the corridor would provide a more attractive and safer travel product. A full economic benefit study would be required to determine the increase in tourism dollars that could be expected.

1.0 INTRODUCTION

1.1 STUDY PURPOSE

In the summer of 1988 the NWT Department of Economic Development and Tourism initiated a study of the corridor along the Mackenzie Highway (Highway #l). The study corridor extends from the Alberta border northward to Enterprise and from there westward to the junction with the Liard Highway (Highway #7).

The purpose of the study was twofold:

- to ascertain locations that might be upgraded to become more attractive and accessible to tourists, and
- to develop an outline of the interpretive messages that could be introduced and how they might be treated.

1.2 STUDY PROCESS

The study was undertaken by Avens Associates Ltd. in conjunction with Aldrich/Pears Associates (Vancouver), Beavercroft Consulting (Edmonton) and Renwick Engineering (Hay River) . The study commenced in July, 1988, with initial community contacts and background research. There were a considerable number of reports and studies relating to this area (see Appendix D) which were reviewed at this time. Community, operator, and government needs assessments were initiated at this time.

During the first week in August, Karen LeGresley (Avens Associates) and Drew Ann Wake (Aldrich/Pears Associates) completed a tour of Highway #1, and continued with the community contacts. Additional needs assessment, and site inventory and analysis were done during this trip. From this work, a communications plan was developed. The communications plan was written to give a vision of the role an interpretive plan can play along the highway corridor and give recommendations concerning the direction the development should take. This plan was presented to the Department of Economic Development and Tourism and to the public at meetings in Hay River and Fort Simpson at the end of September.

During the second field trip additional assessment of the parks and rest stops to develop conceptual development plans was undertaken. Further research was done to develop the ideas in the communi " lan. As part of this research, DIAND geologist Carol Ellis accompanied the consultants on this trip. Her comme& s on the geology of the area are attached as Appendix F.

A draft technical plan (the basis of this document) was presented to the Department of Economic Development and Tourism for review in November. After departmental review, the document was presented to the public at meetings in Fort Simpson, Hay River and Enterprise in January, 1989. Minor changes and additions were made to the report, and a project management plan was developed. The management plan gives roles and a schedule for the development of all of the elements suggested to completed the development along the corridor. The final report was given to the Department in **March, 1989.** Revised in APRIL (M.O.) draft

1.3 REPORT ORGANIZATION

This technical document outlines a plan to improve the experience of the public traveling Highway #1. The report contains six sections; the first being the introduction, of which this is a part. The second section contains background information used to develop the plan. Following is a section on policy guidelines. These are recommendations discussed in the communication plan and further refined through public and government consultations.

The fourth section, the corridor plan, gives an overview of development and programmed for the whole corridor, e.g., interpretive **programme,** operations and maintenance **programme.** Following this overview are individual plans for each of the sites for which development has been recommended. Some of these plans have been reduced in size for the report; the original versions are with the Department of Economic Development and Tourism. Each plan contains an order of magnitude cost summary and schedule in order to assist the GNWT in producing their five year capital plan.

These individual plan costs are brought together in the sixth and final section of the report, the strategy for development. A summary of roles and schedules form part of this section.

A series of appendices back up the document, giving additional background data.

2.0 BACKGROUND DATA

2.1 USER ANALYSIS

An analysis of visitation statistics for the Northwest Territories, Fort Smith Region and road travelers (Appendix B) has provided some details of the existing and potential users of Highway #1. A brief summary of this assessment follows. Please refer to the appendix for details and references.

Numbers of Visitors

In 1986, about 8,500 pleasure travelers visited the Fort Smith Region by road between June and September. Approximately 80% of these travelers drove Highways #1 and #3. Thus one can infer approximately 6,800 road pleasure travelers drove this corridor in 1986.

In 1987, 12,170 travelers stopped at the 60th Parallel Visitor Centre. This does not represent a doubling of traffic over the 1986 figures. Non-pleasure travelers are also stopping at the centre and there are many return visitors. However, the figures do indicate that this centre receives 6 to 12 times as many visitors as any of the other visitor centres in the region (Hay River, Yellowknife, Fort Smith, Fort Simpson). This centre appears to be an important focal point of visitation.

Existing Market

Slightly more that half of the road visitors were Albertans. The foreign total (12-13%) is largely American. Approximately equal numbers of travelers (road and air) come to the Fort Smith Region for outdoor adventure products as for general touring. However, most of the general touring is by road.

The typical outdoor adventure traveller who visits the NWT originates from Western Canada, Ontario, Quebec, major American cities and West Germany. Those traveling to the Fort Smith Region originate mainly from Western Canada and Ontario, as well as from the western U.S. The average age is 25 to 44, made up largely of young singles and couples. The average level of income is $45,ooo per year and greater. The average level of education achieved is at least diploma and more likely university graduation. Most of these travelers are in professional or managerial positions.

The stereotypical traveller involved in general touring is not as easily described due to the shortage of information on this group. However, it is known that general touring travelers visiting the Fort Smith Region are largely from Western Canada, Ontario and the western U.S., particularly Minnesota, Washington and California. Specifics relating to age, income, level of education and occupation are not available. However, it can be assumed that general touring travelers may

constitute an older age group than outdoor adventure travelers. It may be that this group has an income below the average for outdoor adventure travelers, as they mostly travel by road. This is by no means certain, since their choice of road travel could be reasons other than financial. It is also possible that this group would include more families with children.

Potential Markets

On a territorial basis, the top three activities desired by potential out of Territories visitors are:

-seeing wilderness/undisturbed nature;
-visiting historic parks; and
-visiting national parks.

Increasing the visitors chances to participate in these activities should generate new markets. Much of the growth in tourism in the Fort Smith Region will likely be from general touring. The outdoor adventure market, particularly the consumptive market, has less potential for growth in the Region. Road travel (tourists and residents) has the potential to increase by about 65,000 visitors.

The Fort Smith Region does not capture a large percentage of the package tour market, and the NWT is only strong in 4 of the top 20 touring activities participated in. However, improvements in the NWT products and amenities could increase the package tour activity.

The resident pleasure traffic has not been identified in market studies. However, as the Yellowknife population is expected to boom, be slightly more stable, and have a large number of children, the potential for family travel along the Fort Smith highways could increase over the next 10 years.

Infrastructure and Attractions

Though a potential market of up to 65,000 road pleasure travelers could be drawn to the area, the infrastructure is not available to service such an increase. Additional highway oriented services, along with opportunities to see undisturbed wilderness, visit historic and national parks, purchase local crafts and experience different cultures are important to improving the tourism possibility along the Highway #1 corridor. Also, providing opportunities for naturalist trips, hiking and backpacking as well as boating activities should direct future development initiatives.

Additional Studies

More details on the markets would assist in developing an appropriate infrastructure. In particular, an assessment of resident pleasure road trips; proper statistics on campground usage; assessment of pleasure tourist (rather than the outdoor adventure market), particularly in determining the strength of the family market; and boating activities would be useful.

2.2 SITE ASSESSMENTS

Site assessments were done during the two field trips along the highway (August and September). Photographs and slides were taken; these are available for reference from Tourism and Parks. Notes on the assessments are shown on the existing conditions plans in Section 5 of the report.

2.3 COMMUNITY AND OPERATOR PRIORITIES

A general notion of the market was obtained through background reading. To gain a more specific look at the use of the sites, their potential, and the perceived problems with the corridor, a number of individuals and group representatives were contacted. We would like to thank these people for their assistance in this project.

2.3.1 PEOPLE CONTACTED

Department of Economic Development and Tourism

Alan Vaughan	Yellowknife
Robin Reilly	Yellowknife
Alexandra Borowiecka	Yellowknife
Ian MacCrae	Fort Smith
Terry Ward	Fort Smith
John Sheehan	Fort Simpson
Ernie Cazon	Fort Simpson
Tracy Hall	Hay River
Eileen Angiers	Hay River
Stoney Burton	Fort Simpson
Chuck Ennis	Fort Liard
Gene Hachey	Hay River

Department of Public Work and Highways

Ann Peters	Architecture	Yellowknife
Larry Purka	Highways	Yellowknife
Fred Lamb	Highways	Hay River
John Bowen	Highways	Yellowknife
Jim Richardson	Highways	Yellowknife
Raymond Michaud	Highways	Fort Simpson

Department of Municipal and Community Affairs

Bruce Gunn	Yellowknife
John McKee	Fort Simpson
Francisco Molina	Fort Smith
Leo Putnik	Fort Smith

Department of Renewable Resources

Brenda Hans	Yellowknife
Cathy Stevenson	Yellowknife
Bill Modsley	Fort Smith
Brian Hoover	Fort Simpson
Ken Davidge	Fort Simpson
Al Halmer	Forestry, Hay River

Kakisa

Margaret Leishman	Sub Chief

Hay River

Mary King	Mayor
Eileen Vail	Economic Development Planner
Jane Groenewegen	Chamber of Commerce
Cheryl Hirst	Big River Travel
Vicki Latour	
Red McBryan	Town Councillor
George Bloomstrand Sr.	Hunters and Trappers Association
George Morin	Metis Association
Chuck Davidge	Ptarmigan Inn
Irene Kudelik	Tucho Tours
Mr. Benoit	Lions Campground
Dale Robinson	Town Councillor

Fort Simpson

Ron McCegg	Former Mayor
Alfred Hardisty	Band
Ted Grant	Chamber of Commerce
Joe Mercredi	Mackenzie Times
Daniel LaPierre	Nahanni Inn
Peter Shaw	Chamber of Commerce
Graham Davis	Maroda Motel
Jerry Antoinne	Mayor
Pat Scott	Craft Shop, Nogah Enterprises
Rita Cazon	

Enterprise

Winnie Cadieux	Former Mayor
Evelyn Coleman	Councillor
Ann Lesquiw	Mayor
John Pollard	MLA
Karl Mueller	Councillor
Cliff Kimble	Councillor
Ellen Kimble	
Anna Anderson	

Others

Chris Hanks	Northern Heritage Centre
Barbara Winter	Northern Heritage Centre
Robert Keilly	Health Officer, Hay River
Jim Green	Big River Tourist Association
Margaret Thorn	Slavey Research Project, Fort Providence

2.3.2 Community and Operator Priorities

Though there were some difference in opinion concerning the development of sites along Highway #l, many points of agreement were common to virtually all of the operators and community representatives. These are:

-need to improve signage
-need to have more facilities/rest areas; improve the facilities at the existing turnoffs in particular
-need to have increased staffing, both at sites and generally along the highway; the staff must be well trained
-need increased level of safety along the highway (variety of methods were discussed)
-need increased level of interpretation along the highway from a variety of means (brochures, signs, videos, radio stations, cassettes, personal tours, etc.)
-should treat the area south of Enterprise to Alexandra Falls as one park, not a series of small stops
-need to let people know what lies ahead (better orientation to public and private facilities as well as non-developed areas)
-need more trails and recreational/cultural activities (especially for kids)
-improve level of maintenance on all sites
-the highway itself needs improvement (dust free zones; paving)
-need to get the development of this highway done now, not stretch it over a 10 year plan ("start yesterday)

There were also a number of site specific suggestions and interpretive information given which were taken into consideration in the development of the recommendations and plans. A more detailed listing of comments from the public

meetings is contained in Appendix A.

2.4 SIGNAGE STANDARDS

There is no Highway sign manual specific for the Northwest Territories. Present Department of Public Works and Highways standards for signs follow the Canadian Uniform Traffic Devices Sign Manual. Standards are:

- -signs placed 3.5 metres off shoulder of road
- -white lettering on green background for destinations
- -white on brown for services.

DPW Highways is looking at other signage options to improve their programme. They would like to work with the Department of Economic Development and Tourism so that the tourism aspects of the signage programme are adequately addressed.

Tourism and Parks has a draft sign manual for Territorial Parks. Most signage in Territorial Parks follows standards from the early 1970s.

Signage is generally considered inadequate by the Tourist Associations, particularly with respect to commercial signage and indicating tourist attractions. Distance markers are unsatisfactory from a tourism perspective. They sometimes give only two destinations, one within and one outside of the NWT. The provincial destination can be over 1,000 km away. These signs do not encourage stops within the Territories.

3.0 POLICY GUIDELINES

3.1 OPPORTUNITIES

A road trip along Highway #1 offers a few extraordinary opportunities that cannot be found in other parts of Canada.

3.1.1. The Romantic Image. For decades, the North has been perceived as an exciting, adventurous place to be. Visitors who come to the North are self selected; they have chosen a vacation that is different and special. This gives tourism specialists the opportunity to enhance the most dramatic aspects of the North, to define visitor experiences that are more exciting or unusual than those offered in the south.

3.1.2. Meeting Northerners. Southern highways offer a wide range of facilities for solving tourists problems: hotels, motels, gas stations, and a variety of cultural and recreational facilities line the freeways. Consequently, vacationers in the south may never visit a tourism office. In the North, by contrast, visitors are dependent not only on tourism facilities but on the warmth and helpfulness of the northerners they encounter there. The human element, contact with "real" northerners from a variety of walks of life, can become one of the principal features of a vacation along the Mackenzie highway.

3.1.3. An Integrated Circuit. Unlike the highway systems of the south, where visitors can choose any one of hundreds of routes, this highway systems functions as a series of three branches (see Diagram 1). The first branch takes travelers to Fort Smith; the second goes up to Yellowknife; and the third branch goes to the British Columbia border. All three branches are linked to the first leg of Highway #l from the Alberta border to Enterprise. This is a rare bonus for interpretive planners and designers, since the opportunity exists to "choreograph" a coherent group of visitor experiences for the entire highway.

3.1.4. An Expandable Audience. Visitor studies show that the visitors currently driving into the NWT fit into principal categories: ~~young singles/couples interested in outdoor adventure and older general tourists.~~ This skewed visitor profile offers the possibility of targeting new audience groups and developing the interpretive plan in conjunction with the long term development strategy. Bus tours, couples with children, and the general touring market are some of the sectors that can be addressed.

3.2 CONSTRAINTS

Unfortunately, there are some limiting factors that have had a negative effect in the level of highway tourism in the Northwest Territories.

3.2.1. Limited Views. The Mackenzie Highway was developed as a transportation corridor not as a tourism route. As a consequence, the road often passes at some distance from the most exciting features of the district. In other places, the verge of trees along the highway forms a green curtain, obscuring any sense of the land and the rivers.

3.2.2. Lena Distance Travel. Visitors to the NWT often complain that there is "too much highway". The lack of tourist and public facilities along the Mackenzie Highway forces visitors. to leapfrog their way from community to community. Since communities often lie a day's drive from one another, a road trip to the NWT becomes a marathon road race along long and dusty highways.

3.2.3. Biting Insects. The tourist comment books unfailingly reflect visitors' irritation with the mosquitoes and black flies that are a part of a summers' day in the North. If some of the new visitor facilities are developed to give travelers some respite from the bug population, particularly in the evenings, visitor satisfaction would probably increase markedly.

3.2.4. Poor Signage. In the past signage in the North has taken two separate approaches, neither of them entirely satisfactory. Some signage systems emulate the dignified but somewhat dull highway signage systems of the south: small metal signs that delineate a single feature of interest. Other signs take the "woodsy" approach of wilderness Parks: wooden signs painted in natural colours. These two kinds of signs may be adequate for the south, where they are but one of a number of interpretive features but here they are lost in the vastness and power of the northern landscape. We do not want it to become a SIGNAGE MECCA.

3.3 POLICY GUIDELINES

As a result of the study, the consultants have seven general recommendations for the development of an interpretive approach for the Highway #1 corridor. These policy guideline follow:

3.3.1 Recommendation 1: Develop the Subarctic Highways as a System.

It is recommended that any plans to develop an interpretive plan for the area should take all three branches of the road network into account (see Diagram 1) . The emphasis should be on developing a coherent set of themes and a single aesthetic approach for the entire area. In this way information available at any point along the system will carry complementary messages, couched in a coherent voice.

The zone from the Alberta border to Enterprise should be given particular attention, since it will serve to welcome most road visitors to the Northwest Territories. Soon after crossing into the NW'T, visitors should be introduced to the major messages they will be encountering all along the highway system.

In order to achieve this aim, the Department should consider developing two facilities along this stretch of highway: a primary orientation facility and a primary interpretation facility (see Diagram 2). The present border station would be upgraded for the primary orientation facility; it would serve to make visitors feel welcome and provide them with a wide variety of materials to help them plan their vacations.

The primary interpretive facility would be developed in the Waterfalls Core , likely at Louise Falls> The facility would introduce the thematic messages that will be referred to throughout the subarctic highway system and link them to outdoor interpretive experiences.

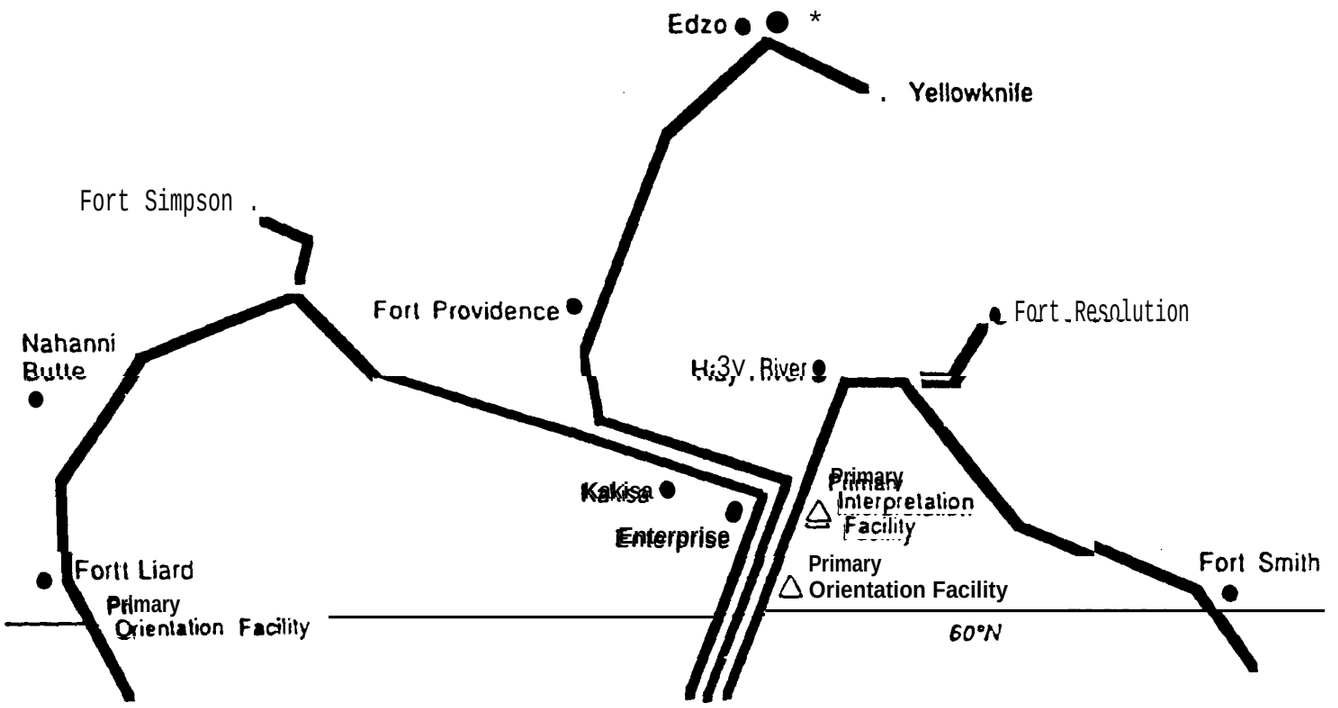
This type of facility is quite distinct from an orientation centre. It should be developed at a major attraction that warrants interpretation; in this case, the series of waterfalls on the Hay River.

3.3.2. Recommendation 2: Develop Core Zones

A drive along Highway #1 is usually interrupted only by stops in the communities, which are often several hundred miles apart. In order to break up the long drives, it is recommended that core interest areas be developed between communities.

Core zones, containing recreation, interpretation and services, would be developed around the most dramatic natural feature. Each of the core zones would be staffed and tourists would be encouraged to stay at least a day at the core zones.

The first of these core zone could be created around the primary interpretive facility of the area linking Alexandra



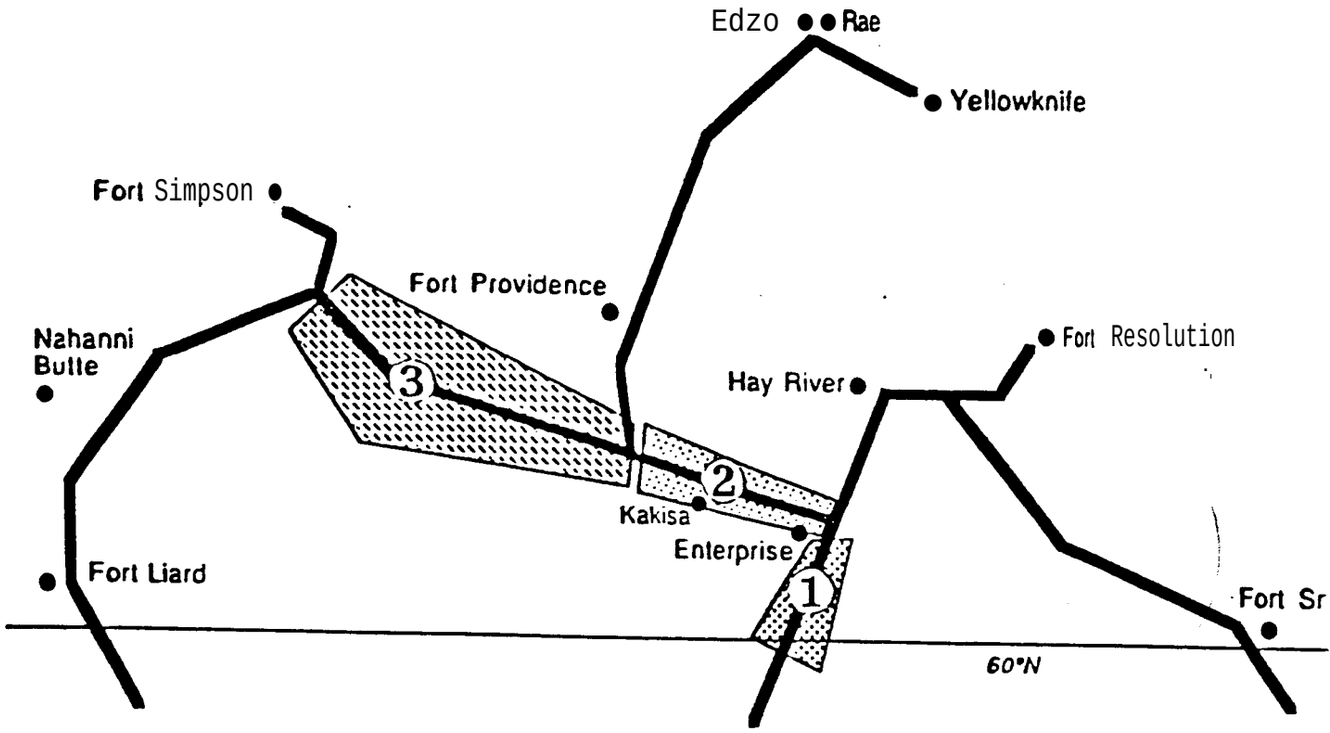
Highway #1 - **The** Highway System

DIAGRAM 1

1 - ~1=/ ESCARPMENT

2 - LADY EVELYN FALLS

3 - WHITTAKER FALLS



Highway #1 - Core Zones

DIAGRAM 2

Falls, Louise Falls, **Escarpment Creek, to the community** of Enterprise. **Another might be developed in the area surrounding Lady Evelyn Falls, the Hart Fire Tower, Kakisa River Bridge and McNallie Creek. The third core zone would be created around Whittaker Falls Park.**

These core zones should have names to assist in establishing their identity, e.g., Waterfalls Tourist Zone; **Kakisa** Tourist Zone; and **Sambaa** Tu Tourist Zone. In this way, the core zones will act as destination points where tourists will be able to **break** up the lengthy journeys between communities. Highway **signage** would reflect the importance of the core zones, helping to create tourist 'subregions" around these main ideas. For **instance,** instead of **signage** giving only mileage to the next **communities**, the core zones would be listed.

Two other levels of servicing are suggested: secondary orientation facilities and tertiary sites. Secondary sites would concentrate on orientation and service information at privately owned sites (see below). The tertiary sites would be similar to the core zones by containing some elements of services, interpretation, recreation and orientation. However, the level of all these would be greatly reduced from core zones. For the most part, services would be minimal (e.g., outhouses, litter containers), and interpretation/orientation would be through site **signage** and off-site information rather than personalized staff programmed.

3.3.3 Recommendation 3: Orientation and Service Information

In addition to interpretive messages visitors traveling along Highway #1 need two very specific kinds of assistance: orientation information to explain where they are; and service information explaining the condition of roads, ice bridge weather, availability of private services, etc. It is possible to institute two sets of facilities through which this information can be delivered to the public in a consistent manner (see Diagram 3).

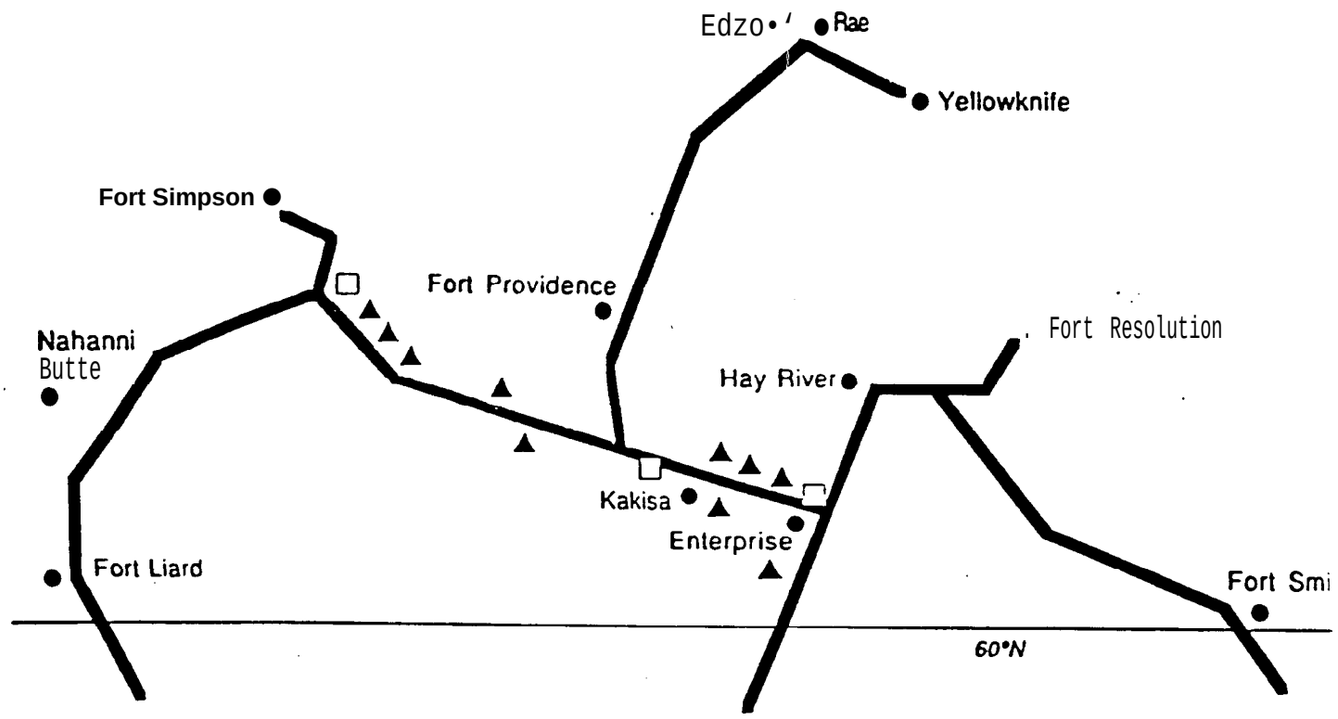
a) Secondary Orientation Facilities

Along the Highway #1 corridor there are three places where the highways branch: at Enterprise, near the junction of Highway #1 and #3, and at Checkpoint. A restaurant is located at each of these points. These restaurants are ideal for giving travelers information about each of the adjacent highways. Moreover, because these restaurants are staffed year round they can be used to give out information about highway and weather conditions.

Since Enterprise is the first community that visitors will

□ Secondary Orientation Facility (private)

A Tertiary Orientation/[nterpretation/Service Facility



Highway **#1** - Orientation and **Service Facilities**

DIAGRAM 3

encounter as they come north, the facilities in this community might be singled out for special attention. Special orientation and service information possibilities are suggested later in the report and should be further investigated.

b) Tertiary Sites

At the present time, there are eight Highway rest areas and several minor park facilities along the highway where travelers can stop for basic services. In most cases the rest areas include garbage cans, an outhouse, and an emergency shelter. It is recommended that more minor facilities be added so that visitors will not have to travel more than about 50 **kilometres** without services. Though daily changing information (e.g. , weather conditions) is not possible, these areas provide an excellent opportunity for ongoing 'reinforcement" of orientation information - how far the **traveller** has come, what they will see ahead, and so on.

Although these facilities are developed primarily to meet a specific need for services, they can also play a role in making the tourist's visit to the North more enjoyable. It is recommended that a recreation/ interpretation component be added at each of the rest areas, encouraging the visitors to take a brief, interpreted walk around the immediate area. However, services and facilities would be minimal, in order that activities are concentrated at the core zones. Most of the minor facilities/highway rest areas would be designed for stops of approximately 1/2 hour.

3.3.4 Recommendation 4: Highway **Signage Programme**

Many **signage** systems currently in use in the North employ a wood structure and muted **colours** so that signs that are **"visually** harmonious with the **environment".**

This **signage** approach was developed for southern provincial and national parks where an unobtrusive **signage programme** stood apart from the commercial **signage** along the highway. Such a subdued **signage programme** may not be the best alternative to employ in the Northwest Territories. It tends to blend into the landscape and can be obscured by the twilight of winter and the dust of the roads.

We would recommend a **signage programme** that has more punch, so that it stands out from the surrounding landscape and serves as a visual break from the monotony of the road. Such a **programme** would have the following features

a) Visual Strength. It would employ strong **colours**, rather than blues and **greys**, so that the signs can be seen from a distance, particular in winter.

b) Visual Coherence. All of the signs, from small to large, for both interpretive and orientation functions, should be a part of the same modular system. A catalogue of sign types should be developed with interrelated typefaces, materials, layout, colours, etc.

c) Combinations of Materials. The system might combine a natural element, like wood, with more industrial elements like enamel signs and steel tubing, to give a contrast in texture and colour. Signage would then stand out from the surroundings.

In effect these signs, and the recreation and interpretive opportunities that surround them, will become an important visual break offered to tourists along Highway #1.

3.3.5. Recommendation 5: Exhibit Strategy

Exhibit strategies for remote areas are often hampered by serious constraints: the lack of electricity and a long winter season in which the exhibits must be removed or stand unattended. As a result, exhibits have sometimes been designed to a minimum standard, with materials that are more admired for their solidity than for their drama or beauty.

But technical and stylistic devices at the leading edge of the design discipline can be as easily adapted to the North. It is recommended that the exhibit style for Highway #l create an image of the North as modern and dynamic.

As with the signage, exhibits should employ contemporary materials, textures and colours. The graphic style should aim for a high standard of effectiveness: clarity of line and strength of image. Indoor and outdoor signage should have the same graphic styles for best visual coherence.

Exhibits should also exploit up to date technology when possible. Some example might be:

- short, snappy video programmed could replace the longer documentary style computer games that use humour and illusion;
- hands on exhibits that allow the visitor to become a participant as well as an observer.

This will be balanced by using existing structures whenever possible. For example, rather than creating completely new structures for interpretation and orientation exhibits, exhibits will be placed in and around existing emergency shelters, park shelters, etc. whenever possible.

3.3.6 Recommendation 6: People and Programmed

The barriers to northern tourism, are considerable: long distances, unpaved roads, a dearth of services. Exhibitions and visitor centres cannot overcome these barriers alone. Visitors will not travel these distances to see an exhibit, no matter how powerful. They travel to have adventures, to meet "real northerners."

In order to become a destination point for visitors to the North, the new tourism facilities must offer exciting programmed that will give visitors the adventures they crave. These activities can be directed toward the segments of the tourist market that are not presently coming to this area in large numbers: caravans of R/V owners, parents with young children, adults with specialized, northern interest. Some of the programmed should appeal particularly to Northwest Territories residents who may have decided on a northern holiday or local residents making a one day excursion to a park.

It is our recommendation that the exhibits for the new visitor facilities develop in conjunction with staffing and programming possibilities, so that they offer tourists to the North a comprehensive vacation package. These programmed would require well trained visitor centre/interpretive staff. Such an approach could take the following form.

a) Programme Variety. A new interpretation centre in the Alexandra Falls area could offer short programmes for road tourists as well as longer programmed for people who come to the park specifically to spend several intensive days in the area. These programmed could tap a variety of audiences by offering special activities related to recreation, science and culture.

b) Demonstrations. The exhibit base for the visitor centre could be supported by demonstrations of northern skills: hunting, trapping, needlework and so on. These workshops could be run by local residents on a contract basis.

c) Fireside Chats. Facilities in the core zones could be provided with screened "pavilions" that could be used for evening interpretive talks by staff.

d) Interpretive Walks. Short interpretive walks can be integrated into each of the parks along the highway system. These parks could include experiences that are a little less protected than those in similar parks in the South. For example, the walk at Whittaker Falls might include a suspension bridge that lets visitors walk above the chasm.

These interpretive possibilities, developed in conjunction with local people with particular skills, would give tourists their dreamed of Northern adventure.

3.3.7 Recommendation 7: Enterprise as a Service Centre

Enterprise is the first community to greet many travelers arriving into the NWT, as well as the last community to visit when leaving the Territories. As such, it is an important service centre, a role which should be strengthened and enhanced. For instance:

-a focal display should be considered centred on a transportation theme. The former Tundra Steak House could be developed as a small centre, with the lot beside it used as both a play area and display area for various vehicles.

-if the private sector chooses to build a new facility, a restaurant looking out over the gorge (e.g., second floor of a building) should be encouraged

-the building could include a rental/concession for the park (e.g., bicycles, canoes)

-a visual upgrading programme should be implemented for the P community. For example, the 'island" outside the gas station could be landscaped (a common feature of many gas stations).

4.0 CORRIDOR PLAN

This study recommends the development of the subarctic highways as one system. As such, there are a number of programmed and criteria for the corridor as a whole which should be considered. These guidelines should also be considered in developing the other branches of the system, e.g., Highway #5, Highway #7.

4.1 SELECTION AND DEVELOPMENT PRIORITY CRITERIA

The following factors were used when considering the potential for developing a site and determining the priority a site should receive.

4.1.1 Recreational activities

a) Picnicking, hiking, swimming, nature appreciation, and photographic opportunities are highly desirable. Sites which provided these opportunities are being given high development priority.

b) Camping is considered a desirable activity, but existing facilities are not yet fully utilized. The improvement of the main existing camping areas (Louise, Lady Evelyn and Whittaker) is considered a higher priority than developing any new campsites.

c) Fishing is a sought-after activity, but it is not as high a priority along the highway. (The fly-in market for fishing is more important.) As an adjunct to other activities, fishing should be encouraged, but it is not seen as the major reason for any particular site.

d) At present boating is not seen as a high priority away from most of the communities since few visitors would be bringing boats along (Hay River may be an exception). However, possibilities for canoeing and other boating have been considered particular from the viewpoint of possible private business opportunities.

e) Other activities (skiing and other winter sports, organized sports such as tennis, etc.) are not a priority at this time. However, consideration should be given in the designs to allow for winter activities.

4.1.2 Safety

a) Sites must be able to be accessed safely from the highway (sight lines etc.). Proposed development occurs at existing sites or where there is at least a pull-out from the highway.

These will be further checked with Department of Public Works and Highways for sight line safety.

b) Various on-site safety factors have been considered. For example, Hart Lake is easily accessed from the highway (entrance road exists) and potentially providing good recreational opportunities in conjunction with the fire tower. However, due to **it's** poor water quality (unsuitable for drinking or bathing), this site is not recommended for development.

Most of the sites are associated with limestone, sandstone and shales formations. These rock formations are easily eroded and unstable in comparison with the Shield formations around **Yellowknife.** In addition, the sites proposed are mostly around water. Therefore there are inherent risks for anyone using these sites, not matter how **"safe"** the site design is. We must ask how safe we can try to make these areas. Given these inherent risks, and simply the curiosity of people when confronted with spectacular features they wish to explore, it is impossible to make these areas 'risk **free".** We feel that cautioning people about the hazards of the site, and indicating the most dangerous areas (as at the Alexandra Falls lookout) is an acceptable approach to site safety.

We take Hart Lake Tower as an example of this approach. The edge of the escarpment itself is not fenced off, though there is fencing which demarcates a chasm (while allowing access to the edge) . This is considered acceptable in terms of safety.

4.1.3. Capital Costs

There has been no specific capital cost limit for one site or for the development of the whole corridor. However if two sites are roughly equivalent in potential, though one is more capital intensive **to develop,** we will assume the least costly ~~option should~~ be" **pursued.**

4.1.4. Operations and Maintenance Costs

a) Sites with low operations and maintenance costs are preferable. Consideration will be given to splitting costs with highways or other departments (various O & M interdepartmental options will be addressed later in the study) .

b) Developments that do not need to be reworked/checked frequently are higher priority than difficult to maintain sites/options.

4.1.5. Community Priorities

Much of the development suggested will be for tourists, since a main goal is to increase the visitors' enjoyment along the highway. However, this needs to be balanced by some local priorities (which can be different from these of the visitors).

In some cases, development of sites should be beneficial to both residents and tourists. For instance, Louise Falls is now used by local campers as well as tourists. The development of interpretive facilities and programmed there will not only increase the enjoyment of use by the tourists, but should help encourage local and other NWT residents to take advantage of this park.

In other cases, use by locals is concentrated in the spring (early May), before most tourists have arrived. In particular, rivers like the Red Knife and Kakisa are well used by residents in the spring during the grayling run, but not necessarily frequently later in the season as water levels and fishing possibilities drop. In these instances, the development of facilities for this one to two week peak period is unrealistic at this stage. However, maintenance contracts during that period (generally early to mid May) would leave these sites in better condition for use by locals and in better appearance for visitors later in the season.

4.1.6. Environmental Capabilities

Consideration of the carrying capacity of a site (soils, drainage, slope) has been done on a preliminary basis only. More detailed environmental assessments should be part of the concept and site design phases. However, the sensitivity of the site has influenced the suggested development. Low impact development has been emphasized based on the preliminary findings.

4.1.7. Accessibility

Sites which have been suggested in this plan have some form of access from the highway. In some cases, this access requires upgrading. There are enough sites with existing access which should be upgraded prior to additional sites being developed.

4.1.8. Spacing

Pull-offs in northern Alberta are approximately 40-50 km apart. It is suggested that facilities allowing recreational and private vehicles to pull off the highway in the NWT be approximately the same distance apart. (These areas would not necessarily be accessible to truckers; the existing highway pull-offs appear adequate for commercial use). The reason

there should be at least the same level of service in the NWT as in Alberta is twofold:

a) a reduction in services once you are north of the 60th Parallel is not the best way to welcome visitors; and

b) the gravel highways make pulling off the road in areas without pull offs very hazardous. The dust thrown up by traffic could block off the view of a parked car, potentially resulting in a serious accident.

The area from the border to Enterprise is the best serviced highway corridor in the NWT, with the 60th Parallel visitor centre and campground, Alexandra and Escarpment Day Use Areas, and Louise Falls campground. Given the number of sites, other developments are not high priority. One additional rest stop is suggested. Priority should be given to enhancing the present development. AGREED

The section of highway between the junction with #2 and the junction with #3 is being reviewed for realignment by the Department of Public Works and Highways. Within the next five years, it is likely that portions of this route will be realigned. Highways personnel seem very favorable to developments that assist in tourism. Therefore, location of new pull-off should be worked out during the realignment planning process.

With Lady Evelyn Falls and Kakisa River Bridge near the end of this section, and the Hart Fire Tower as a main point of interest, it is reasonable to develop another day-use/interpretive site along this section.

The section from the Highway #3 junction to Highway #7 junction is the least serviced area of this highway, having only the Whittaker Falls Territorial Park development. Given the length of this section (210 km), another 2-3 day-use areas should be developed.

The present camping facilities should be adequate in terms of spacing (300 km between sites should be maximum), and these sites are not fully used at this time. Therefore additional camping facilities would not likely be given a high priority for development.

4.2 ORIENTATION PROGRAMME

The Orientation Programme includes all of the material that will assist visitors in understanding where they are, where they are going, and where they can find the services they need. The programme will apply to two separate areas: along the highway and inside the territorial parks. In recommending an

approach to orientation to following guidelines have been taken into account.

4.2.1. Orientation **signage** is functional; as a consequence, most orientation **signage** systems in North America have similar **features** . . . . Nevertheless, the orientation **signage** along the **highways** of the Northwest Territories might have some small features that make them distinct from signs in any other jurisdiction. In this way people might be reminded that they are visiting someplace special.

4 2.2* Visitors should know what kind of signs to look for when they need orientation information. Therefore, the system of orientation **signage** should have some features that distinguish it from interpretive or commercial signs along the same highway. These features should allow the orientation signs to stand out so that they can be identified from a distance even in the low light conditions of winter.

4.2.3. Orientation signs in the Northwest Territories undergo considerable stress. Summer and winter temperatures can be extreme. People have been known to deface at highway signs with rocks and bullets. It is important therefore to create a **signage** system that is modular, so that signs can be replaced when necessary.

4.2.4. The orientation **signage** system would be made up of three kinds of modular elements: the support structure, the base sign, and the individual **signage** elements that would be attached to the base sign. In this way the elements can be changed as facilities along the northern highway alter.

Given these criteria the following levels of orientation **signage** have been identified.

a. Border Crossing

welcome sign
border station indicator
services indicators
highway condition information
weather information

b. General Highway **Signage**

- traffic control signs
- distance signs
- directional signs
- services indicators

c. Territorial Park **Signage**

- highway park sign
- park welcome sign
- park trail indicators
- service indicators (outhouses, wood, water)
- activity indicators (boat launch, trails)

d. Restaurant **Signage**

- highway information
- weather information
- directional indicators

e. Rest Stop **Signage**

- rest stop indicators
- service indicators (shelter)
- activity indicators (trails)

4.3 INTERPRETIVE PROGRAMME

The Interpretive **Programme** includes all of the information that visitors will need to understand the country they pass through in the Northwest Territories. This information will be found at all of the facilities where visitors stop: at the border station, in the territorial parks and at rest stops.

4.3.1 CRITERIA

In developing the interpretive plan, the following criteria will be taken into account.

a) Hosts. **It is** recommended that the interpretive information offer visitors a northerner's view of the highway system. All information would be communicated from the perspective of people currently living in the North: scientists experienced in interpreting the geology, botany and wildlife; native people who can speak of the Dene and Metis way of life; engineers and business people who have played a role in the development of the infrastructure of the North. These have been termed **"hosts"** for the interpretive programmed. The hosts would give their perspective on the north. This would introduce tourists to the **"real"** north rather than creating a separate tourist world.

b) Differing Scope. Visitors should be offered interpretive experiences that vary in content and sophistication as they travel along the highway. Visitors to the border station will need practical information about vacation possibilities in the Northwest Territories. Those who stay in the Territorial parks will need information that will help them understand the

wilderness around them. Visitors to communities will benefit from an introduction to the history and culture of the Mackenzie region. These three approaches can be "choreographed" so that tourists have a series of fun or eye-opening experiences as they journey along the highway.

c) Unified. Interpretation should be linked under a single conceptual theme, connected to the idea of "Heading North". This theme would have two parallel aspects. The human aspect of the story would focus in the historical and contemporary voyages northward, from the Dene trips down river and the northward journeys of the early white trappers and settlers to the vacation adventures offered to tourists today. The other aspect of the story would focus on the northward flow of the natural world's geological structures, river systems, herd migrations.

d) Entertaining. Interpretive information should be communicated in a way that is entertaining and stimulating. The didactic approach should be avoided. Devices such as games and riddles can be employed to communicate the amazing facts of life in the Northwest Territories.

e) Variety of Presentation. The interpretive material should be communicated in a variety of forms. So that each facility offers a different experience. At the border station, employees will require materials that can be handed out to the public: pamphlets, workbooks, and colouring books for children games to acquaint people with the North. At the Territorial parks visitors will want exhibits that introduce them to the broad historical and wilderness themes; these should be hands on activities that are related to outdoor interpretation. The transportation park at Enterprise might communicate history by emphasizing cultural materials.

f) Connections. Interpretive messages should reinforce the government's other economic development and tourism initiatives, such as encouraging private sector businesses (e.g., art appreciation can be linked to craft sales) and highlighting cultural history (including trapping). Any illustrations/photographs of trapping should show the humane trapping methods presently advocated by the Government.

In accordance with these criteria, we have established six levels of interpretive information along Highway #1.

a) Border Station

- introduction to the Northwest Territories
- vacation opportunities along the highway
- an introduction to flora and fauna of the North
- introduction to northern "hosts" (highway interpretive

system)

b) Alexandra Louise Escarpment Core Zone

- introduction to the wilderness aspects of theme (e.g., flow of water north; animals moving north, etc.)
- recreational facilities of the North
- trail interpretation

c) Enterprise Transportation Display

- history of transport in the Mackenzie region (northern flow to the Arctic Ocean in terms of transportation; highway pushing northward)
- history of the community of Enterprise

d) Lady Evelyn and Whittaker Falls Parks

- trail interpretation
- interpretation of wilderness/cultural aspects of area (other movement patterns other than northward)
- interpretation of local flora and fauna

e) Rest Stops

- interpretation to features in immediate vicinity

f) Off-Site Interpretation

-reinforce the "Heading North" theme
-linking on-site interpretations

4.4 OPERATIONS AND MAINTENANCE PLAN

4.4.1 STAFFING

A major cost and requirement to fulfil this proposed development plan will be for additional personal years and contract money for staffing. Funding should remain available for the staffing of the primary orientation facility and be made available for core sites and other safety/maintenance staff. The staffing can be through contract or employment by the GNWT. However, if contract is used, there should be options for renewal of contracts and certain training made available.

Staffing of the 60th Parallel Visitor Centre and the three core sites is imperative. The earliest that it would be realistic to have staff at the parks is likely as follows:

Whittaker Falls - summer 1991
Lady Evelyn Falls - summer 1991

For Waterfalls Core Zone, staff could stay in Enterprise, and if possible could be brought on schedule sooner than 1992. However, it seems appropriate for staff housing to be built in conjunction with the visitor centre at the Core Zone.

It is felt that Whittaker Falls is the highest priority for staffing as it is distant from any community. The suggested development for the site also warrants staffing, similar to Blackstone Park. The other sites could be staffed more quickly if the construction schedule is compressed and staff trained in time.

It is suggested the season for staffing be extended from the present mid-May to mid-September. An earlier start (e.g., end of April) would allow for pre-season training and provision of services to the NWT travelers (who often use the parks earlier in May). A extended fall season (e.g., beginning of October) is recommended as there is potential for marketing the autumn as a good travel season. Also, an extended season would allow for follow-up seminars.

Highway patrol was strongly recommended by the community of Fort Simpson. This role could be taken on in a variety of ways (e.g. , RCMP patrol, DPW Highways patrol, additional park officers) . Whichever type or combination of types of patrols is used, it is important that visitors know assistance is available from these people.

4.4.2 TRAINING

Initial and ongoing training of the staff is essential to the proper operations of the proposed development. It is recommended that a thorough assessment be done of the training required for the staff. The training provided by the Travel Industry Association and the Tourism Zone Associations could be useful, along with some of the training programmed already undertaken by Tourism and Parks (e.g., Interpretive Guide Training Course) . A programme designed to meet the needs of southerner visitors, (e.g. , some traditional park interpretation skills, hospitality skills), but one that brings in the cultural strengths of northerners is recommended. The interpretive programme will be trying to get visitors to accept a slightly different way of life, and provide them with a different way of looking at the world. In some ways, the staff will be a bridge for visitors. They should not be completely "southern", yethavecertain skills which will make visitors feel safe and comfortable.

The training could include information packages relevant to the interpretive themes of the area. Such a workbook could be used

as a reference manual for questions from visitors as well as in the preparation of interpretive programmed. This would also be a handy introduction for any very short term staff that are brought on (e.g., people starting part way through the season that have missed the annual spring training session).

At the beginning of each season, it is recommended that orientation centre and core zone staff and park officers travel the highway together. This will give them an appreciation of the sites and what changes have occurred over the past season. As many tourists will be asking for information on what they will see further along the road, this type of trip will better prepare the staff to meet visitor questions.

4.4.3 STAFF PROVISIONS

We suggest the orientation and core zone staff should be provided with distinctive yet informal uniforms. Rather than emphasize their enforcement role (as the park officers uniforms do), these uniforms should be more 'approachable". A northern look for those vacation snap shots would be best.

Staff housing will be needed at Whittaker Falls and possibly Lady Evelyn Falls. The staff for the Alexandra/Louise area could live in Enterprise or Hay River. However, staff accommodation in conjunction with the visitor centre is considered a preferable alternative. Staff housing should be similar to that provided at Blackstone Park.

Vehicles used by any park staff should be equipped with radios in case of road emergencies (the park officer trucks are so equipped) . Also, it should be the practice to keep a minimum selection of visitor information brochures in park vehicles in order to provide the best service to travelers.

4.4.4 SITE OPERATIONS AND MAINTENANCE

On site operations and maintenance is inadequate in many cases at the parks. There have, for example, been a number of complaints about the garbage at Whittaker Falls, and lack of toilet paper and wood. The O&M should be improved so that the minimum level of services now promised are actually provided.

An increase in the level of services available at the three core zones is suggested. Showers are recommended at the three core areas. Interpretive programmed are recommended. Also, the provision of other camping options (walk-in camp sites, cabins) will increase the operations and maintenance work. With the three core zones, most of the suggested increase in services would be taken up by the staff (i.e., the staff would provide visitor services such as interpretation, as well as much of the operations and maintenance) . There will, however,

be an increase in O&M for items that the staff should not be expected to render, e.g., repairs to building< servicing of generators, etc.

An increase in the O&M budget will also be expected from servicing the tertiary sites. It is recommended that Tourism and Parks takes over responsibility for the O&M of all the highway rest areas. Department of Public Works and Highways is reluctant to build more survival cabins on any new pull offs, as they find the O&M of these onerous. They will also not be interested in servicing the interpretation and recreations facilities suggested in this plan (e.g., trails, play equipment) . Therefore, contracts to provide the O&M for all the tertiary sites wili be necessary.

4.4.5 INTERPRETIVE MATERIALS

Once exhibits and other interpretive materials have been developed, it will require upkeep (for site facilities such as signs) and updating (for all material). The upkeep of the items will fall under the normal operations and maintenance budgets. It is not expected that there would be any exhibits which would require special maintenance (i.e., these are not museum exhibits) . The following summarizes the O&M for the four types of interpretive materials.

a) Visitor centres exhibits. Every five years a 'visitor centre usually requires an update of some of the information and a refurbishing of exhibits that are showing wear. The visitor centre is usually re-examined for relevance and condition at the end of ten years.

b) Signage. Signage systems are usually checked by parks staff as a part of their weekly maintenance visits during the tourist season. The modular system recommended would permit the signs to be replaced in the case of vandalism, wear or a change in the highway. Extra sets of the modules should be readily available, so that a sign or portion of a sign can be. replaced as soon as any vandalism is noted. It is likely that DPWH would remain responsible for the actual storage and changing of the sign faces.

c) Written materials. Written materials are usually re-examined each time a print run is exhausted. Pamphlets will require changes more often than interpretive materials, since the information is likely to need updating more often.

d) Audio materials. Broadcasts should be updated frequently; the advantage of the broadcasts is that daily changes can be made to certain portions of the programme (e.g., road conditions) . The overall programme format should be re-examined every two years. Tapes would likely be sold by the

private sector. The audio materials should be developed in conjunction with the other interpretive materials in order that the types of tapes and broadcasts dovetail with the printed material.

4.4.6 PATROLS

The proposed corridor development aims to increase tourism, hence to increase highway traffic. With increased traffic, greater commitment to highway patrols is suggested. The Department of Economic Development and Tourism should work closely with DPW Highways and other agencies (e.g., RCMP, ambulances) to coordinate efforts to upgrade highway patrols.

4.4.7 BOOKING SERVICES

Commercial booking services should be considered at the 60th Parallel Centre, with similar services offered on the Liard Highway. Guidelines need to be developed by the Department on conducting such a service.

4.4.8 OPERATIONS AND MAINTENANCE MANUAL

An Operations and Maintenance Manual is needed to set guidelines for O&M and to coordinate operational procedures. This manual would include items such as staff and contract staff job descriptions, a staff training manual, detailed operations and maintenance costs and operations standards. Such a manual is shown under the project management charts for each project, but these must be coordinated by the regions for a coherent plan. This manual should support requests for funding, and set the appropriate standards of excellent hat are expected of the marketed 'World Class Adventure". The manual could also discuss such items as step on bus tour guides, and commercial booking operations.

5.0 SITE PLAN SUMMARY

This section gives a summary of the existing conditions at each of the proposed sites, and the potential functions, services, interpretation, orientation and recreation facilities proposed for each. The plans given are concepts. Considerable research, planning and design work is required prior to implementing any of the concepts. The stages toward developing these concepts are given more fully in project management schedules. The schedules, produced for projects in sections 5.1 to 5.5, are available at Tourism and Parks Headquarters. The basic steps for developing the projects are:

a) project definition and approval
b) research and planning (management plans, including detailed operations and maintenance plans)
c) design and tender documents
d) implementation (manufacture and construction)
e) evaluation.

It should be noted that a number of the following proposed sites are not on Territorial Park lands. Negotiations for the land is critical prior to proceeding further with research and planning.

Order of magnitude cost estimates for the implementation phase of the developments have been given. The client should expect changes to these estimates once more detailed design work has been done. Costs for other phases are given in Section 6.3 (Budgets) .

5.1 PRIMARY ORIENTATION FACILITY

60th Parallel Visitor Centre and Park (km 0)

a) Existing Conditions

i. Visitor Centre

-up to 160 visitors/day in 1987 according to visitor centre staff
-8-10 vehicles parked at once during the busy season
-building is a trailer covered in false log fronting; adequate but without much "flair"
-existing displays "under glass"; not accessible to visitors; require upgrading
-Northern Heritage Centre has a display; they would like to change their exhibit

ii. Border Crossing

-sign with concrete platform
-cairn commemorating-opening of railway is virtually hidden. Formerly was on other side of highway (between highway and railway tracks) . Rocks in cairn are from the Buffalo, Yellowknife and Hay Rivers. They were gathered by Mr. Ernie Coleson.

iii. Park

-12 campsites, most in disrepair
-visitor centre staff said about 2-4 campers per night is usual
-2 picnic shelters with tables near river
-kitchen shelter
-boat launch is incorrectly identified as such. Really only a track down to the water edge.
-access road has potholes; Tourism and Parks is currently working with DPWH on a road improvement programme

b. Potential and Desired Functions

Visitors arrive at the border of the Northwest Territories weary from the long drive from High Level. The border station is a place where they can stretch their legs, celebrate their arrival and prepare for the adventures that await them along the highway. This is a place where visitors can be welcomed to the north, and thanked for coming. It performs an important 'security" function as well, reassuring travelers that services will be available, and their journey can be safe and pleasant.

The border itself should be a strong and colourful element that cuts the tedium of the highway. It should involve a more dramatic mix of natural and man-made elements than it does now: wood, metal, and rock from the local riverbeds. The border should also be developed with more recreational and photo opportunities for visitors.

At present, the Orientation Centre is an enjoyable place to visit. In large measure, this is due to the friendliness of the staff, who communicate their enthusiasm for the North as they acquaint visitors with vacation possibilities. Their ability to deliver information about the North would be enhanced if visitors could seek out more specific information by themselves, in effect, planning their own vacation possibilities.

The exhibits and information at the orientation centre should reinforce the celebration aspect of the visitors arrival, and supply information on basic services questions and safety (e.g. , brochure on how to travel safely on the gravel roads) . The centre should also begin to orient visitors to a different way of life: how to enjoy the north and its people on its own terms and own time. This awareness of the northern cultures and different environment should be continued at the other sites. The displays, as well, will be a 'good bye" and "thank you" to those leaving the Northwest Territories. A 'sister" centre should be built along the Liard Highway, to perform similar functions.

In the long term, a new visitor centre should be considered that will be more architecturally dramatic, yet keeps the friendly and warm atmosphere of the present centre.

c. Services

Services will be kept to a minimum at this site, encouraging travelers to continue on to the Alexandra/Louise/Escarpment core zone.

i. Border
- pull off on NWT side of border

ii. Visitor Centre

Indoor:

-coffee, tea
-washrooms
-commercial booking service a possibility

Outdoor:

-11 parking stalls (three for RVS)
-picnic area at visitor centre should be upgraded

iii. Park

-provision of minimal services (encourage visitors to go to the more major centre at Louise Falls)
-delete campsites 1 to 7
-no advertising of boat launch; no upgrading of launch recommended at this time
-retain kitchen shelter and picnic area by water
-brush campground and picnic area (increase views to river)
-seed picnic area with low growing grasses
-upgrade park road

d. Orientation

-border crossing welcome sign
-weather and road conditions
-introduction to the NWT
-distance signs to Alexandra/Louise and Enterprise
-sign for border station

e. Interpretation

The interior and exterior exhibits of the centre need to be redone to provide the necessary orientation to the three highway branches, the available services, and an introduction to the interpretive system (the three types of hosts). In the future, a new building should be considered which is higher profile. However, the Present building can be upgradea to accommodate the required functions. The following interpretive methods are suggested:

-The 3-D Lexicon. A series of outdoor games set around the border station. These games, linked into booklets available from the staff at the centre, would teach visitors to identify the flora, fauna and principal geological features of the N'WT.

-Video Journey. Video programmed that allow the public to "travel" t. different points along the northern highway. At each spot they would be introduced to the principal features of the area, sometimes as they are seen by the local residents. Some of these videos spots will be interwoven with games that test the visitor's northern expertise.

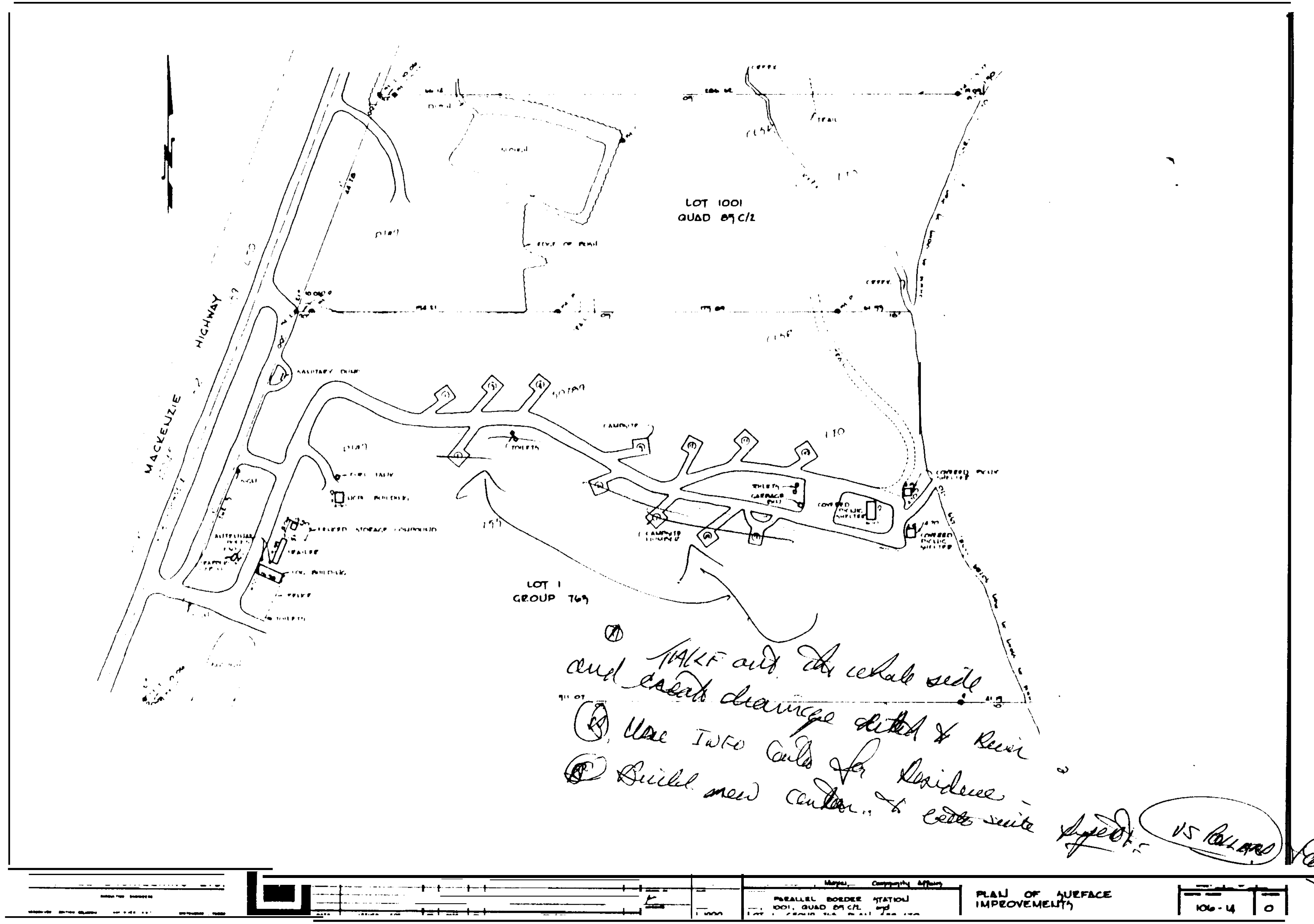
f. Recreation

-no major upgrading to provide recreational activities
-suggestion for children play structure in campground area to tie into interpretation themes - perhaps the geodetic tower here, to tie in with railway/highway as well as being a lookout over the river - first chance to view the river
-tie-in border crossing to visitor centre through walkway (boardwalk) from border along edge of existing pond to visitor centre
-more photographic opportunities, e.g., blind near the pond to allow bird watching and photos; design of border sign to allow more varied photo opportunities; landscaping to accommodate more bird species

9" Capital Costs

-visitor **centre** improvements	$ 150,000
-parking areas and minor roadworks (under present negotiations with **DPWH**)	
Total Stage I	$ 150,000
-New border sign	$ 15,000
-exterior exhibit signs	10,000
-remove campsites	3,000
-brush and seed picnic area	**2,000**
-move trailer and storage area	**10,000**
-paths	10,000.
-rehabilitation of deleted roads	5,000
Total Stage II	**$ 55,000**
Total construction estimate	**$205,000**

Note: costs for videos are approximately $2,000 per minute, plus travel and expenses. These costs are not added into these estimates. **Videos** at this **centre** would likely correspond to videos done **for** the **"sister" centre** on the Liard Highway. See Capital Costs **su**mmary (Section 6.3) for additional cost information.


LOT 1001
QUAD 89 C/2
LOT 1
GROUP 769
MACKENZIE HIGHWAY
SANITARY DUMP
TOILETS
CAMPSITE
COVERED PICNIC SHELTER
TOILETS GARBAGE PITS
CAMPSITE LOOKOUT
FENCED STORAGE COMPOUND
TRAILER
CREEK
TRAIL
EDGE OF BUSH
(A) TALK out the whole side and create drainage ditch & Revis
(B) Use TWO Cards for Residence
(C) Build new center,, & extra seats Signed
VS Ballard
Community Affairs
PARALLEL BORDER STATION
1001, QUAD 89 C/2
PLAN OF SURFACE IMPROVEMENTS
106-4
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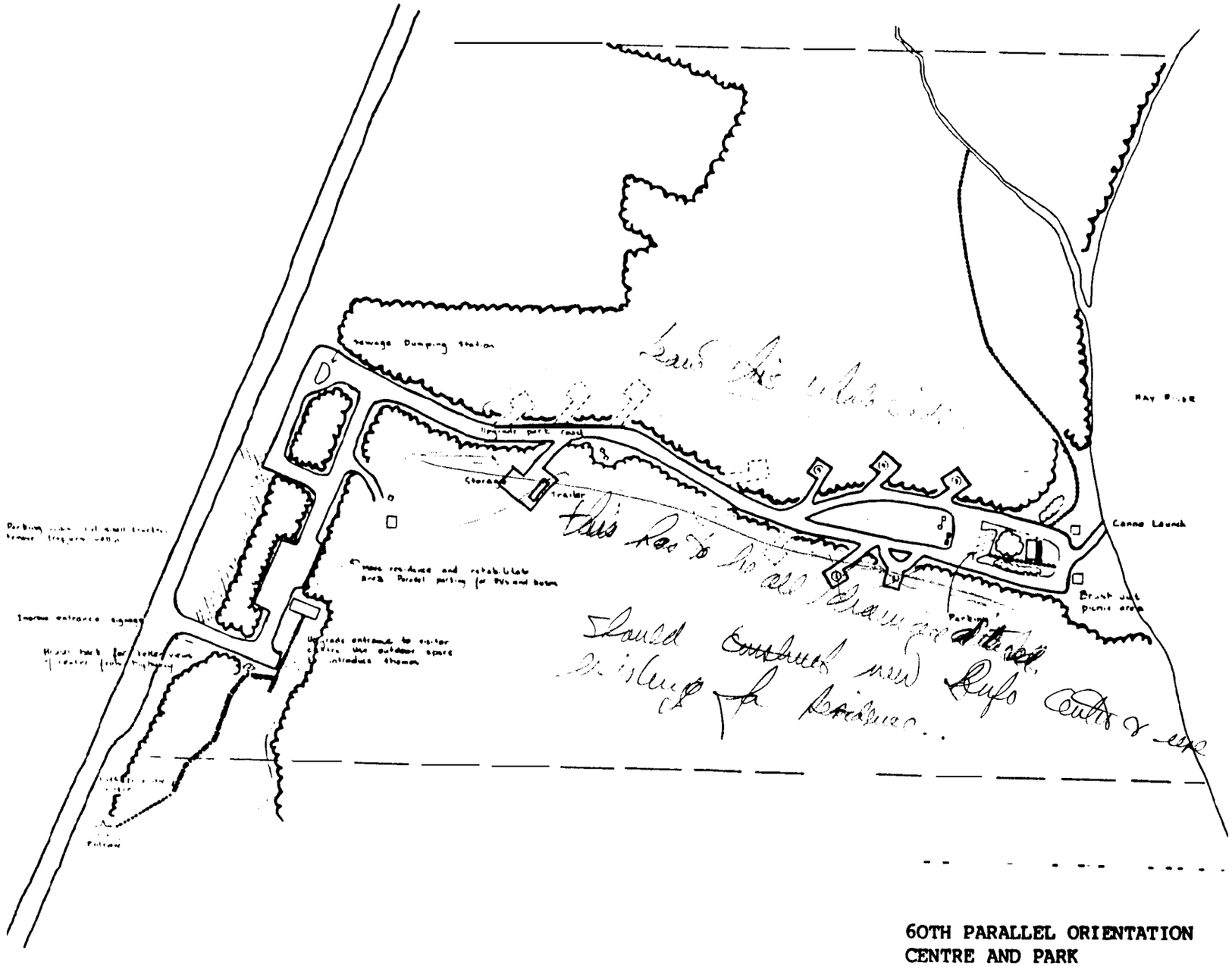


60TH PARALLEL ORIENTATION CENTRE AND PARK

Concept Plan

Scale: 1:100

AVENS ASSOCIATES LTD

5.2 CORE ZONES (Service centres, interpretation, orientation)

5.2.1. Waterfalls Core Zone (Alexandra/Louise/Escarpment to Enterprise (km 83)

a. Existing conditions

i. Alexandra Falls

-large parking area developed from highway pull-off
-trail to lookout over falls
-outhouses
-two picnic shelters at falls; one at parking lot
-picnic tables with pedestal barbeques
-wood/water building (log)
NOTE: the section of this building meant to store wood was being used for garbage cans; the garbage enclosure was being used for wood. Should reinstate standard functions.

ii. Louise Falls

-area was a marshaling yard for the U.S. Army on their way to Mills Lake and North. The quonset huts were still on site in the 1950s
-two campsite loops, each with 9 pull-through sites, including barbeques and picnic tables
-central wood and water supply for each loop, and one set of double outhouses at each loop
-water pumped from underground spring.. PICNIC AREA
-picnic shelter and four picnic tables at the end of the main access road
-trail along escarpment edge, with two lookouts, that begins at picnic area
-trail has partial steps down escarpment; stairs are hazardous and should be removed — NOT ANY MORE

iii. Escarpment Creek

-remains of first cafe in the NWT are near the park entrance (owned by Reg Pernell in the late 1940s)
-informal pull-off on north side of creek
-day use area on south side of creek
-picnic shelter, picnic tables, barbeques in large clearing along main access road; picnic tables around parking area at viewpoint

b. Potential and Desired Functions

As with all the core zones, this area deserves special emphasis. Recreation, services and interpretation will be provided to visitors in this destination park. Stays of up to

14 days should be encouraged in the long term, though 2-3 day stays would be more likely. The aim for the development would be both to extend stays as well as encouraging repeat visitation (both resident and non-resident). Various scales of a features and a variety of activities could be available, e.g., canoeing below Louise Falls; hiking; fishing; trailer camping; wilderness camping (opposite side of river) ; picnicking; and bicycle riding.

It is suggested that the core zone will combine the existing three parks, (Alexandra, Louise and Escarpment) and extend to Enterprise. At present, these three sites are not given the emphasis they deserve: they are examples of the world class sites that Travel Arctic advertises.

As the whole area is within the Enterprise Block Land Transfer, the transfer of lands for park purposes should be straight forward. Department of Public Works and Highway has indicated that they could move out of the borrow pit between Louise and Escarpment relatively soon.

Alexandra Falls is the main feature area. It is possible that the interpretive centre could be there, as it is the first major feature that many travelers will come to. Also, the site is readily seen from the highway, giving the centre good exposure. However, the centre would be more appropriate at Louise Falls, as: a) there is a larger land base; b) many of the programmed would be evening programmed, and longer term programmes associated with the campground; and c) could have a staff apartment, which should be near the campground.

An interpretive centre would give new arrivals the opportunity to relax and get their bearings at a world class wilderness site. The centre would provide the opportunity to deliver the thematic message of the highway system and appreciate the outdoors. The Centre should be a welcoming place, well staffed and offering a variety of activities for people of different age groups. Recreation, science and cultural activities should be offered from or at the interpretive centre. Evening programmed would allow overnight visitors to meet at a central facility, to get to know one and another and trade stories in a place that gives them some protection from the insects. Longer interpretive programmed could convince tourists to prolong their stay in the area or to sign up for tours offered by local outfitters.

Visitors can be drawn by exhibits that stimulate their minds and encourage them to interact with one another. The exhibits can make use of games, puzzles and hands on activities to encourage visitors to look more closely at the geology, flora and fauna that they will encounter along the highway.

A series of trails is recommended, some of which should be interpretive trails. A main trail head for the signs suggested at the present picnic area of Louise Falls. The kitchen shelter could be converted to a trail head exhibit building temporarily. Interpretive and recreation trails would lead off from this area. Before the visitor **centre** is built, interpretive programmed should be run out of this area. Once the **centre** is completed, the standard trail head pavilion (as is suggested for Lady Evelyn Falls and Whittaker Falls) should **be** constructed.

Though no interpretive trails are suggested for the Escarpment Creek area, there should be an interpretive display at the viewpoint. The area will **centre** on quieter activities.

c. Services

This will be the first **major** public **centre** for travelers coming to the Territories north from Alberta. It should be treated as a destination to hold travelers at least one day, though the aim would be for longer stays. Most basic services are already provided, though some upgrading is recommended, especially to encourage longer stays. In particular, staffing and showers are required.

i. Alexandra Falls

-continue and upgrade picnicking function
-add garbage container<
-remove **barbeques** from near lookout platform ✓
-remove flagstones from below lookout platform and **re-lay**
-upgrade landscape (considerable deterioration of site due to erosion)
-some work on landscaping was done in 1988; however, this included raising the level of the soil around the base of the trees, which could kill them

ii. Louise Falls

Campground

-alternately close off one camp loop to increase servicing to other loop and allow other loop to regenerate (alternate annually which loop is closed)
-with increasing use or on special occasions (e.g., long weekends) will need to leave both loops open
-since "most people like to **get** to Hay River or paradise Gardens because of the **showers**"[1], if Louise Falls is to be considered a **major** stop, there should be a shower building

---

[1]. Conversation with visitor **centre** staff

(only once there is staff at the site)
-upgrading of campsites:
-install fire pits **instead of barbeques**
-new **signage** needed
-brushing and clearing
-remove sign by rehabilitated gravel pit

Picnic Area

-remove parking area on entrance road to day use area
-area to be major trail head location for series of trails **betw**een the component parks
-upgrade access
-open play area
-have picnic area associated with trail head

iii. Escarpment Creek

-remove pedestal stoves and remnants of concrete **barbeques** at first picnic area and replace with three or four fire pits.
-remove pedestal stoves at viewpoint
-upgrade viewpoint picnic area so that tables are not right beside parking lot
-install directional **signage**

d. Orientation

-highway signs introducing interpretive **centre** (Alexandra or Louise Falls)
-services signs (water, garbage, wood)
-warning signs (stay away from cliff)
-highway sign introducing Louise Falls
-trailhead signs
-overnight and day use area signs
-highway signs introducing Escarpment Creek
-Escarpment **trailhead** signs

e. Interpretation

-Interpretive **Centre.** Exhibits introducing visitors to the Hay/Mackenzie river system as it runs northward from the border to the Beaufort. Corresponding exhibits showing the recreational opportunities for visitors as they travel northward.

Three to four staff would be warranted. One of the staff members should be nearly full time (8-9 months) in order to prepare and co-ordinate the summer activities. Other staff would be seasonal. Staff would be available for both quick visitor services information and in depth interpretation. Contracts could be given to local residents for demonstrations of outdoor interests, e.g., trapping, fishing. Visiting

experts, e.g. , from the Prince of Wales Northern Heritage Centre, Renewable Resources, Arctic College, southern institutions, could be encouraged to do occasional talks and programmed. As the park develops, the centre could be used as a base for research.

-Lookout Interpretation. Interpretation of significant geological features and how they relate to the development of the river system. Some information interpreting the power of water.

-Campground Interpretation. Dene myths incorporated into campground.

f. Recreation

Few recreation activities are now available at these sites, though great potential exists. Recommended activities and their development requirements follow:

i. Canoeing

-improve access to river at Enterprise
-possible access for wilderness camping on opposite side of river (requires further study)
-canoe rentals/dropoff/pickup service from Enterprise

ii. Fishing

-fishing in area in not considered very good; however, tourists would likely appreciate access to river at one point ----along river between Alexandra Falls and Enterprise

iii. Picnicking

-downplay serviced picnicking[2] by lookout at Alexandra Falls
-remove wood enclosure near lookout
-encourage serviced picnicking closer to vehicles at parking area
-picnic area in association with trail head at Louise Falls
-upgrade picnic area at Escarpment Creek
-better view access

iv. Bicycling

---

2. Serviced picnicking refers to fire pit, wood, garbage containers beside the picnic sites. Picnic tables at the lookout without these services would still be in place.

-size of park (if joined together) would allow for mountain bike path (i.e., not paved bicycle paths, but paths that could be accessed by sturdier bicycles); bike path could extend to Enterprise
-could work in eventually with cross-country ski trails
-opportunity for private concession for renting bicycles

v. Walking and hiking

-some trails to be interpretive (e.g., near Louise Falls)
-longer hiking trails should be developed to join parks together
-add lookout near falls on Escarpment Creek
-trail to go down cliff edge near Louise Falls (staircase hung on cliff edge) ; access up through cut in cliff between Louise Falls and Alexandra Falls
-one interpretive trail could have emphasis on children, associated with childrens play area

vi. Play Areas

-incorporate considerations for children into above activities
-have open grassy areas for 'running around'.

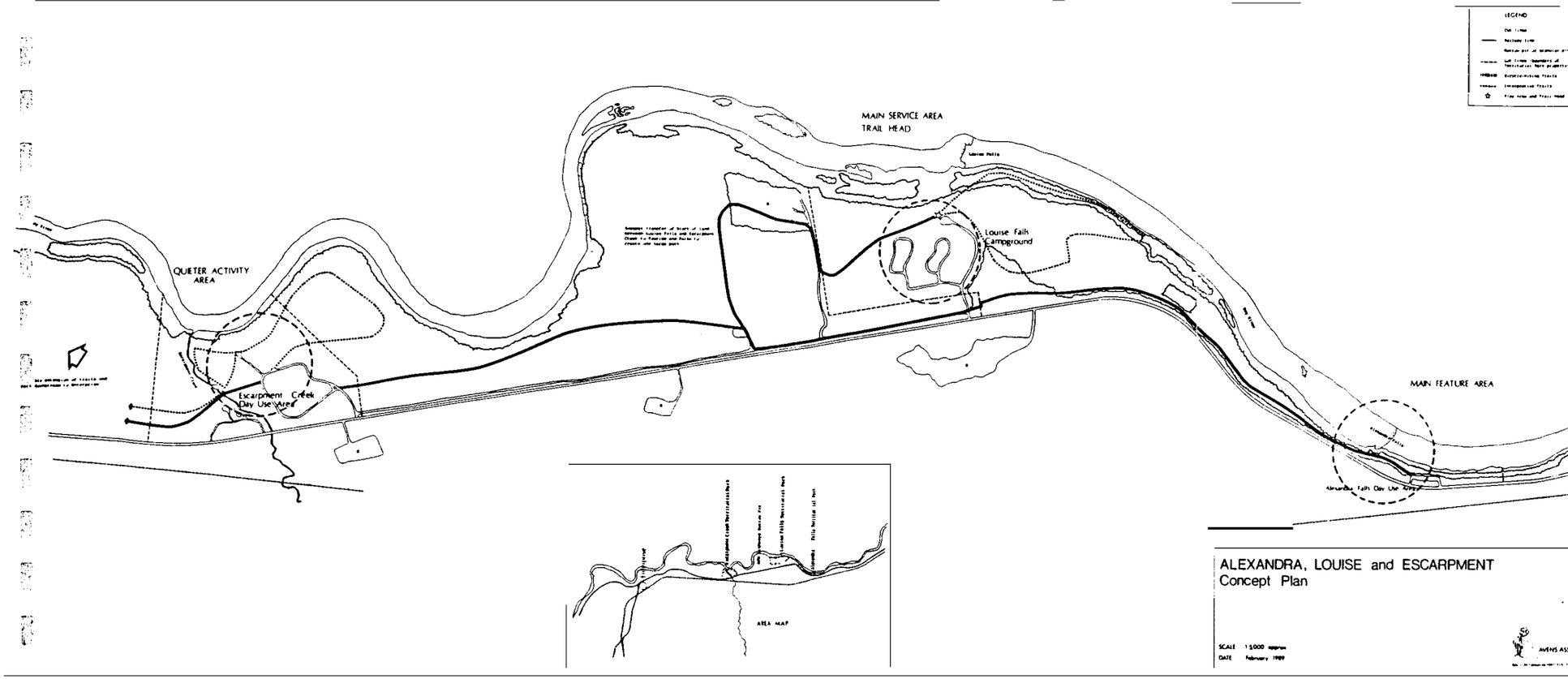
g" Construction Costs

-manufacture sign faces	$ 25,000
Total Preparation Stage	$ 25,000
-trail head pavilion	$ 100,000
-rehabilitation works	20,000
-shower building	150,000
-extend power lines	100,000
Total Stage I	$ 370,000
-stairway down to Louise Falls	125,000
-footbridge (Escarpment Creek)	25,000
-lookout (Escarpment Creek)	15,000
-play areas	25,000
-interpretive trails	55,000
-hiking trails (minimal surfacing)	40,000
Total Stage II	$ 285,000
Total Construction	$ 680,000
-Interpretive Centre (including exhibits and staff residence)	$ 750,000
Total Future Years	$ 750,000
Project Total	**$1,430,000**

h. Comments

It is recommended that the land between Louise Falls and Escarpment Creek become Territorial Park land, linking the three existing parks into a system. The land is within the Enterprise block land transfer. It is being used by DPWH as a source of road building material. Highways has given preliminary indications that they may be willing to move out of this pit in the near future (LeGresley conversation with J. . Bowen). Tourism and Parks interest in this land should be relayed to DPWH at this time. ED&T should also make application to Municipal and Community Affairs, Fort Smith, for this transfer. The MACA officers would then check with Enterprise for acceptance. The Fort Smith office did not anticipate problems with this transfer.

If it is possible to joint these parks, a single name should be used for all three, e.g., Waterfalls Territorial park, Alexandra Falls Day Use Area.



ALEXANDRA, LOUISE and ESCARPMENT
Concept Plan

SCALE 1:5000 approx
DATE February 1999

5 5.2.2. Lady Evelyn Falls/ **Kakisa** River Bridge (km 170)

a. Existing **Conditions**

Lady Evelyn Falls

-access from Highway #1 along **Kakisa** access road (6.7 km from Highway)
-campground with 13 campsites
-trails to base of falls, lookout over falls and overlooking upstream rapids
-picnic area (poorly defined)
-two kitchen shelters

Kakisa River Bridge Day Use Area

-access to river
-treated as picnic site, but used in May by residents from Hay River and area as campground during **grayling** run
-4 'campsites" with picnic tables and **barbeque** pits
-two picnic sites with same furnishings
-river lookout with two benches and table
-sign indicating camping available at Lady Evelyn Falls

NOTE:

-old road between the bridge and pathway to Lady Evelyn Falls used as access for camping between these sites
-dump between the two sites
-closer ties through trails between the sites may be valuable, but unlikely to get land - this would be a very long term proposal

b. Potential and Desired **Functions**

Both Lady Evelyn and Whittaker Parks offer tourists picnic spots and pleasant surroundings for overnight camping. The sites are extraordinary, with hikes along the edge of the escarpment to the waterfalls. Both of these parks would be enhanced by developing new recreational and interpretive possibilities that deepen the visitors' appreciation of the natural beauty of the area.

At present, these parks lack a central location which could serve to focus the social activities and information. A screened in pavilion with braziers for barbecues could serve as a place where tourists could gather for a fireside chat away from insects. It could double as a rendezvous point for interpretive walks to the falls.

The pavilion could be landscaped with local plants that augment the interpretive themes; herbs and plants of scientific and

cultural value. Interspersed around the building would direct visitors toward the interpretive themes and recreational possibilities. These pavilions would only be feasible with on site staff, as there have been problems in unsupervised parks with screens being vandalized.

The camping area at Lady Evelyn should aim to service 1-2 night stays in general. The **Kakisa** River Bridge sites should not be advertised as campsites; they will no doubt be used as such (especially during the **grayling** run) , but attention should not be drawn to them in any advertising (e.g., Explorers Guide) or from orientation centre/park staff.

Activities could include: fishing; walking; hiking (actually outside park boundaries) ; photography; and picnicking. Upgrading of the boat launch at **Kakisa** River Bridge should be evaluated more fully.

c. Services

-area should be staffed (could upgrade picnic shelter by campsite to a staff cabin)
-sufficient campsites
-upgrade picnic area (path to sites; rehabilitate eroded area; remove pedestal stoves and replace with fire rings)
-add drinking water: possibly a well
-when **Kakisa** gets a water truck, provide showers at the park. A shower building should not be installed until **Kakisa** get a water truck

d. Orientation

-highway sign introducing park (one that is not confused with **Kakisa,** as the present sign is)
-trailhead signs
-service signs

e. Interpretation

-Pavilion interpretation. An introduction to what can be experienced along the trails that lead to the falls, e.g., Listen to the sound of falling water from different points along the trail. What does it tell you about how far you are from both the rapids and the falls.

-Lookout interpretation. The way in which this falls changes between high and low water seasons. The old and new roads to the falls (possibilities of walking along the river on the old roads, viewing the old ford, etc.)

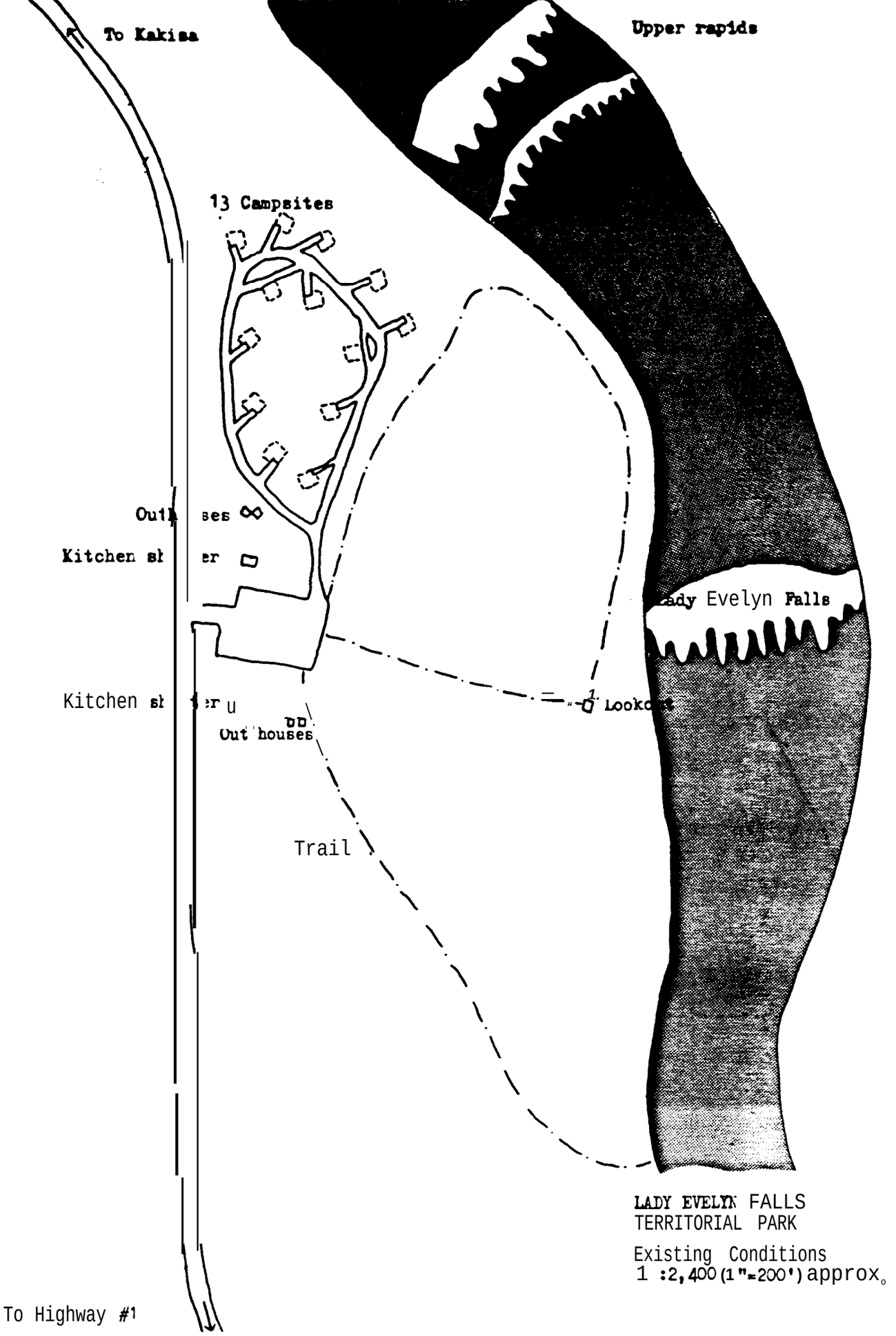
-Campground interpretation. Dene myths incorporated into campground.

f. Recreation

-increase possibilities for walking and viewing falls
- -second lookout beside falls
- -lookout over the upstream rapids
- -replace chain link fence with wooden fence (preserved wood required due to moisture from falls spray; safety must be ensured)
- -minor upgrading of existing path (e.g., waterbars, rest areas with interpretive signs)
- -link falls lookout to path going down to base of falls
- -chain the boardwalks at the river edge so they **don't** float away in high waters

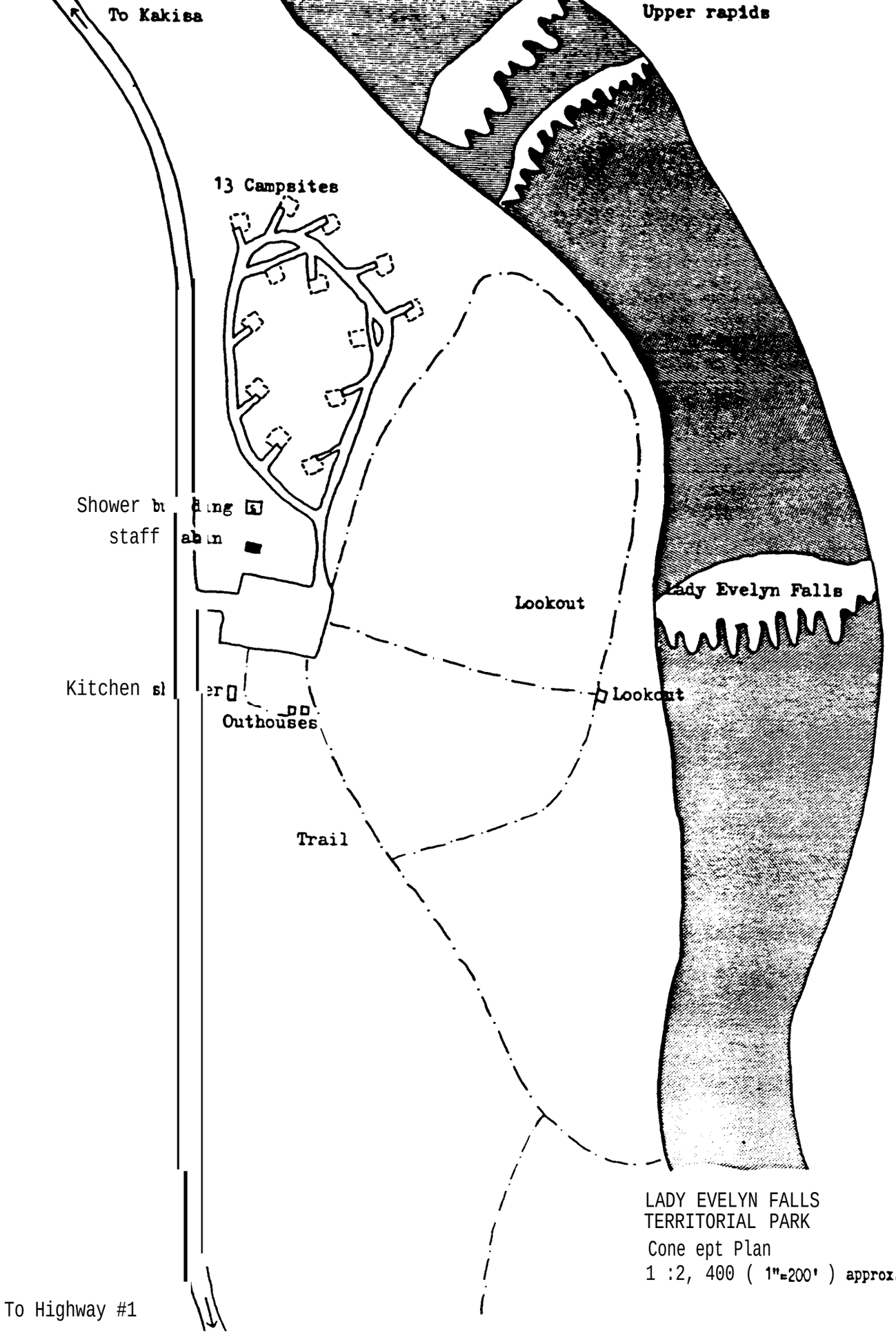
9" Construction Costs

-upgrade existing trails and fencing	$ 50,000
-upgrade picnic shelter to residence	115,000
-pavilion	100,000
-rehabilitation works	20,000
Total Stage I	**$ 285,000**
-lookout and extend trails	100,000
-shower building	160,000
Total Stage II	**$ 260,000**
Project Total	**$ 545,000**

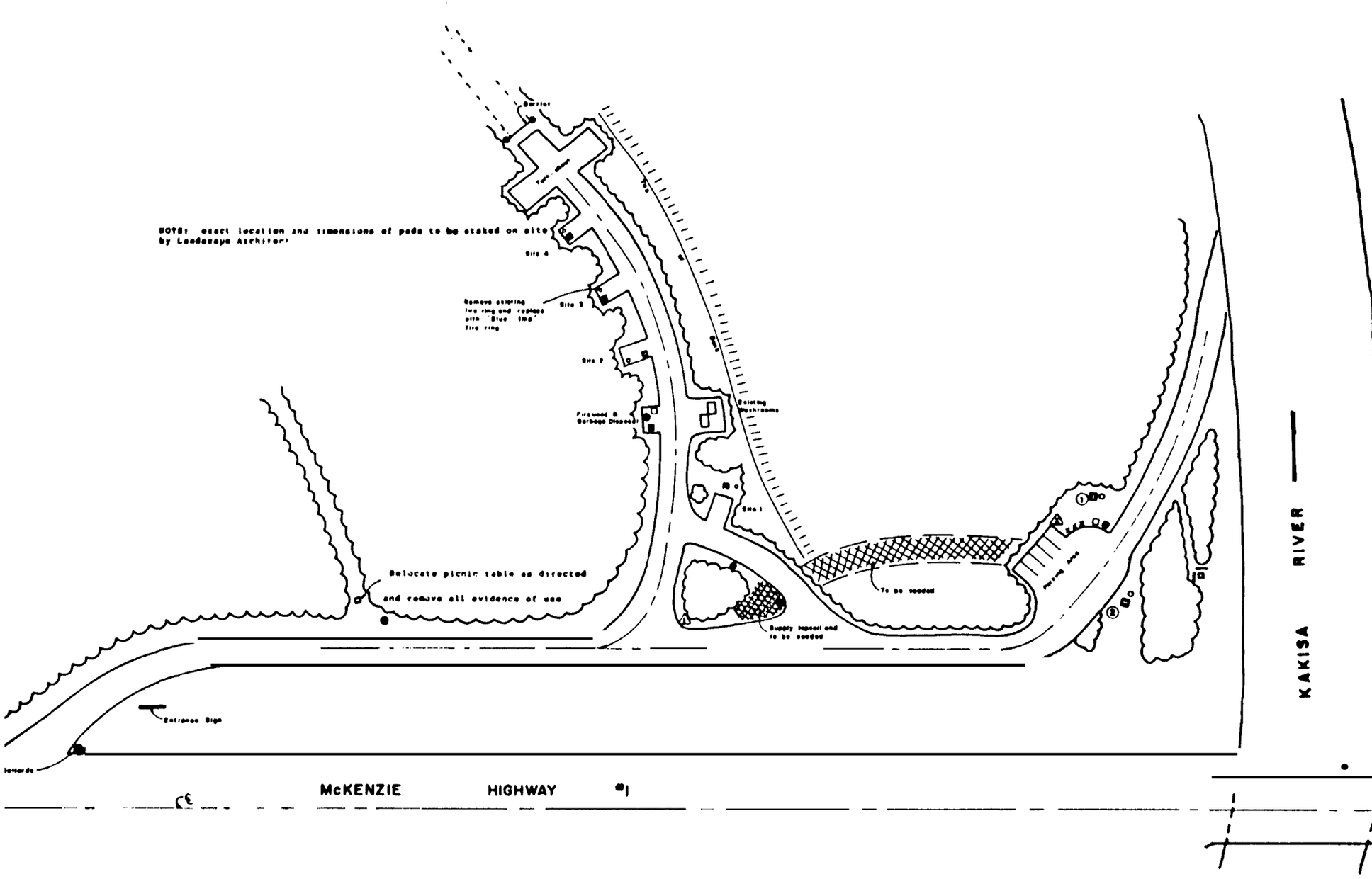


LADY EVELYN FALLS
TERRITORIAL PARK

Existing Conditions
1 :2,400 (1"=200') approx.



LADY EVELYN FALLS
TERRITORIAL PARK
Cone ept Plan
1 :2, 400 (1"=200') approx.



	8856	AVENS ASSOCIATES	KAKISA RIVER PARK DAY USE AREA
RS	JULY 19/88	HIGHWAY #1 PARK DAY USE AREA	

5.2.3. Whittaker Falls (km 324.5)

a. Existing Conditions

Day Use Area:

-on south west side of bridge
-picnic tables, barbeques and outhouses in heavily wooded area

Campground:

-7 picnic tables on edge of open area
-parking area, capacity five vehicles
-campground loop with pull through sites and back in sites
-water survey equipment upstream from campground
-road down to river used by highways trucks
-both water surveys and highways access roads have gates, but they are not locked as the crews have requested they be kept open

b. Potential and Desired Functions

This park has excellent potential as an 'accessible wilderness"/water park, an "available Nahanni". It is seen as being a base for a 2-3 day stays (i.e, likely to hold travelers for longer than Lady Evelyn Falls). Having a large land base (with spectacular canyons to view) gives it greater possibilities for more extensive activities. Activities which could be available include canoeing (below Whittaker Falls); hiking; fishing; various nature interpretive programmed; trailer camping; wilderness camping (upstream of Coral Falls); picnicking; open playing areas in former gravel/construction camp base to the east of the main campground. Though some people swim below Coral Falls, this activity would need to be evaluated more carefully for safety and operations considerations (e.g., lifeguards).

As with Lady Evelyn Falls, a central area where tourists could gather is recommended. The pavilion could also service bus tours, e.g., be a place where they could sit inside for lunch.

We suggest having a variety of camping experiences available here. The construction of some simple cabins near the main pavilion area are recommended. These cabins would not be serviced. They would simply have a couple of platform where people could lay out their own bedding. They only other type of furnishing may be a small table. They would be meant to service travelers who were road and bug weary, and did not want to have to set up camp for the night. The maintenance would be very simple, as all they would require would be brushing out. These would not be feasible unless the site were staffed.

This park also has the potential for walk-in campsites above Coral Falls. Having a relatively large land base, this is possible. Also, they area is far enough away so people can feel a bit more of a wilderness experience, yet be close enough to assistance that visitors would not feel uncomfortable.

c. Services

Day Use Area (northwest side of bridge)

-leave existing tables; replace barbeques with fire pits
-brush out around outhouses

Campground

-add staff cabin (last site of loop)
-add walk-in campsites above Coral Falls (no picnic tables; have stabilized log for seating and fire pits)
-add shelters (near open areas; no services, simple cabin where tourist bring own bedding etc.)
-minor upgrading of present camping facilities
  -add do not enter sign at water survey road
  -fix garbage container at campground (should have three lids over the garbage cans, as the other containers)
-additional camping loop (RV/trailer/tent) will likely be required in the future; should be monitored

d. Orientation

-highway sign for park
-warning signs for cliff
-services signs
-trailhead signs

e. Interpretation

Pavilion Interpretation. An introduction to the trails leading to the falls. E.g., the wealth of fossils to be found along the edge of the river; the plants to be found along the trail to Coral Falls (lichens, mosses, juniper, red osier dogwood).

Lookout interpretation. The way the chasm has been carved into the rock. The ecosystem that has grown up because of the spray from the falls.

Campground interpretation. Dene myths incorporated into campground.

Day Use Area trail head. Trail lookout along gorge

Other interpretation. Interpret water survey (why there,

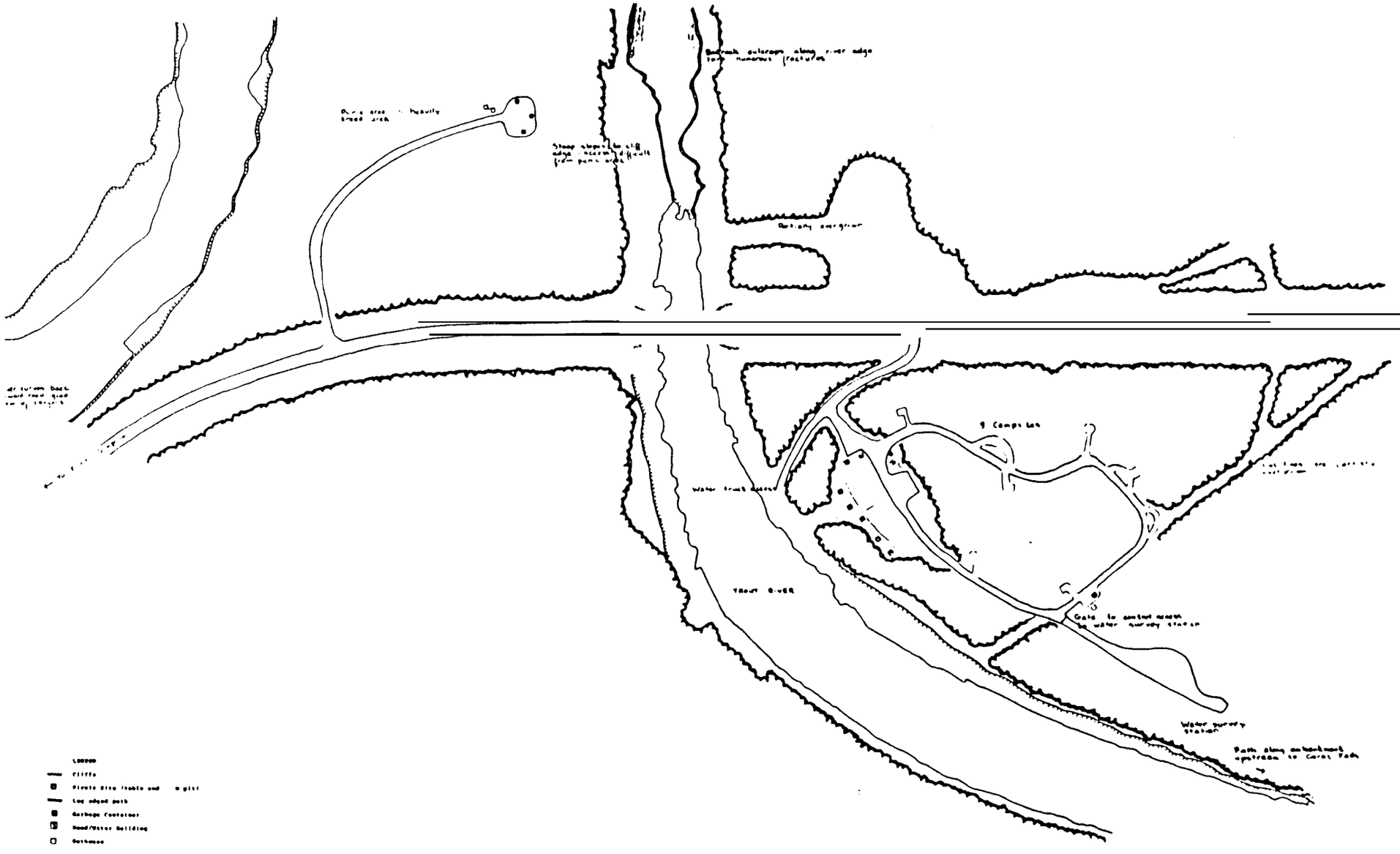
results of studies.

f. Recreation

-evaluate swimming below Coral Falls
-canoeing and fishing below Whittaker Falls is a long term activity, in conjunction with private enterprise development
-hiking trails should be constructed along the river. These would be different than the interpretive trails; there would be no messages, they would just be there for a pleasant walk in the woods. A suspension bridge could connect the campground activities to hiking trails on the opposite side of the river. The trails could go downstream along the canyon edge
-picnicking near the pavilion
-open playing areas in former gravel/construction camp base to the east of the main campground

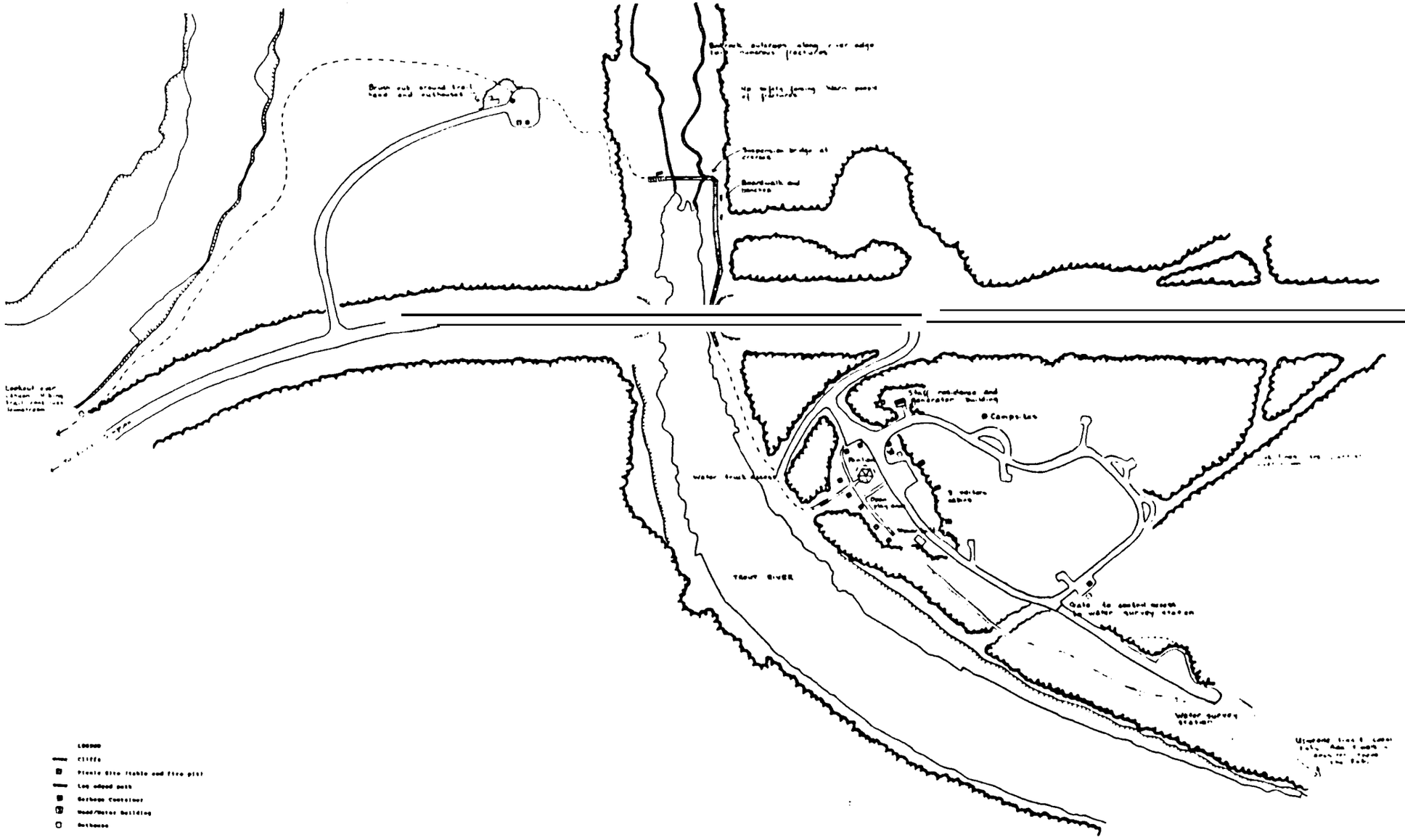
9. Construction Costs

-staff residence and generator building	$ 150,000
-pavilion	100,000
-shower building and generator	160,000
Total Phase I	$ 410,000
-trails and upgrading of former day use area	$ 42,000
-suspension bridge	100,000
-paths and furnishings between bridge and pavilion	40,000
-cabins (3)	35,000
-Coral Falls interpretive trail	50,000
-walk-in campsites (3)	3,000
-rehabilitation works	10,000
Total Stage II	$280,000
Project Total	$ 690,000



WHITTAKER FALLS
TERRITORIAL PARK

Existing Conditions
Scale: 1 : 1,200
(1"=200')



WHITTAKER FALLS
TERRITORIAL PARK

Concept Plan
Scale: 1 : 1,200
(1"=200')
Date: January '89

5.3 SECONDARY ORIENTATION FACILITIES (Private Sector)

The three restaurants that stand at critical places along the highway system are ideal locations for orientation and service information. Almost all of the travelers along the highway stop for a break during their travels. More importantly, those who are confused about the road ahead will stop at the restaurant to make inquiries.

System of signage for these locations has to fit some stringent requirements. It must be outdoors so that information is available to visitors who arrive when the restaurant is closed. The system also has to be changeable so that vital weather and road condition information can be kept up to date. Finally, it must be approved by the restaurant owners and be sympathetic with their individual situations. Not all owners may consider these kiosks appropriate.

Such a signage system could be developed as a kiosk placed near the restaurant. Each of the four sides of the kiosk could contain information pertinent to one branch of the highway. Ideally in summer the area around the kiosk could be landscaped with benches and local plants, so that visitors would feel they could sit down and take a short beak from driving.

5.3.1 Enterprise (km 83)

Enterprise is the first community that many travelers come to in the NWT. As such, it is an important service centre (using a broad definition of the term; not simply referring to the gas stations) . Major economic spinoff should be a result of the development along the full corridor, not from an individual development in Enterprise itself. However, certain components can assist in strengthening and enhancing Enterprise's role as a service centre. For instance:

-if the private sector chooses to build a new facility, a restaurant looking out over the gorge (e.g., second floor of a building with panorama view of river) should be encouraged

-the building could include a rental/concession for the park (e.g., bicycles, canoes)

-residents of Enterprise have discussed the possibility of starting a transportation museum with Prince of Wales Northern Heritage Centre staff. This could be part of a private building, or a part of a new public facility. For example, Phase I of the proposed development plan includes a community centre. Housing a small display in the centre should be considered. There have also been some ideas discussed about the use of the former Tundra Steak House (e.g., tourism information office, space for the Settlement Council office) .

Developing the Steak House as a small interior display, with the lot beside it used as both a play area and display area for various vehicles (see Transport Display, 6.5) is a possibility.

-the appearance of the community from the highway is important. It should reinforce the visitors' idea that the north is a pleasant and safe place to visit. A visual upgrading programme for the highway area is suggested. For example, the "island" outside the gas station could be landscaped (a common feature of many gas stations) .

-in addition to a kiosk at the restaurant, other orientation information is needed:

-highway directional signs
-highway distance signs changed to closer communities and parks (note that distances shown on any of the distance signs should not be greater than approximately 300 km)
-services signs
-signs introducing museum/park

-a lookout across the highway is not recommended. This could be more safely dealt with in a building. Also, there are views across the gorge from Escarpment Creek park.

5.3.2 Pineview Restaurant (km 183.3)

Kiosk with highway and weather information; orientation to the branches of the highway. Could be bench beside kiosk. Services provided by private sector.

5.3.3 Checkpoint Restaurant (km 410)

Kiosk with highway and weather information; orientation to the branches of the highway. Could be bench beside kiosk. Services provided by private sector.

There is informal vehicular access to the Jean Marie River near the restaurant. Local residents use that part of the river frequently for swimming. A proposal by the restaurant owners was put forward to develop the area as a private campground. However, the proposal did not go forward, and would not likely receive community support. There remains the potential to develop the site as a more public facility, so that tourists are aware of and can make use of the site. This requires further on site investigation and discussions with the owners and community.

Capital Costs

-sign kiosks (3)	$ 45,000

Note: other costs (e. g., restaurant, visual upgrading) would be privately funded (possibly with assistance from programmed), so are not included in this capital budget estimate.

5.4 TERTIARY SITES

The rest areas along the highway offer visitors an opportunity to get out of the car and stretch their legs. Emergency shelters and outhouses supply basic services. But many visitors would appreciate the chance to spend more time at some of these spots, perhaps to take a short walk or play on some equipment.

Our examination of the Highway One corridor suggests that many of the existing rest stops could be upgraded with recreational walks or activities. A path could be added to a rest stop at an old burn, for example, so that visitors would have the opportunity to observe the successive generations of new growth. A rest stop near a fishing hole offers the chance to interpret the seasonal fish runs of the North.

The subject matter at each of the stops will correspond to the interests of one of the three types of hosts. Industrial features such as borrow pits, transmission towers and ice bridges would be interpreted by an engineer, someone in the construction business, or similar. Traditional hunting and trapping areas would be explained by the Dene and Metis. Significant geological, botanical and wildlife information would be communicated by scientists and specialists in those areas. The individual sites will fit is, as possible, with the "Heading North" theme. For example, discussion of transmission towers can describe the pushing north of modern communications. The information will also be tied together to the core sites through off-site interpretation (e.g., brochures, audio tapes, etc.) . In this way, the voices and themes will be consistent throughout a journey along Highway One.

5.4.1 **Swede** Creek (km 40.9; Latitude 60 17 N Longitude 116 13 w)

a. Existing Conditions

-pullout onto west side of highway used by Highways for storage of culverts and by Forestry for storage of Jet **'B'** fuel
-Forestry is willing to move fuel storage to another site
-overgrown path to creek edge
-on east side of Highway 1 the old highway is still passable in areas; it has been upgraded to the south with bridge over Swede Creek as access to a tower
-area is used extensively by hunters, local weekend campers, fishermen
-no existing services
-area may be subject to flooding; should be reviewed. Possibly move to another nearby location such as Mink Creek

b. Potential and Functions

-one of the first creeks that travelers come to where they can try fishing
-visitors are directed here by the Visitor Centre staff
-need for a rest stop in this general area (short stop of 15-30 minutes is foreseen)

c. Services

-improve existing pull-off and define parking area
-single outhouse
-litter container

d. Orientation

- Highway sign introducing rest area
- Services signs
- either through signage or brochure, note to travelers the recreation possibilities across the Highway (go to see Hay River, walk along old highway)

e. Interpretation

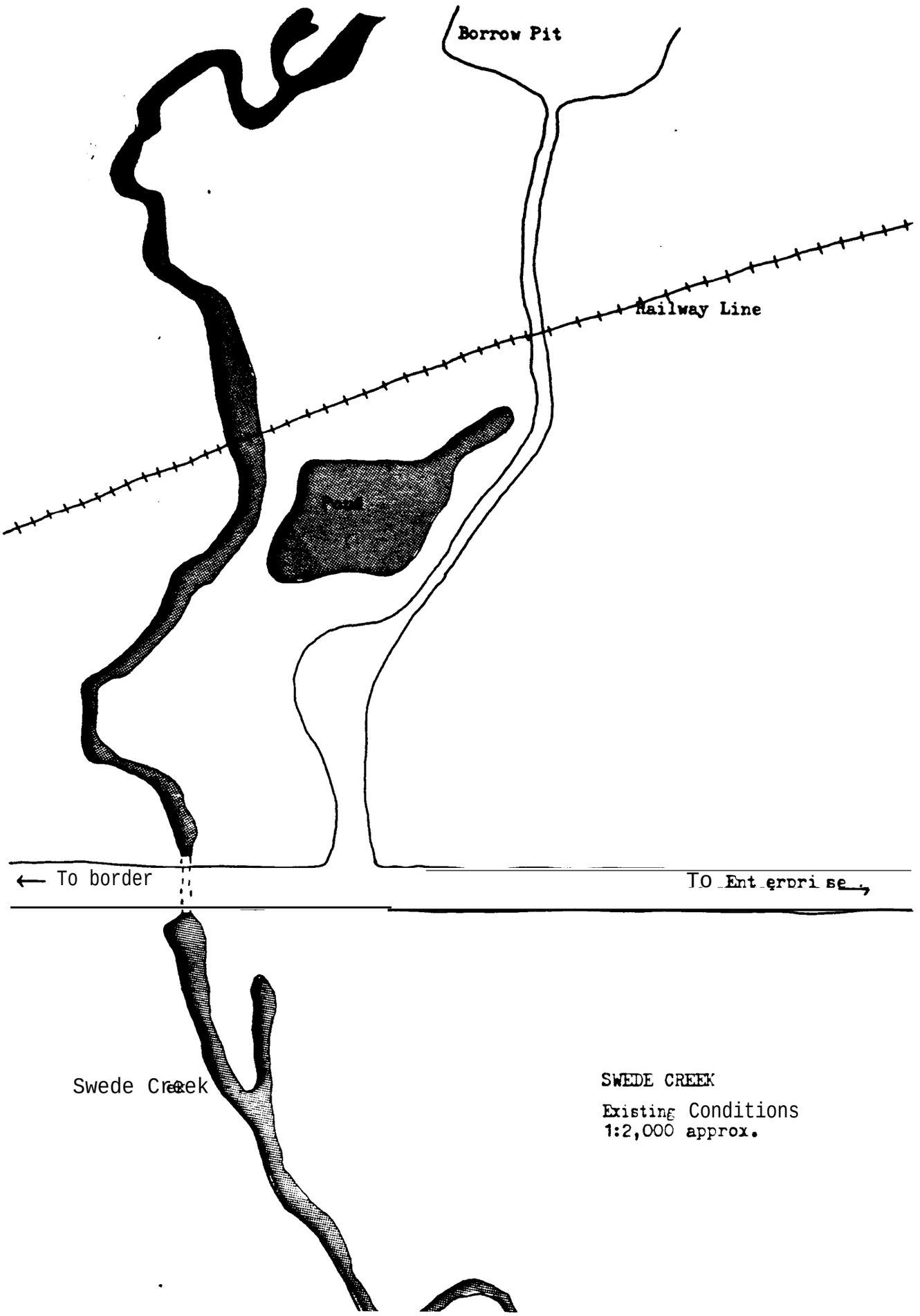
- Bears and berries. Interpretation of the different kinds of berries found there and the attraction they have for bears, as seen from the perspective of a local hunter and trapper (numerous existing berries (bearberry; raspberry; strawberry could be better defined to help tell story)
-Fishing in the North. Northern waters, northern fish.

f. Recreation

-benches by creek edge (close enough to fish from)
-short trail **(approx.** 50 **m)** to creek

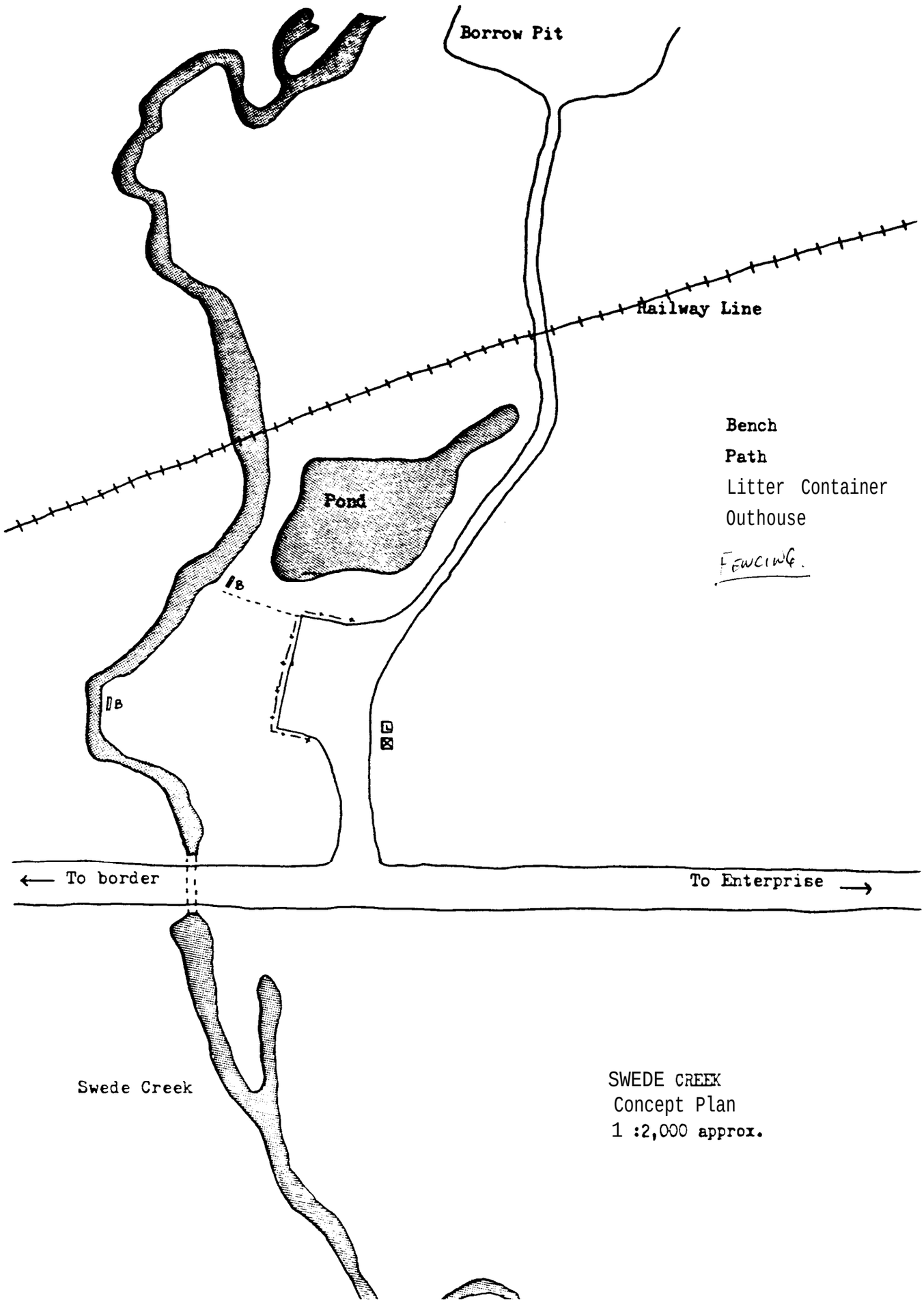
9“ **Construction Costs**

-$8,000



SWEDE CREEK

Existing Conditions
1:2,000 approx.



SWEDE CREEK
Concept Plan
1 :2,000 approx.

5.4.2. **McNallie Creek** (km 120.9)

a. Existing Conditions

-informal pull-off on north east side of highway
-active erosion (mostly on NW side, according to Larry Purka, Highways)

b. Potential and Desired Functions

-more major rest stop
-this should be considered for 1-2 hours stop over (possibly for buses)

c. Services

-double outhouse
-standard garbage enclosure
-no wood provided; no barbeques
-3 picnic tables
-some safety fencing will be required, but should be kept to a minimum
-delineate parking area more clearly
-need culvert at entrance to parking area

d. Orientation

- Highway sign introducing rest area
- services signs.

e. Interpretation

- Rock Sculpture. The power that water has to sculpt rock and the results that it has in different rock formations. Interpretation of the "chimney" on the far side of the creek.

-Other messages (e.g., in brochure). Name (McNallie) explained

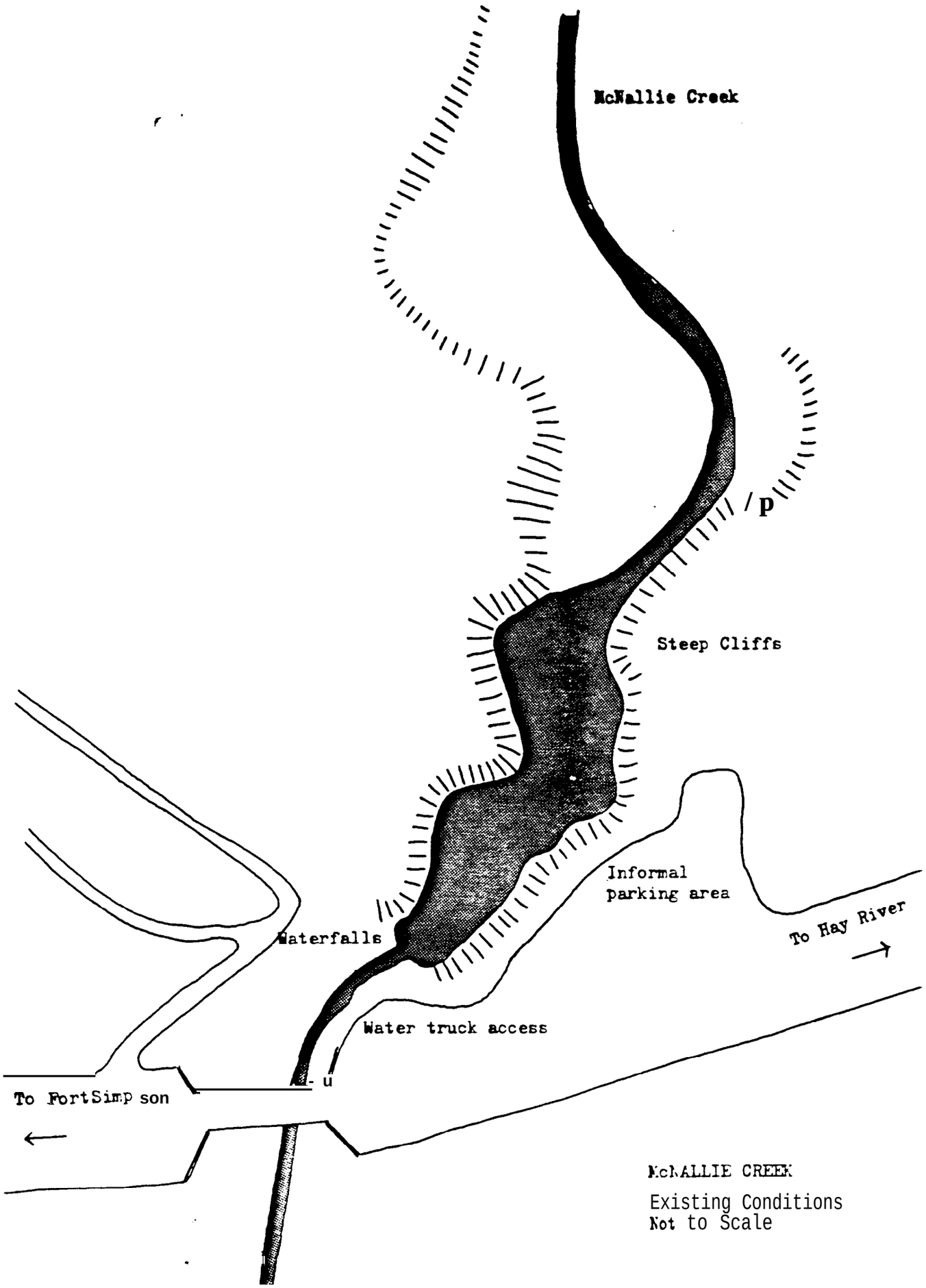
if more personalized information can be found on him; discuss spruce trees in canyon, pine trees on upland

f. Recreation

-walking
-short length of formalized path leading to small bridge across creek
-need to warn people of dangers - crevices in rocks due to erosion

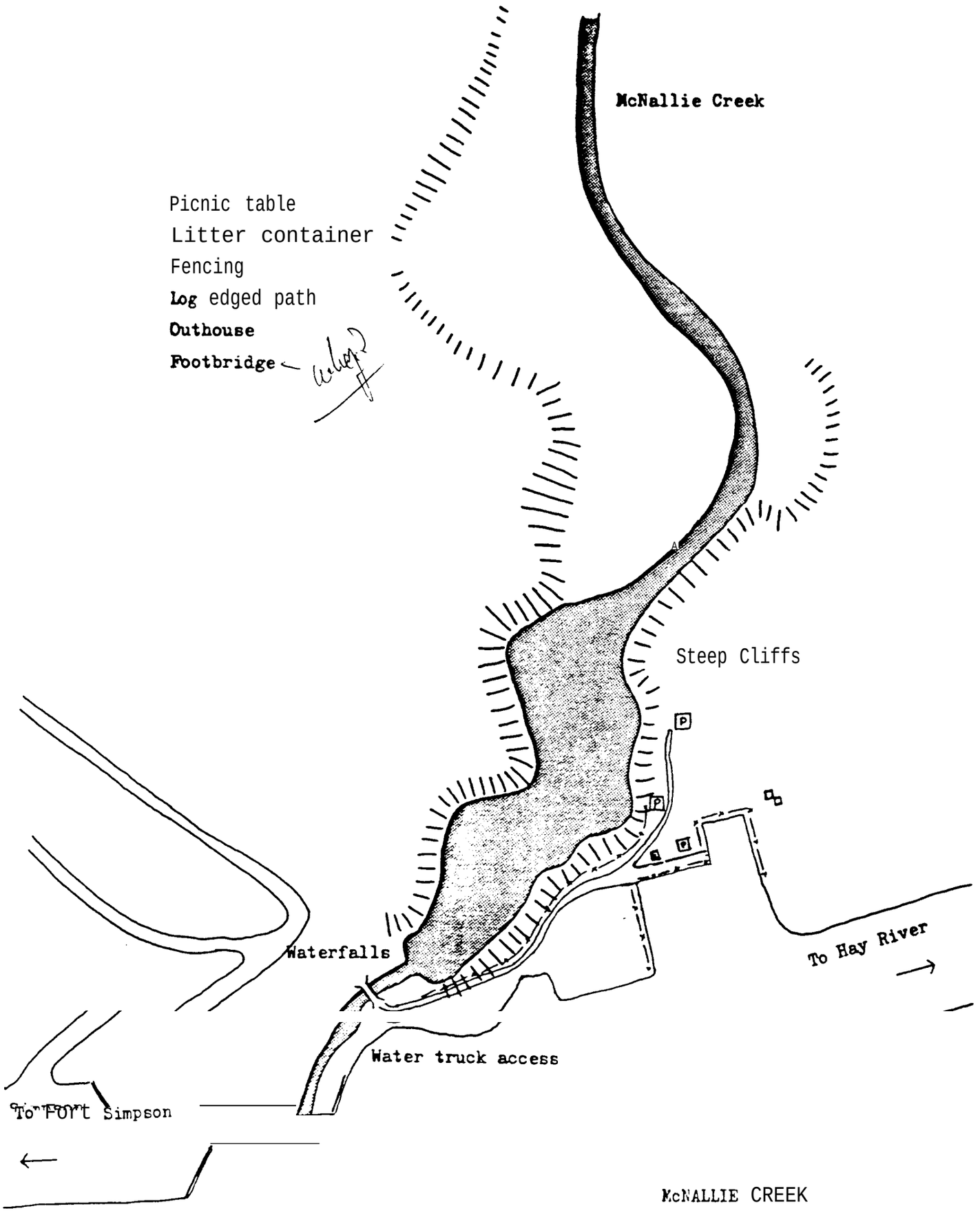
9* **Construction Costs**

-$20,000



McNALLIE CREEK

Existing Conditions
Not to Scale



McNALLIE CREEK

Concept Plan
Not to Scale

5.4.3. Hart Tower (km 130. 4; Latitude 60 50'N 116 39 'W)

a. **Existing Conditions**

-fire tower (60 feet high)
-road into tower in good condition, including turn-around at end
-fence in front of crevice, with foot bridges across to edge of escarpment
-concrete barbeques still remain from when this was a Territorial day use site
-much of land under Forestry reserve, but area along escarpment edge accessible for paths (see plan)

b. Potential and Desired Functions

-primary to function as a day-use area for people stopping along the way or as a place to go back to if staying at Lady Evelyn Falls
-development of trails and picnic area to allow for a 1/2 day of activities
-secondary camping area (primarily to service groups, as this is not available at Lady Evelyn Falls)
   -the site is theoretically less subject to vandalism in the short term, since there is a person at the fire tower 24 hours a day

c. **Services**

-double outhouse
-standard garbage container
-standard wood container
-group picnic site (3 tables and barbeque)
-3 individual picnic sites with barbeques
   -delete concrete barbeques
-camping: 3 sites closely grouped; one individual site

d. Orientation

- highway sign explaining you can visit the tower.

e. Interpretation

- "Choppers were lined up like taxis". Interpretation dealing with the way the Hart Tower has fought major forest fires, seen though the eyes of those who have been involved. Augmented with fire safety information.

-secondary information (e.g., along trails) could also included mix of species of forest, discussion of forestry as a background to fire fighting. Note that there are a lot of

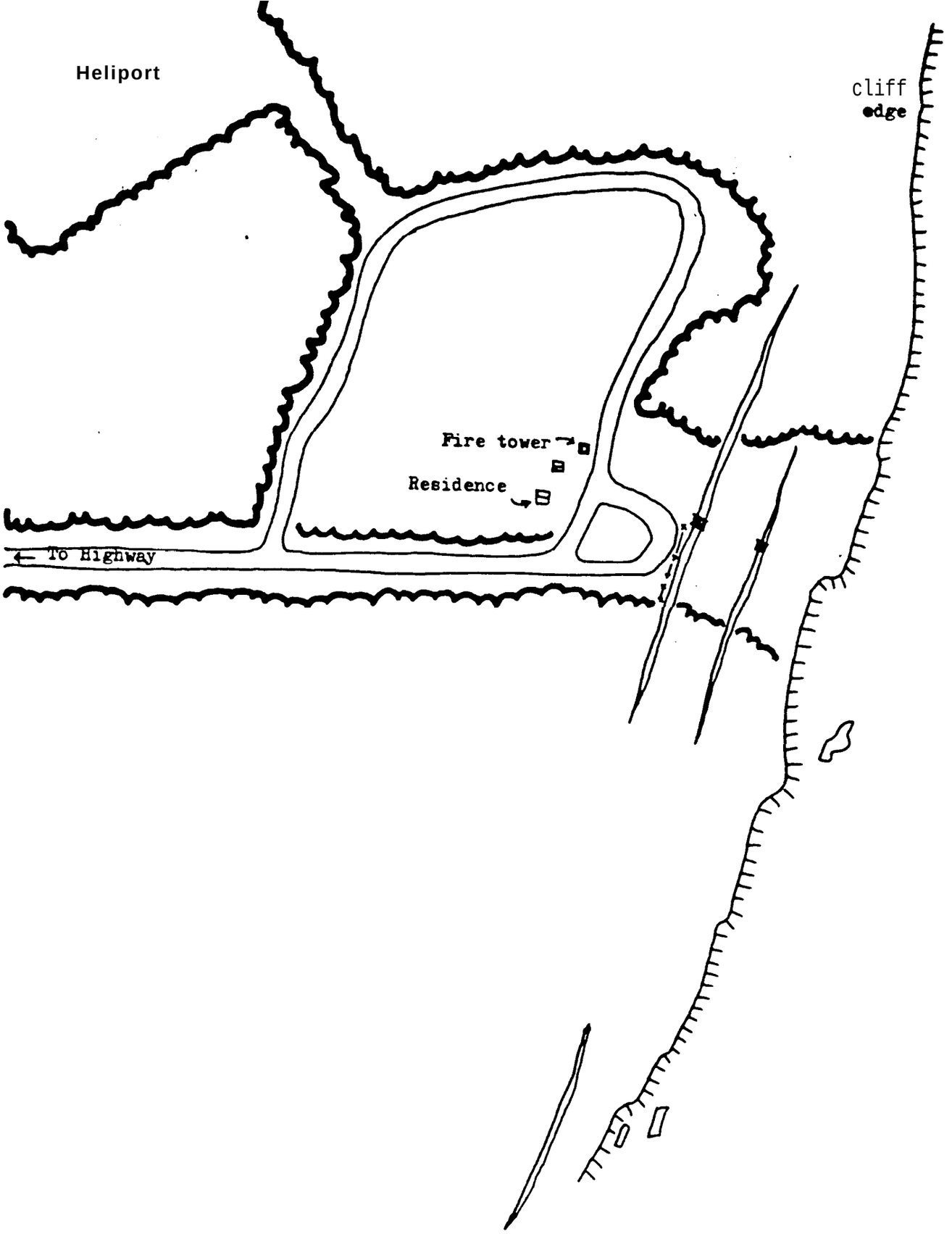
photographs available from the Fire Centre in Fort Smith about this site.

f. Recreation

-interpretive/walking trail along escarpment edge
  -partial loop trail approximately 4 km long
  -rest stops along trail
-secondary lookout
  -kids fire tower or in trees to give view just above tree top height
-upgrade existing bridge to escarpment edge; provide second bridge

g. Construction Costs

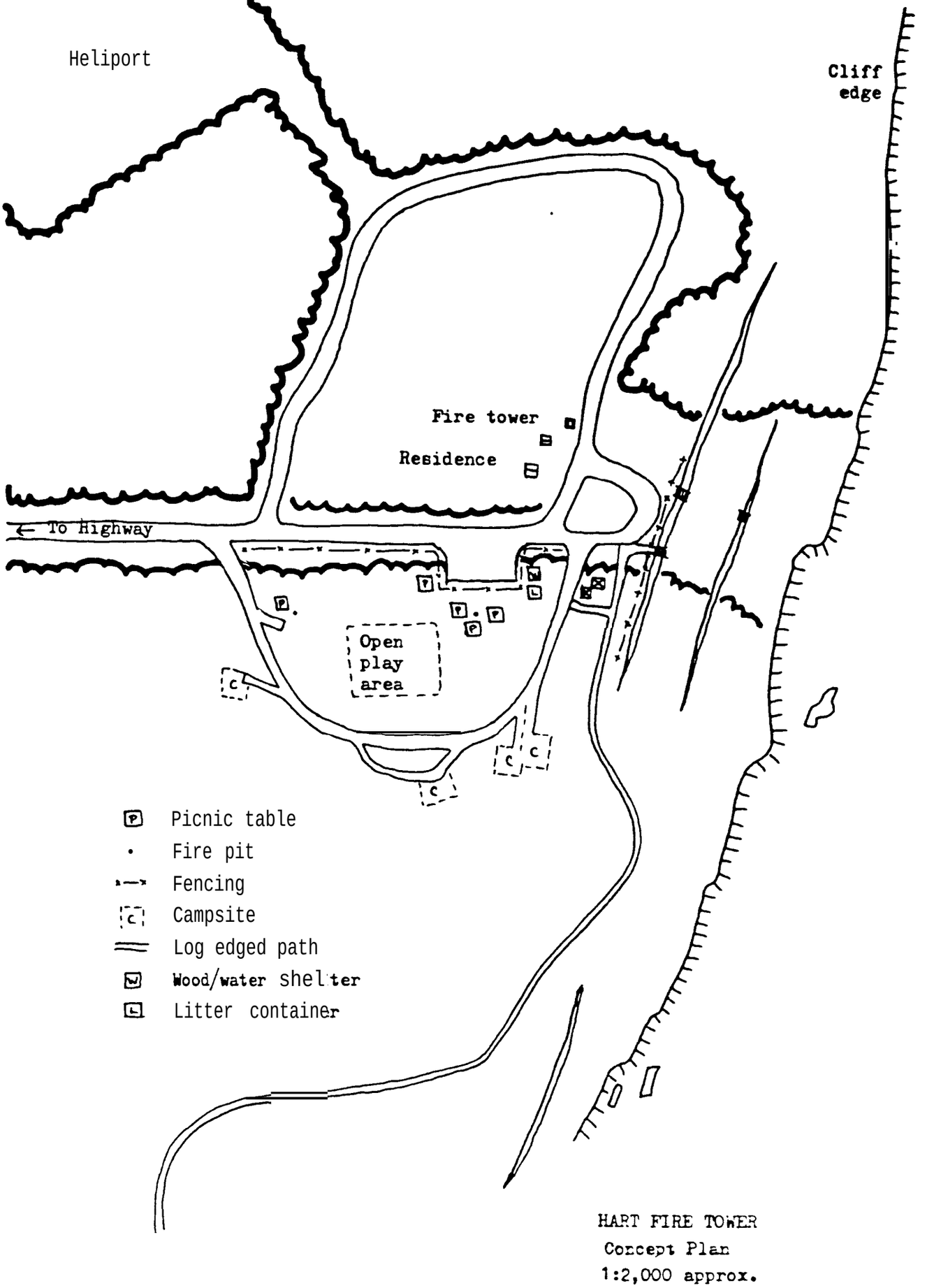
-$55,000



HART FIRE TOWER

Existing Conditions

1 :2,000 approx.



HART FIRE TOWER
Concept Plan
1:2,000 approx.

5.4.4. pull-off km 157.6

a. Existing Conditions

-small highway pull-off
-no shelter or outhouse
-existing DPWH litter barrels

b. Potential and Desired Functions

-upgrade to standard DPWH rest stop

c. Services

-retain litter barrels, add outhouse (single log) and shelter

e. Orientation

-highway sign introducing rest area.
-services signs.

d. Interpretation

-Highway North. Interpretation explaining the complexities of building and maintaining a highway in the North, introducing some of the colourful characters who have been part of the road building efforts.
-Truckers. The truckers who ferry supplies to and from the north face a series of challenges. Looks at some of the legendary truckers and adventures they have had.

f. Recreation

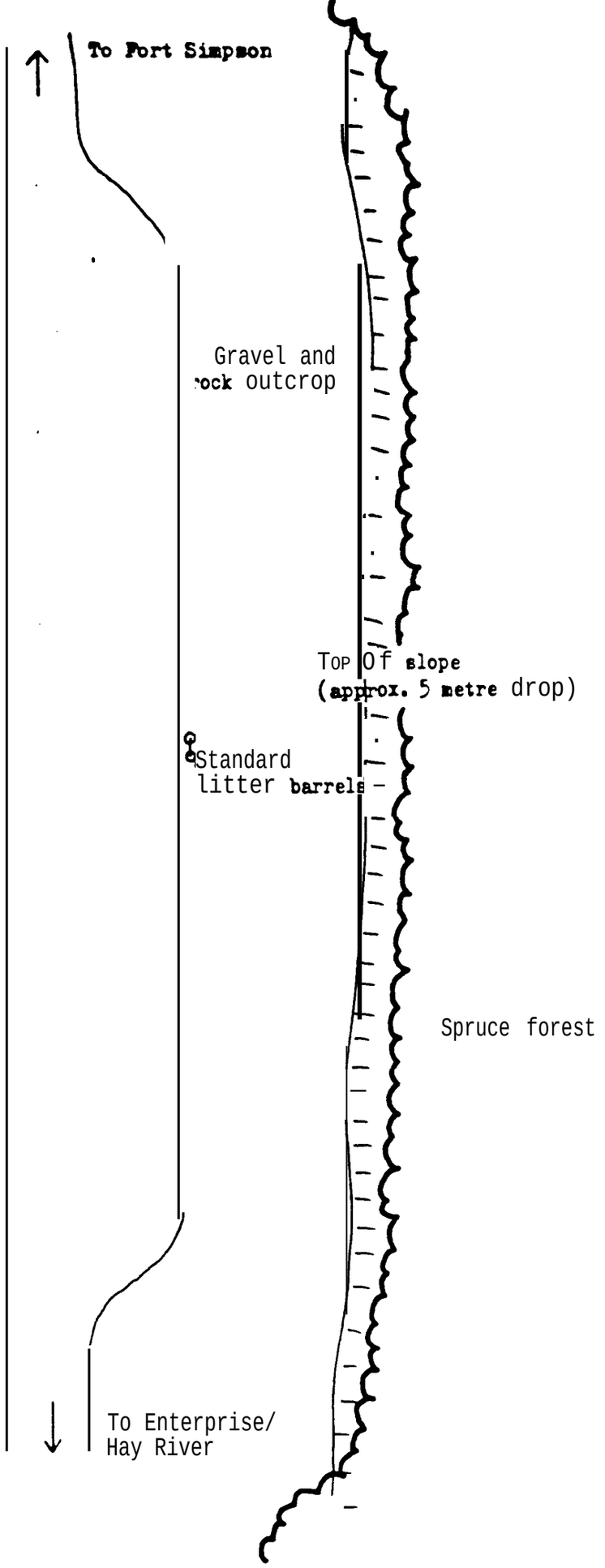
-highway equipment modified to be used as play equipment
-e.g., grader tires filled with different grades of material (sand, borrow material, granular), bucket from cat (continue theme started at Enterprise

g" Construction Costs

-$13,000

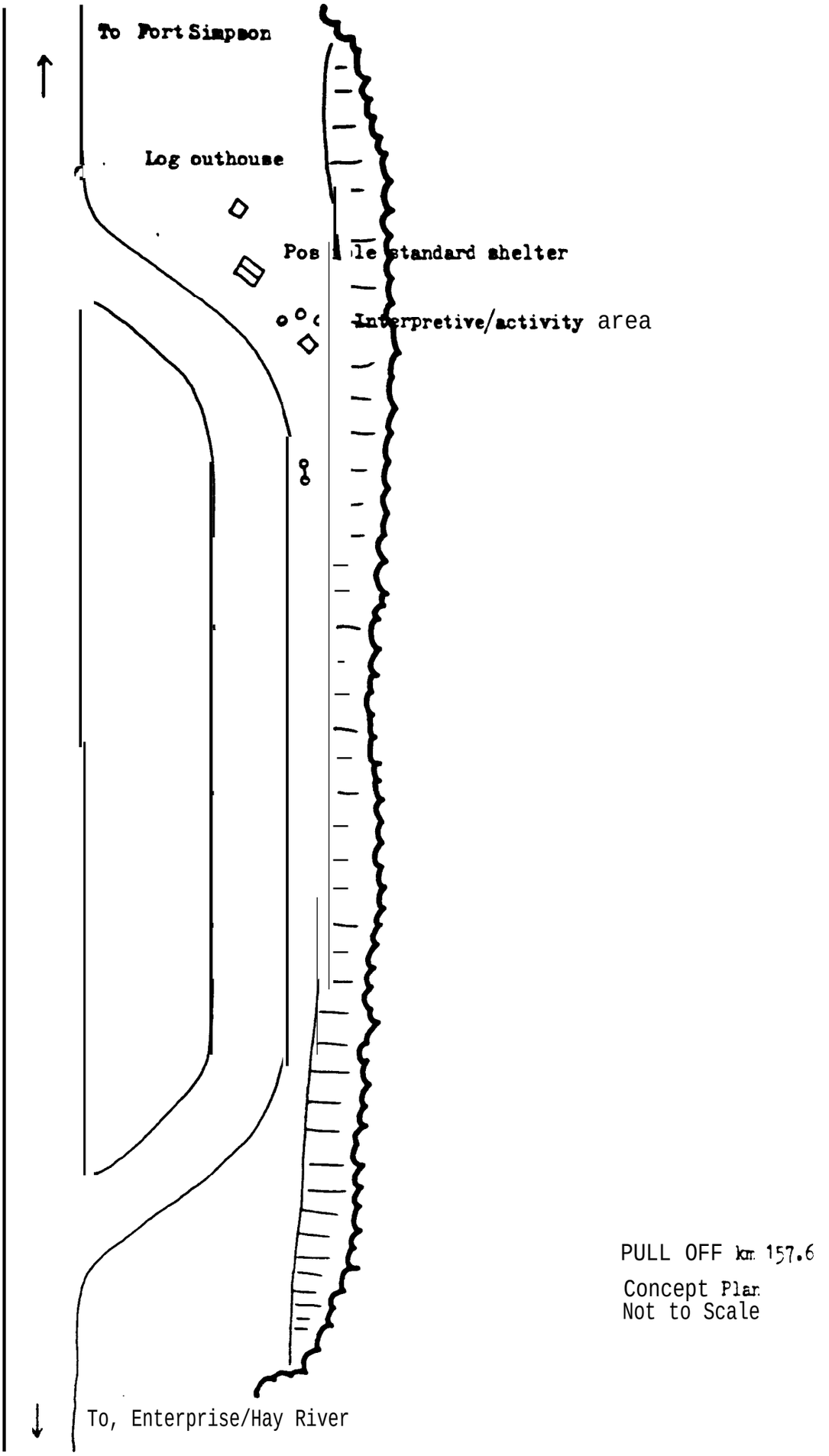
h. Comments

DPWH is no longer building shelters, as they are not considered to be part of Highways mandate. This is a dry and relatively exposed location, so should have dust free conditioning. Could be eliminated with road realignments.



PULL OFF km 157.6

Existing Conditions
Not to scale



PULL OFF km 157.6

Concept Plan
Not to Scale

5.4.5. Pull-off Km 187

a. Existing Conditions

-large highway pull-off
-standard Highways litter barrels, emergency shelter and outhouse
'interpretation sign are to be installed in June, 1989 (same as signs along highway #3)

b. Potential and Desired Functions

-rest stop orienting travelers to the three loops, as this is at the junction with Highway #3

c. Services

-same as existing, plus two log picnic tables and log outhouse

d. Orientation

highway sign introducing rest area
services sign
three branches - where you are; options from here
describe nearby spring

e. Interpretation

- Sawmill. An introduction to the forestry industry, northern style, as seen through the eyes of Ken Kimball. An introduction to some of the northern tree species and the uses that are made of them for construction, heating and the development of the mines (note that Kimballs mill is at km 191).

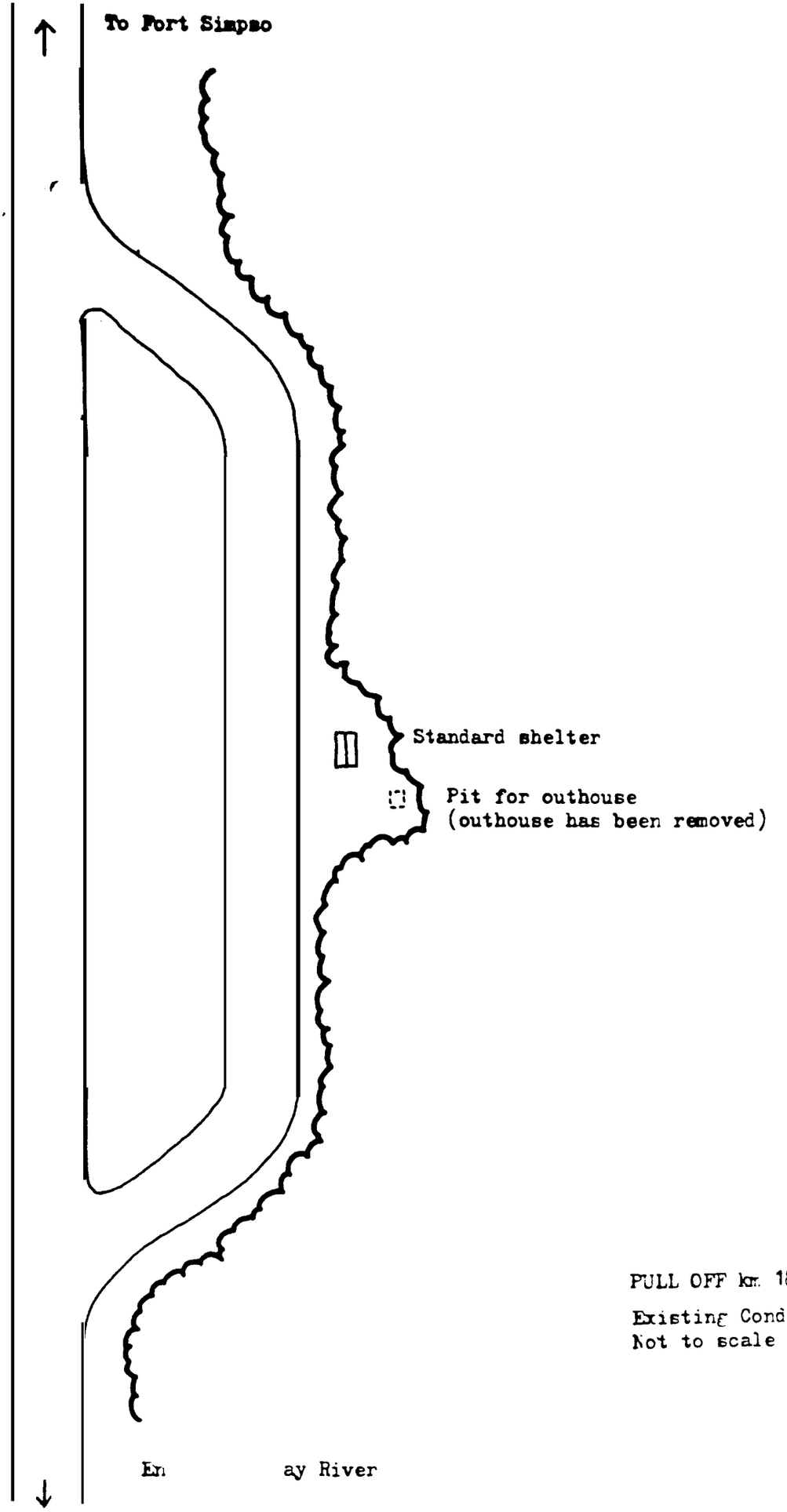
f. Recreation

- play equipment from different kinds of wood, emphasizing the different types of lumber sawn/used

g" Construction Costs

Note: picnic tables and outhouse should be installed in 1989 under an existing contract; estimate only includes new sign manufacture, play equipment and installation

-$8,000



PULL OFF km 187

Existing Conditi

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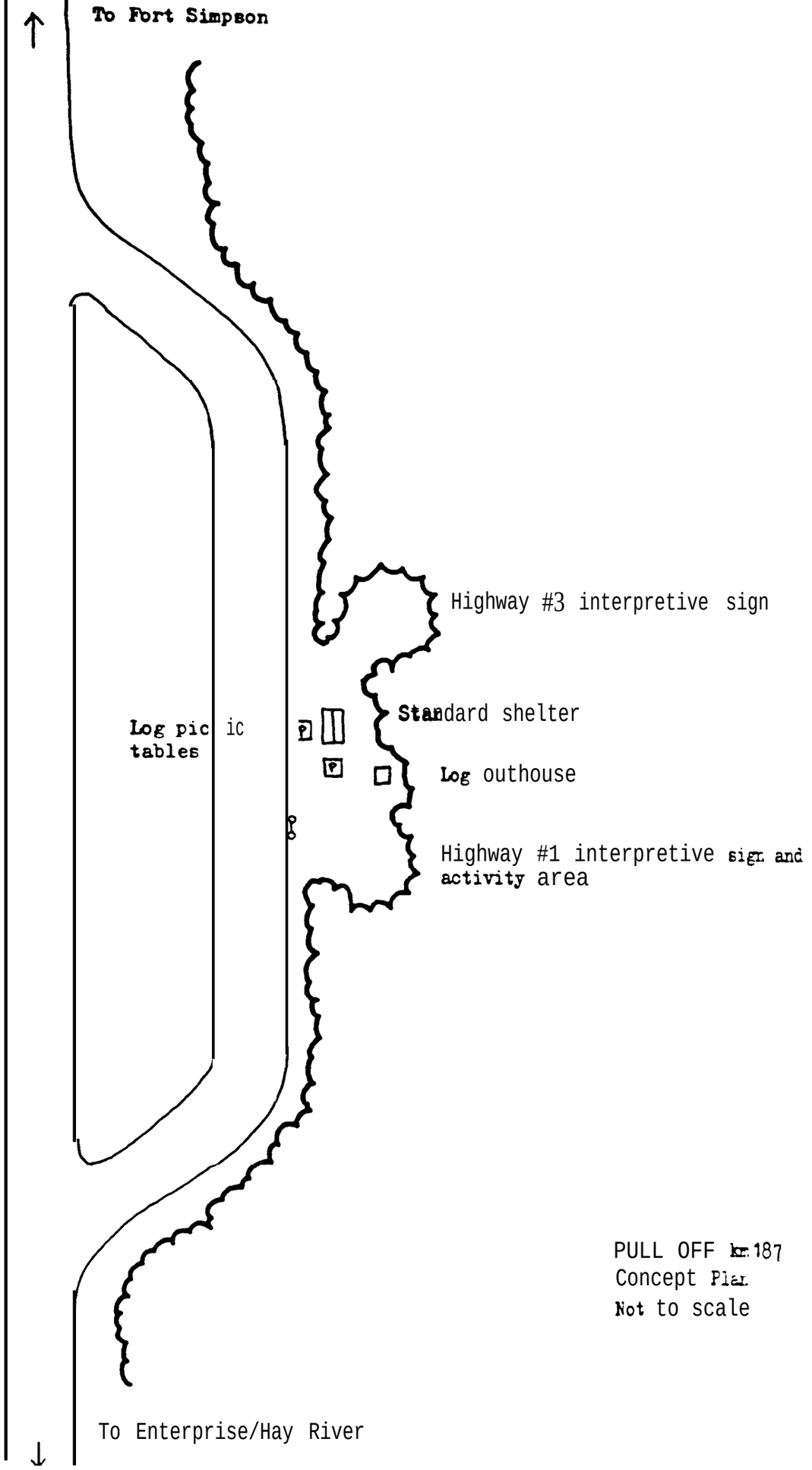


PULL OFF km 187
Concept Plan
Not to scale

5.4.6. Pull-off Km 222.6

a. **Existing Conditions**

- large highway pull-off
- standard Highways litter barrel, emergency shelter and plywood outhouse

b. **Potential and** Desired **Functions**

- simple rest stop

c. Services

- upgrade existing shelter
- replace existing outhouse with standard log outhouse

d. Orientation

- highway sign introducing rest area
- services signs

e. Interpretation

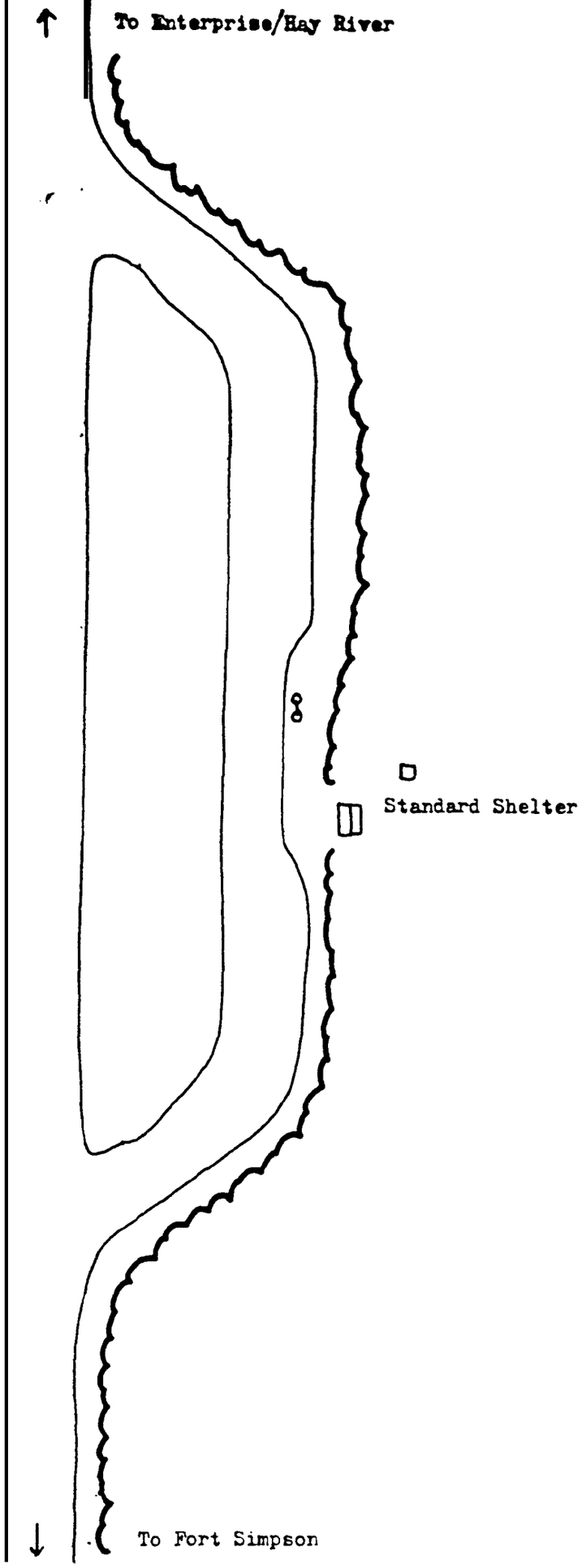
-500 miles. A trapper's story; how he puts in the winter making the rounds of his trapline, traveling by skidoo a distance equal to the trip from Montreal to Toronto; Calgary to Edmonton. Ensure humane trapping story.

f. Recreation

- meat cache that can be used to climb on and as part of the interpretive story

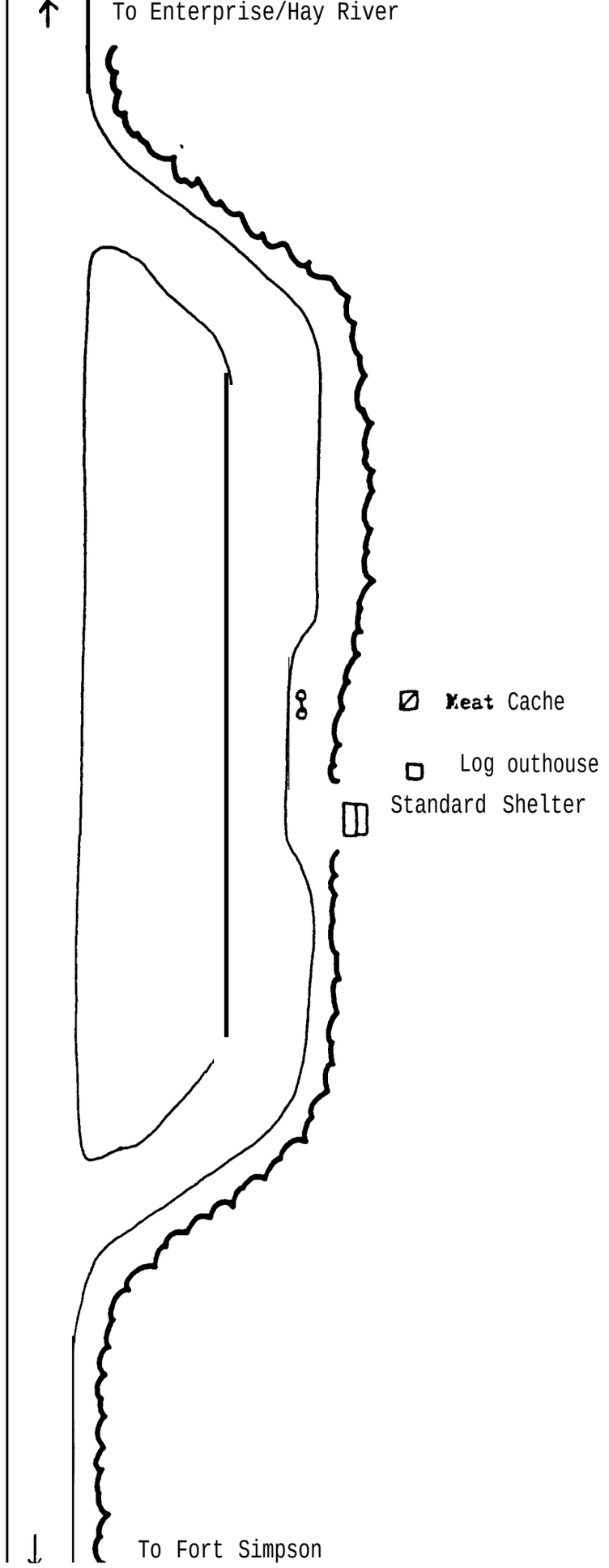
g. Construction Costs

- $8,000



PULL OFF km 222.6

Existing Conditions
Not to scale



PULL OFF km 222.6
Concept Plan
Not to scale

5.4.7. Pull-off Km 278.9

a. Existing Conditions

- large highway pull-off
- standard Highways litter barrels, emergency shelter and plywood outhouse

b. Potential and Desired Functions

- simple rest stop

c. Services

- upgrade existing shelter
- replace existing outhouse with standard log outhouse
- 1 log picnic table

d. Orientation

- highway sign introducing rest area
- services signs
- could have orientation signs along the highway explaining you are entering a burn area

e. Interpretation

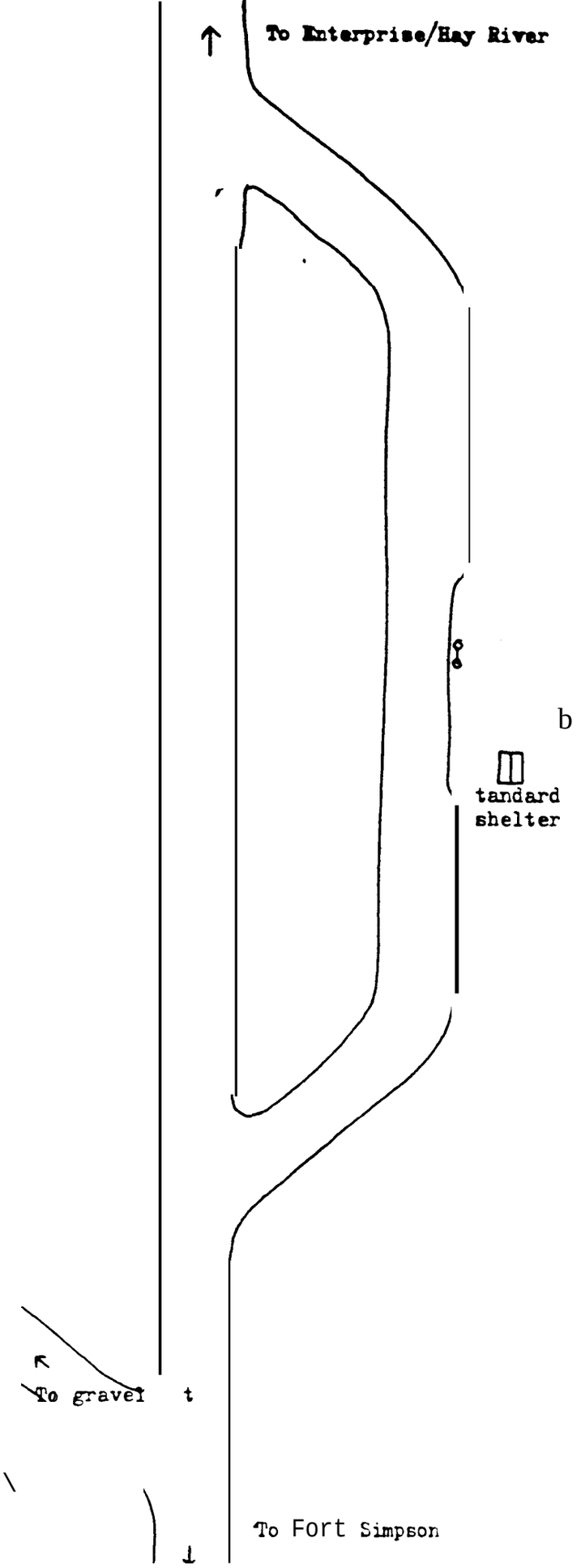
- Burn. How to recognize the signs of an old burn and the succession pattern of the forest. Log cutting permits in the area.

f. Recreation

- short trail (approximate 250m.)
- once DPWH has moved out of gravel pit across the road, the area could be rehabilitated; possibility of lookout for views to Mackenzie Valley

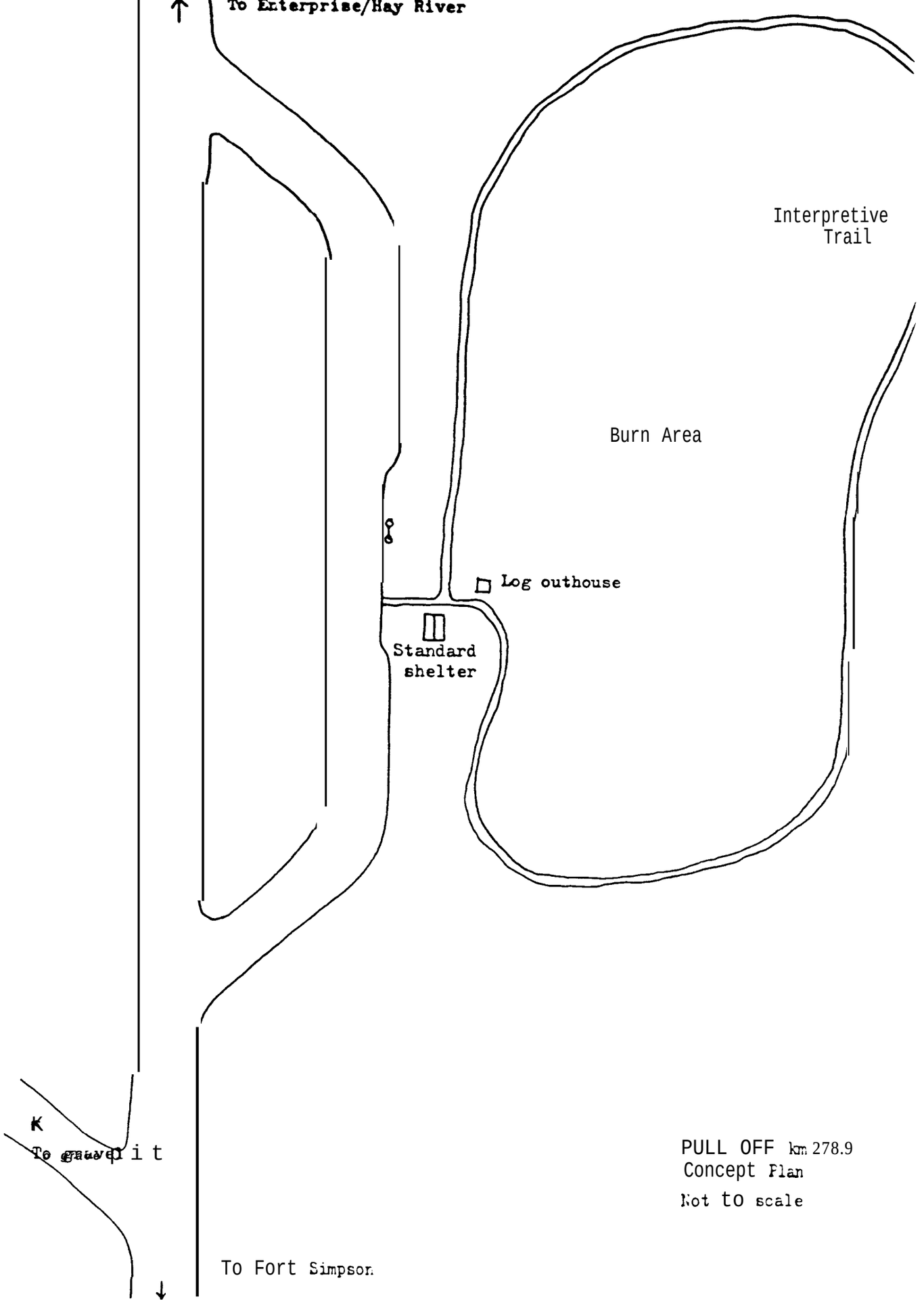
g. Construction Costs

- $9,000



PULL OFF km 278.9

Existing Conditions
Not to scale



PULL OFF km 278.9
Concept Plan
Not to scale

5.4.8. Wallace Creek (km 289.4)

a. Existing Conditions

- informal pullout from highway

b. Potential and Desires Functions

- rest stop (1/2 hour to 1 1/2 hour stopover)

c* Services

- garbage container
- 1 picnic table
- preliminary site investigations indicate that there may be difficulty in locating a washroom here due to the closeness to bedrock

d. Orientation

- highway sign introducing rest area
- services signs

e. Interpretation

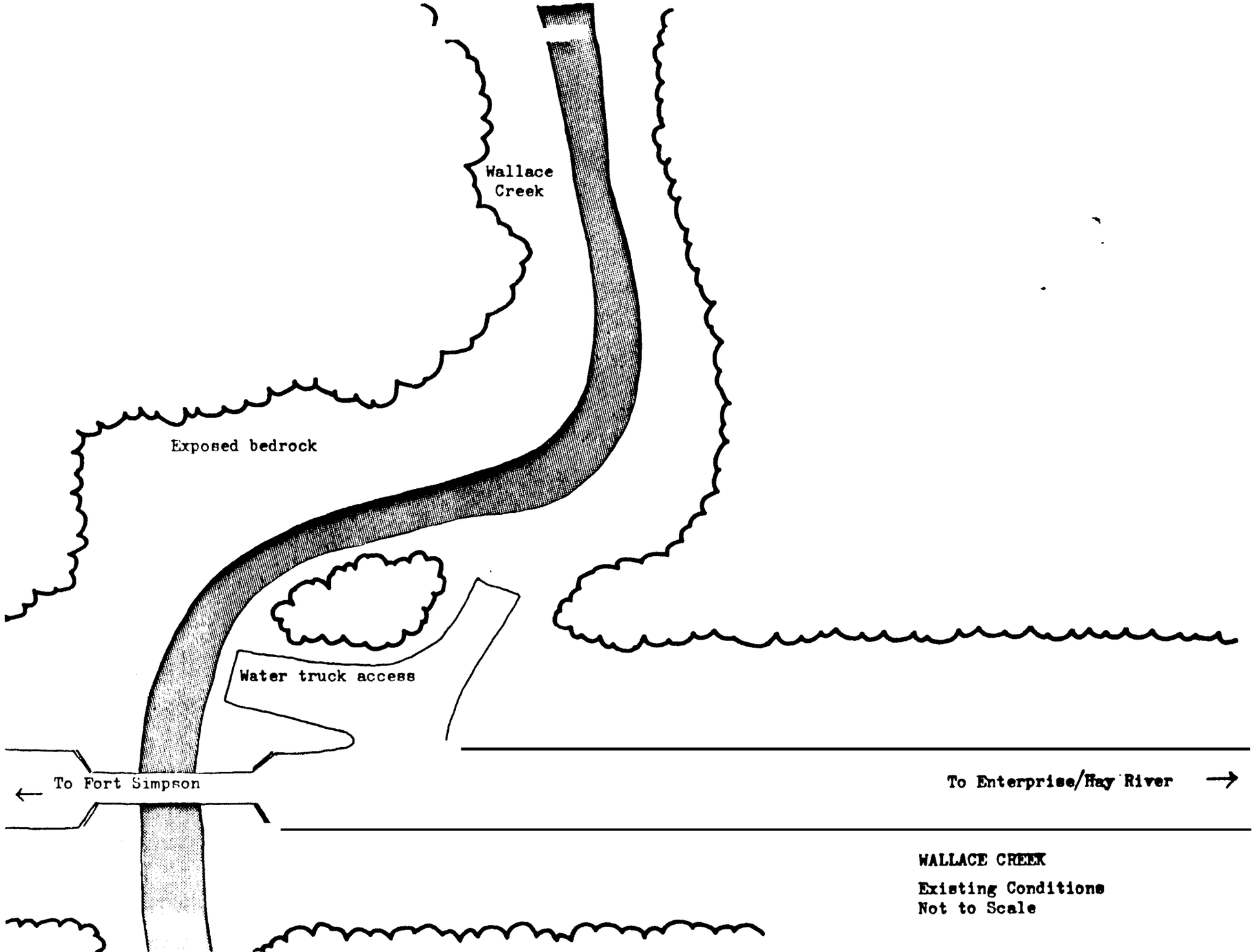
-Flowing water. How the rock is carved. Movement of small streams towards the Mackenzie.

f. Recreation

- general walking wading
-log aid across river for a fun bridge
-trail out to escarpment edge

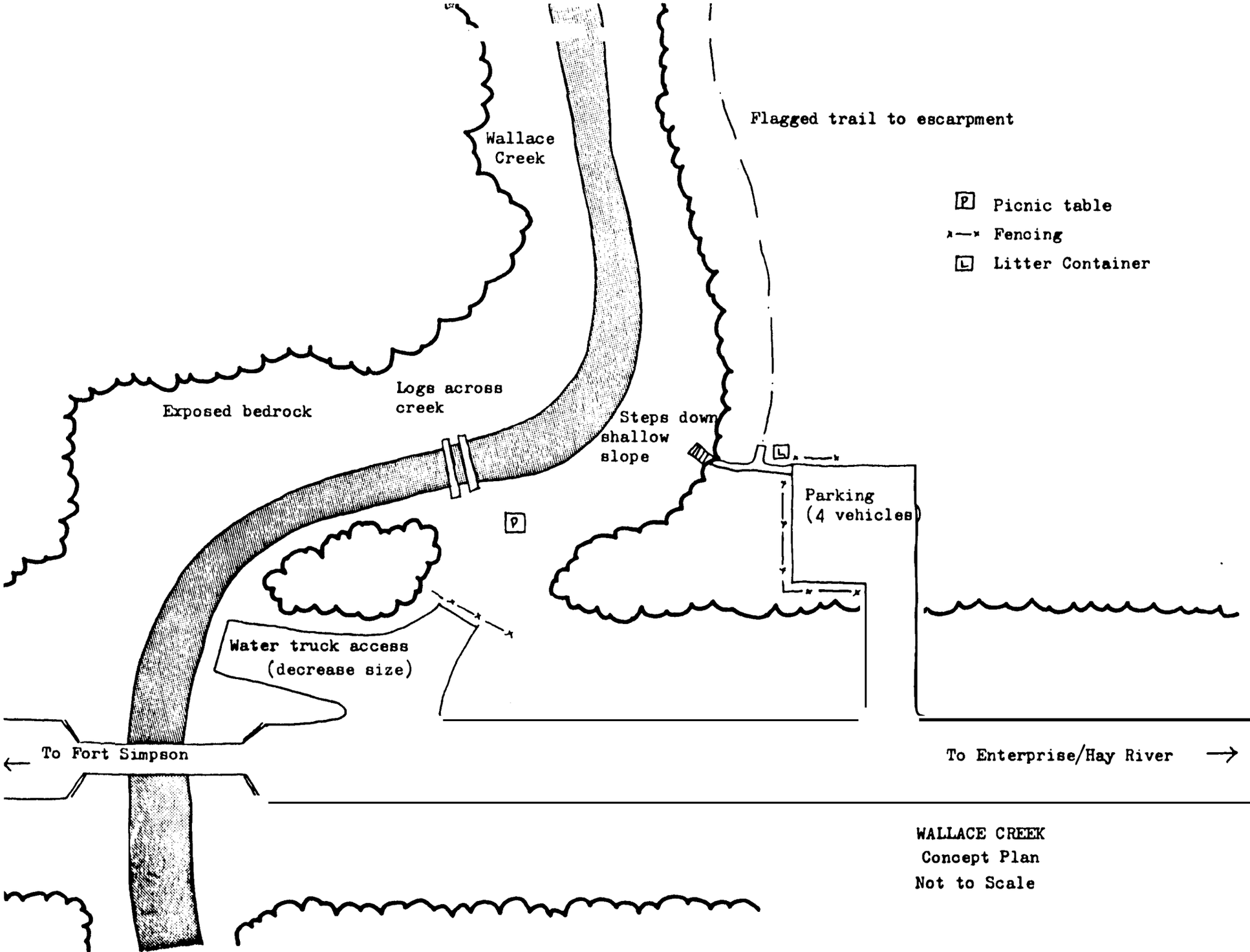
9" Construction Costs

- $20,000



WALLACE CREEK

Existing Conditions
Not to Scale



WALLACE CREEK
Concept Plan
Not to Scale

5.4.9. pull-of f **Km** 331 .6

a. Existing Conditions

-large highway pull-off
-standard Highways litter barrels, emergency shelter and **plywood** outhouse

b. **Potential and Desire Functions**

- simple rest stop

c. **Services**

- upgrade existing shelter
- replace existing outhouse with standard log outhouse

e. Orientation

- highway sign introducing rest area
- service signs

d. Interpretation

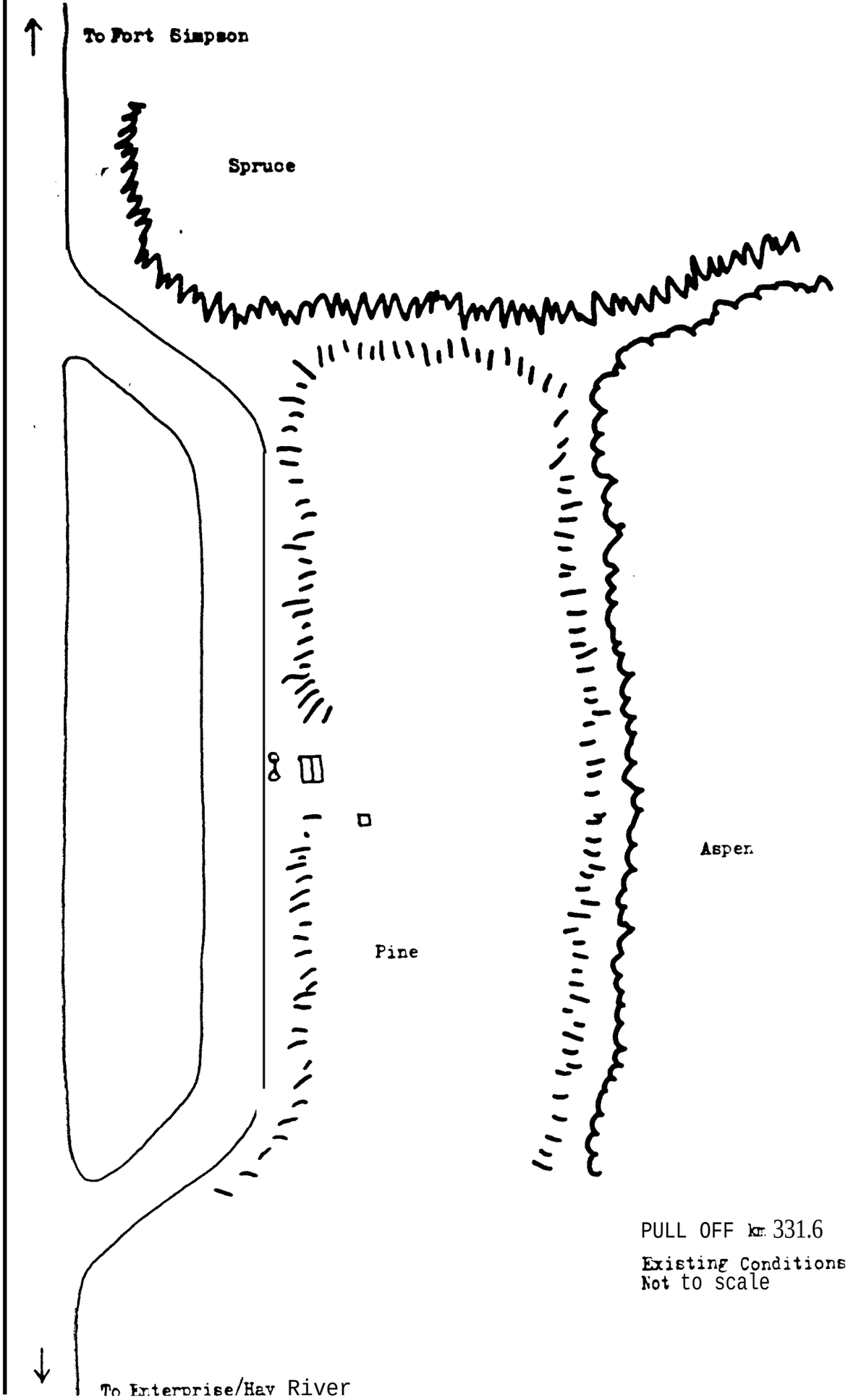
-Seeing the forest for the trees. Most people would look at this patch of forest and see - trees. A botanist takes this area as a lesson in how water affects the boreal forest. As a bonus, there are some hints for travelers on how to choose a forest with fewer mosquitoes.

f. Recreation

- trail approximately 250 m through the different forest types (spruce, pine, aspen)

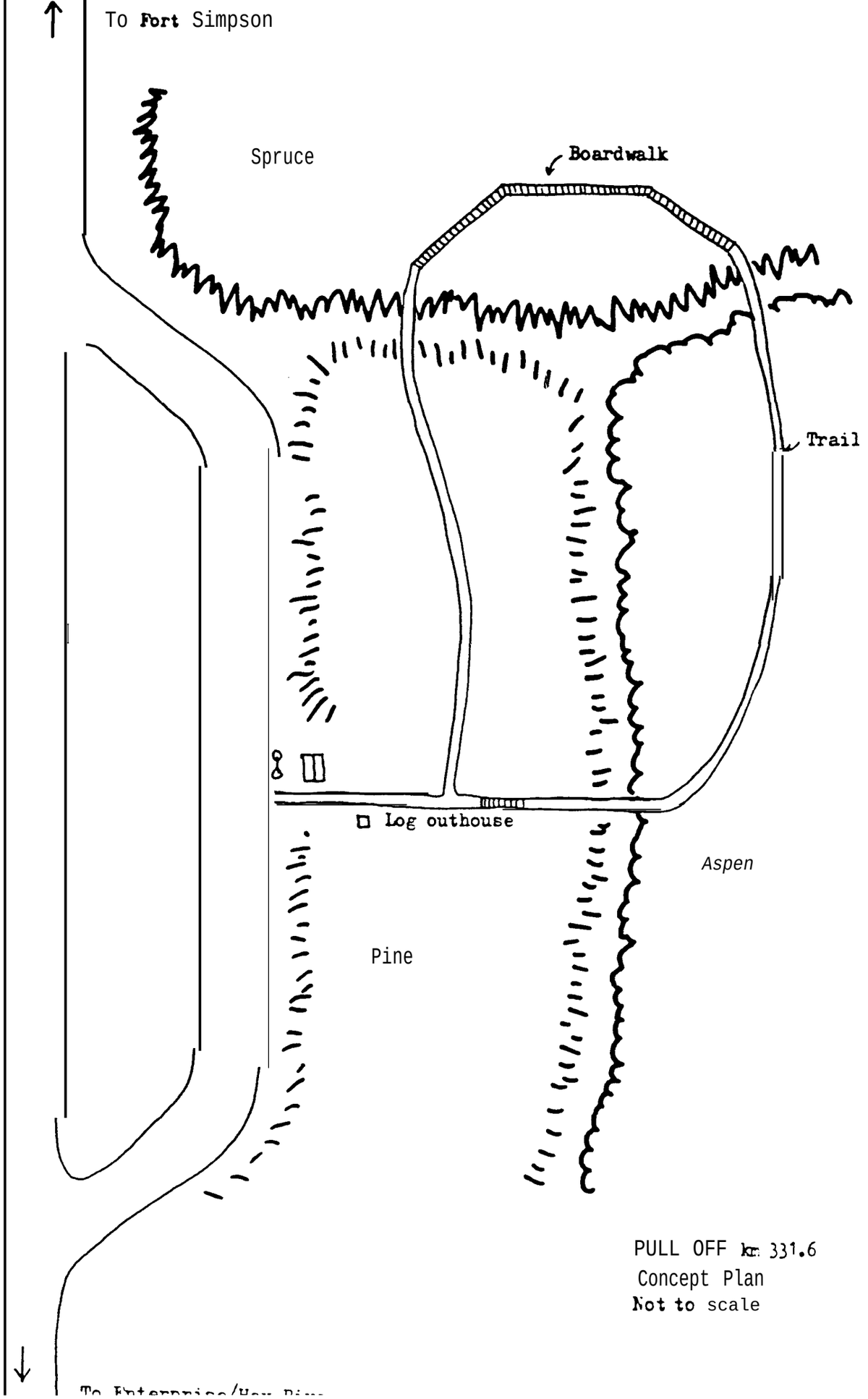
9“ Construction Costs

- $15,000



PULL OFF km 331.6

Existing Conditions
Not to scale



PULL OFF km 331.6
Concept Plan
Not to scale

5.4 ●10 . Ekali Lake

a. **Existing Conditions**

-narrow road (approximately 4 m wide) down to **Ekali** Lake (approximate distance is 400 m); road runs along a **cutline;** the **cutline** extends on the other side of the highway
-trappers cabin about 300 m from highway, right beside access road
-open parking/turn around area near lake; slippery and sticky when wet
-picnic table and 'fish **camp"** set up near lake
-informal dock
-heavily used by Fort Simpson residents; some tourist use though site is not well marked
-may be traditional use by Jean Marie River residents

b. Potential and Desired Functions

-rest area; campground
-emphasis on water based activities
-beginning of canoe trip to **Gargon** and **Sanguis** Lakes

c. Services

-improved parking; possibly trailer parking above top of slope
-washroom/garbage/wood
-picnic tables
-add a lay by in entrance road to allow vehicles to pass; upgrade with fill
-tent and recreation vehicle sites in second phase

d. Orientation

- highway sign introducing the entrance
- signs asking to keep the camp clean
- through brochures or signs orient people to the other lakes in this chain **(Gargon, Sanguis)**

e. Interpretation

- **Ekali** Lake. A look at the role that fish and fishing camps play as a part of community life and as an economic resource.

f. Recreation

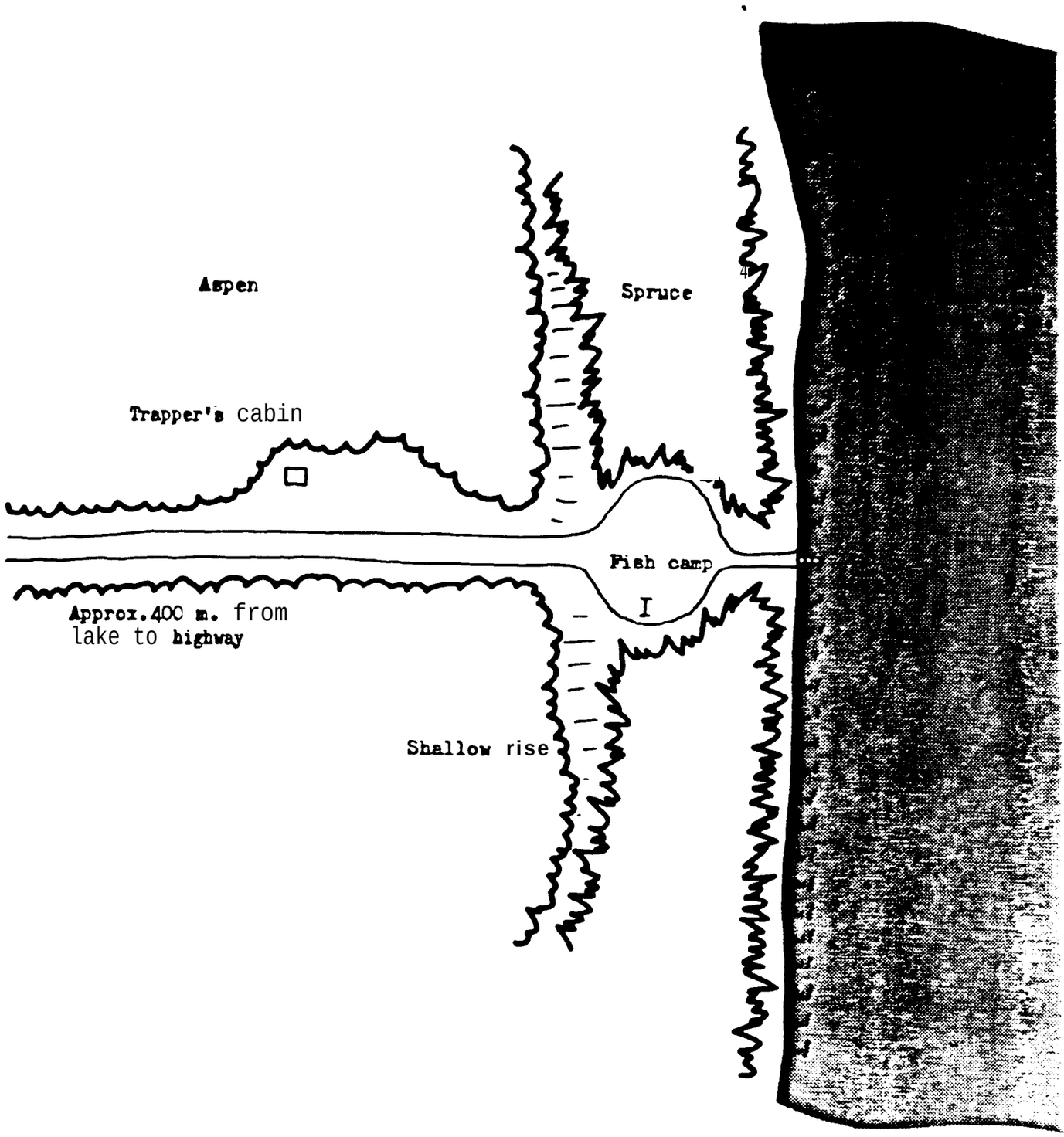
- fixed dock for fishing (should extend out past marshy area, so would be about 20 metres long)
- floating dock (out approximate 40 or 50 meters from shore) if possible
-boat launch for small (3-5 metre) craft

9“ Construction Costs

- $15,000

h. Comments

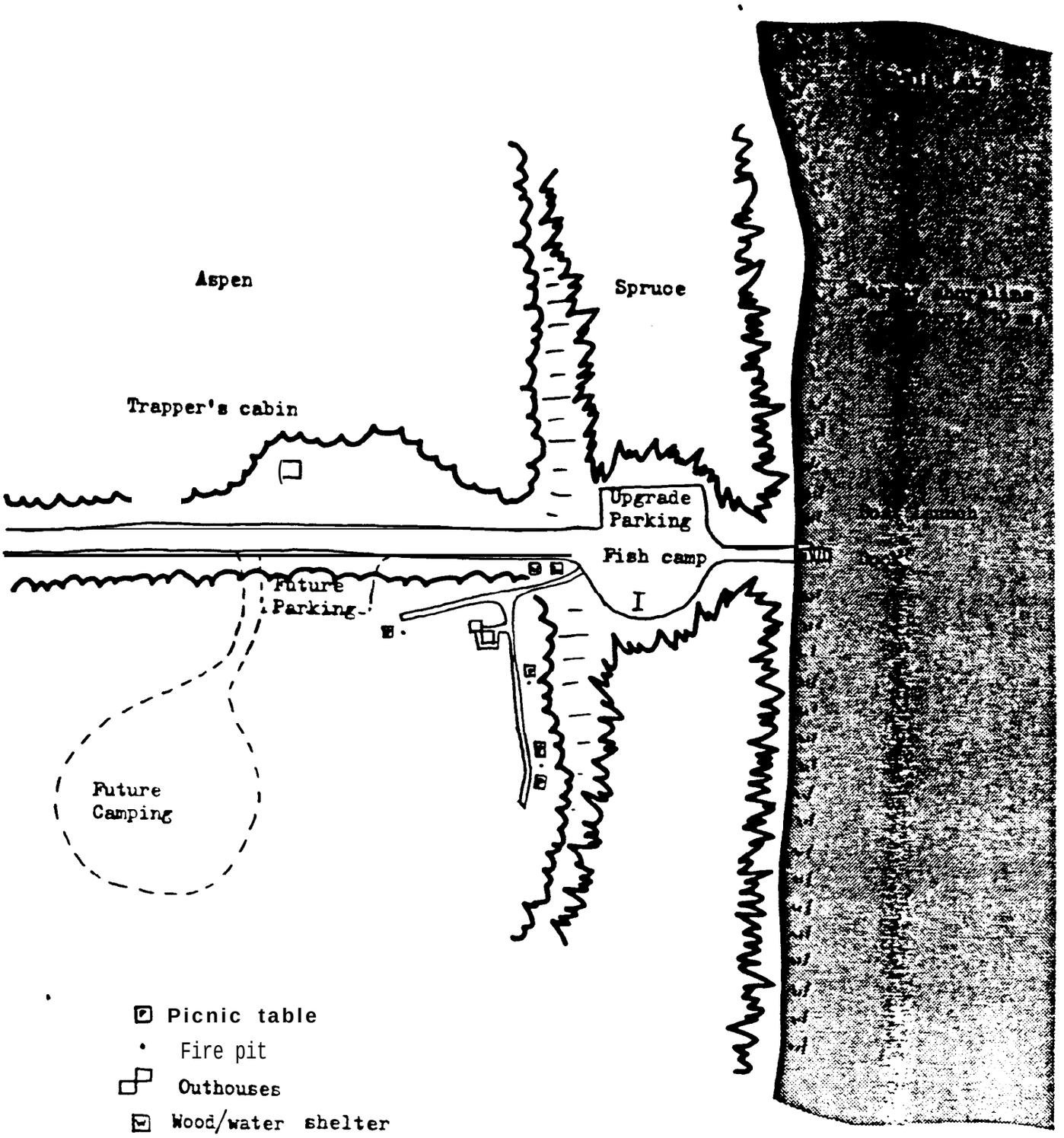
-very important site to Fort Simpson residents. They would like to see a staff person here. If a sufficient land base were acquired to accommodate camping and a staff residence, this could eventually become a primary site, equivalent to Lady Evelyn Falls. Likely longer term land negotiations would be required for this site as compared to other tertiary sites, since a) possible traditional use, b) not associated with a highway pull-off and c) larger land base would be required due to request for campsites. However, the other tertiary sites should not be delayed for this site, if land agreement on the other sites can be resolved more quickly.



EKALI LAKE

Existing Conditions

Not to scale



EKALI LAKE
Concept Plan
Not to scale

5.4.11 **Pull-off Km** 379. Q

a. Existing Conditions

- large highway pull-off
- standard Highways litter barrels, **emergency shelter and** plywood outhouse

b. Potential and Desired **Functions**

- simple rest stop

c. **Services**

- replace existing outhouse with standard log outhouse

d. Orientation

- highway sign introducing the rest area
- service signs

e. Interpretation

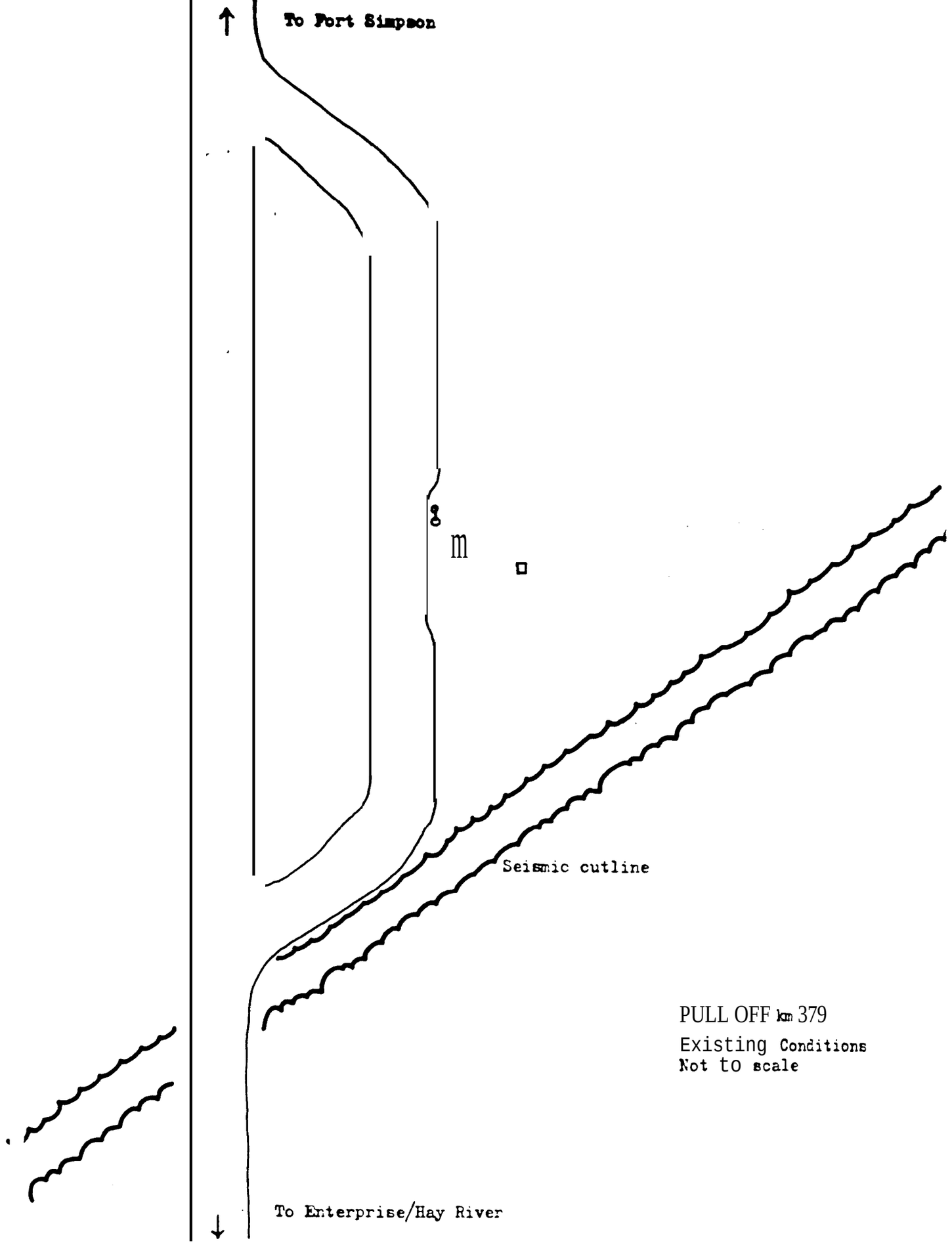
- **Cutline/Trapline.** This area gives the opportunity to discuss the co-existence of industrial seismic lines and individual traplines.

f. Recreation

- trail (approx. 250 m) along the **cutline** and back to the rest area

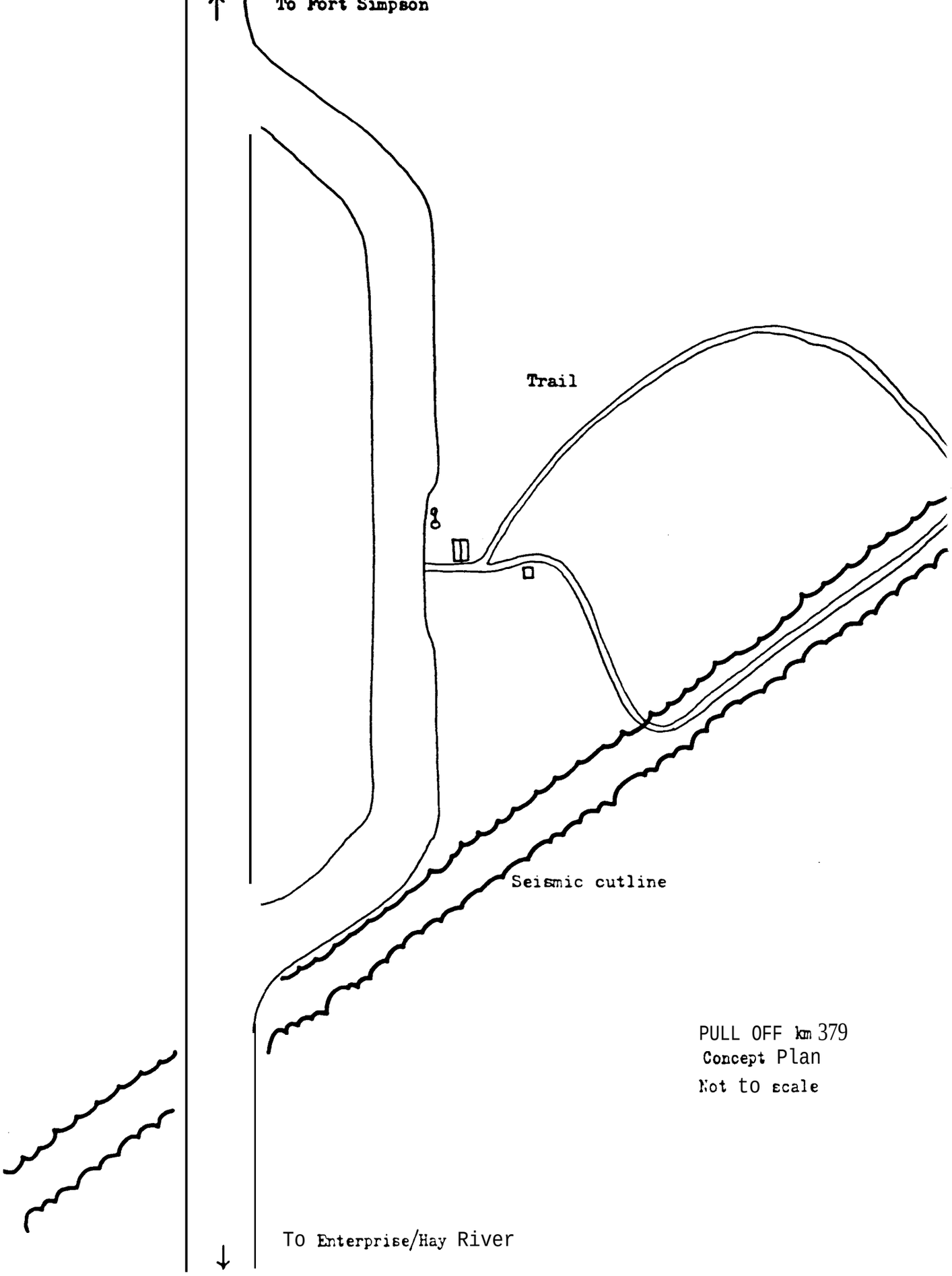
9" Construction Costs

-$6,000



PULL OFF km 379

Existing Conditions
Not to scale



PULL OFF km 379
Concept Plan
Not to scale

5.5 TRANSPORT DISPLAY

a. Existing Conditions

- no existing transport display; number of artifacts could be available within the community

b. Potential and Desires Functions

The community of Enterprise, as the first community many visitors see when they arrive into the Territories, has a special role as a service centre. While the consultants feel strongly that the orientation and welcome to the Territories should remain at the entrance to the NWT, namely at the 60th Parallel border crossing, Enterprise does warrant some additional attention due to its unique location. We have suggested developing a transport display. The theme would be the development of transportation routes to the North. It should be prominently located, easily visible from the highway. For instance, the former Tundra Steak House could be used to house a small interior display, with the lot beside it used as both a play area and display area for various vehicles. The display of the outdoor artifacts would be in a park-like setting, encouraging people to stop and rest. There could be additional orientation signs at this point describing the branches of the highway. The development of any such display requires considerable community discussion, and consultations with the Department of Culture and Communications.

c. Services

- garbage container
- small outdoor eating area
- washrooms (in building)

d. Orientation

- highway sign introducing transport display
- services signs
- orientation to branches of highway

e. Interpretation

-Transportation. The development of transportation routes into the north.
-the Prince of Wales Northern Heritage Centre may have artifacts available for display

f. Recreation

- play activities around artifacts. Could have water play area around artifacts.

g. Construction Costs

- $185,000

5.6 OTHER SITES

These are sites which:

- have been evaluated and are not recommended at this time for on-site development (though **may** have some have potential for off-site interpretation (e.g., through brochures, handouts, audio, etc.), or
- are existing but are recommended for deletion.

5.6.1 **Quarry (km 64)**

a. **Existing Conditions**

- large limestone quarry and crushing site used by Highways to supply aggregates from approximately the Alberta border to junction with Highway #2
- pit approximate 6 - 8 meters deep
- will likely be in use for approximately 20 years or more as this is the only source of aggregate in the vicinity.

b. Recommendations

- off-site interpretation of industrial activity
- once part off pit closed down there could be on-site interpretation and variety of rehabilitation exercises
- letter from Deputy Minister, Department of Economic Development and Tourism to Deputy Minister, Department of Public Works and Highways asking that the Department of Public Works and Highways inform Economic Development and Tourism one year in advance if they intend to close the quarry. Economic Development and Tourism should review site at that time to determine any recreation potential (e.g. swimming, stocking with fish etc.) . Letter should also address possibility of some on-site interpretation in the next 5-10 years if quarry continues long term operation.

5.6.2. Hart Lake

a. Existing Conditions

-scenic location
-entrance road and turnaround at lake
-water quality of lake **is** poor. **Coliform** levels are approximately 10 times those allowed for bathing. Swimming in and drinking of the water are considered unsafe the Environmental Health Officer (see Appendix E). The cause is unknown, but this is a self-contained, very shallow lake with no self-cleaning possibilities.

b. Recommendations

-water quality is unlikely to improve sufficiently; development not recommended.

5.6.3 **Highway** Realignment

a. **Existing Conditions**

-between junctions with #2 and #3 **DPWH** is considering realignments to Highway 1. The highway was originally laid without giving consideration to the tourism potential, but the opportunity exists to work with **DPWH** on developing this section with tourism in mind.

b. Recommendations

-work with **DPWH** on aspects such as:
-viewshed
-identifying where Contractors should build camps for reuse afterwards as public facilities
-designate prior to construction of camps what road system should look lie, and what condition site must be left in, for greatest usefulness of site after demobilization of construction crews

5.6.4 Kimball's Saw Mill (km 191)

a. Existing Conditions

-private sawmill; interesting old equipment

b. Recommendations

-interpretation at km 187 pull off

5.6.5 Axe Point School (km 206)

a. Existing Conditions

-trapping school run by George **Bloomstrand,** Sr.

b. Recommendations

-depending on commercial status, **could** be mentioned in brochures at a point of interest or would show up on highway **signage** as commercial establishment

5.6.6 Open Meadow (km 235-238)

a. Existing Conditions

-large meadow with good open views

b. Recommendations

-off-site interpretation

5.6.7 **Bouvier** Creek (km 277.4)

a. **Existing Conditions**

-creek has no pull out from highway
-escarpment on west side of creek
-locals recommend this creek as having good swimming holes and for wading

b. Recommendations

-mention in brochures/leaflets
-close to pull-off at km 278.9 so could orient people to creek there

5.6.8 "Bi Bend" (km 296)

a. Existing **Conditions**

-MacConnel Lake beach ridge: road drops in elevation to the east, providing a wide vista
-existing gravel pit at top of ridge on south side of road
-pit is very dry; virtually no regrowth

b. Recommendations

-mention in brochure/leaflets
-opportunity for future pull-off in conjunction with viewing platform and trails to Red Knife Creek

5.5.9 Red Knife Creek (km 295.2)

a. Existing Conditions

-Highway camp on southeast side of bridge
-steep access to creek on northeast side
-high use by residents during grayling run in May

b. Recommendations

-mention in brochures/leaflets for industrial (highway) use (centre of the Red Knife Beat)
-provide service contract at the end of May to clean area after heavy spring use

-no facilities or summer maintenance programmed should be necessary

5.6.10 Morrisy Creek (km 313.2)

a. Existing Conditions

-no formal pull out from highway
-interesting area for wildflowers

b. Recommendations

-off-site interpretation

5.6.11 Trout Lake Winter Road (km 321.6)

a. Existing Conditions

-start of the winter access road into Trout Lake
-126 km to Trout Lake

b. Recommendations

-mention in brochures/leaflets (part of story of ice roads and river/road access)

5.6.12 Pull-off just after Whittaker (km 326.5)

a. Existing Conditions

- small highway pull-off
- no shelter or outhouse
- existing DPWH litter barrels

b. Recommendations

-delete this pull-off; too close to other facilities, and not up to proper standard

5.6.13 Jean Marie River Ice Road (km 376)

a. Existing Conditions

-winter road in to Jean Marie River

b. Recommendations

-mention in brochures/leaflets (use and construction of ice roads)

5.6.14 Repeater Station and Pipeline (km 388)

a. Existing Conditions

-McGill Tower repeater station
-km 585 of pipeline from Norman Wells to Zama Lakes crosses highway at this point
-large open area to east of actual pump station

b. Recommendations

-mention in brochures/leaflets (industrial)

5.6.15 View Sheds

There should be some cutting of trees along the highway to open up views to the Mackenzie River and other features, e.g., from about km 404 to 406; at km 198; at km 190

5.6.16 Outside study area

Though the study area ends at the junction with Highway #2 and Highway #7, tourists will not necessarily make the distinction between one section of the subarctic highway and the next. There should be continuity in signage and messages between the various branches of the highways. The following two sites are examples of treatment of adjoining sites.

Paradise Gardens

a. Existing conditions

-services and recreation provided are by the private owners
-good tie in with the industrial themes

b. Recommendations

-highway sign introducing commercial area
-interpretation: Garden of the North. Interpretation of the joys and difficulties of agriculture in the Hay River Area

Liard River Ferry Crossing

a. Existing Conditions

-ferry crossing to Fort Simpson

b. Recommendations

-information on break-up/freeze-up
-story of Johnny Behrens

6.0 STRATEGY FOR DEVELOPMENT

6.1 ROLES AND RESPONSIBILITIES

In order to construct, operate and maintain the proposed development along Highway #1, changes to the present organization of Tourism and Parks will be required. Most outstanding of these is staffing. A time commitment by present staff towards this programme is necessary, and funds will need to be available for hiring new staff or contract staff.

The Department of Public Works and Highways should be involved in virtually all phases of the development of the corridor, as that Department will be required to implement most of the plan and provide much of the maintenance. Economic Development and Tourism should continue to inform DPWH of their intentions, in order that appropriate staffing is available to carry out this programme. As work progresses toward the design phase, DPWH and ED&T responsibilities will be approximately equally divided. It is possible that DPWH will need one staff person to concentrate on the development of the corridor at that time. By the construction phase, virtually all of the work will be carried out by the DPWH (see The Project Planning and Implementation Process: A Guideline for Clients).

Presently, maintenance of the highway pull offs is done by Department of Public Works and Highways, and the operations and maintenance of Territorial Parks is the responsibility of the Department of Economic Development and Tourism (generally through contracts) . This situation needs to be reviewed.

The Department of Culture and Communications will likely also be involved in this project, particularly on the transportation display at Enterprise. They should also review brochures and exhibits for accuracy. Renewable Resources could also be a valuable source of information.

6.2 SCHEDULE

Following is a suggested schedule for development. Some of the variables which have been taken into consideration in scheduling the work include priority of project, capital and O&M costs, availability of trained staff, availability of contractors, staff time available and land claim issues. Obviously these variables could alter this schedule considerably over the next few years. However, this schedule can realistically be used as the basis for funding and programing.

This schedule is detailed further in project management charts that have been produced to accompany each of the projects in Sections 5.1 to 5.5. It should be noted that not all possible

projects have been detailed in the management charts and this schedule. Items not shown are those that are not within project definition stage at this time, though some do require some staff time. For example, Economic Development and Tourism should continue discussions with the Department of Public Works and Highways regarding the realignment of Highway 1 near McNallie Creek (see 4.1.8).

Core zones and the 60th Parallel deserve prime attention. The emphasis should be on developing and manning these areas should any delays in the development schedule be needed.

Year 1

April 1989 - March 1990

a. 60th Parallel
- Research and Planning
- Design Begins

b. Alexandra/Louise to Enterprise Corridor
- Research and Planning

c. Whittaker Falls/Lady Evelyn Falls
- Research and Planning
- Design

d. Secondary Sites
- Research and Planning

e. Tertiary Sites
- Research and Planning

f. Transport Display
- Research and Planning

Year 2

April 1990 - March 1991

a. 60th Parallel
- Design
- Implementation (Building and Exhibit)

b. Alexandra/Louise to Enterprise Corridor
- Design

c. Whittaker Falls/Lady Evelyn
- Implementation begins

d. Secondary Sites
- Design

- Implementation

e. Tertiary Sites
- Design

f. Transport Display
- Research and Planning

Year 3

April 1991 - March 1992

NOTE: A considerable number of events are planned over the summer of 1992. It is the celebration of the Alaska Highway Opening. Hay River will be having 100th anniversary celebrations. There will likely be considerable spin-off from this event; therefore, most of the work on the corridor should be completed by June, 1992.

a. 60th Parallel
- Implementation Ends (Site Construction)

b. Alexandra/Louise
- Implementation Begins

c. Whittaker/Lady Evelyn
- Implementation Ends

d. Tertiary Site
- Implementation

e. Transport Display
- Design

Year 4

April 1992 - March 1993

a. Alexandra/Louise
- Implementation (Stage II)
- Design (Interpretive Centre)

b. Transport Display
- Implementation

Future Years

a. Alexandra/Louise
- Implementation (Interpretive centre)

b. All Projects
- Evaluation

6.3 CAPITAL COSTS

The construction costs for the individual sites are given in Section 5. This summary includes those costs, broken down by fiscal year, as well as the planning, design and supervision costs necessary for the projects. Costs for highway signage (design and implementation) other than those on these specific sites has not been included.

Year 1

April 1989 - March 1990

60th Parallel - Research and Planning	$ 45,000
- Design	40,000
- Interim Work	15,000
	100,000
Alexandra/Louise/Escarpment	
- Research and Planning	50,000
Whittaker/Lady Evelyn	
- Research and Planning	18,000
- Design	120,000
	138,000
Secondary Orientation Sites	In house
Tertiary Sites - Research and Planning	35,000
Transport Display	In house
Total for Year 1	$ 323,000

Year 2

April 1990 - March 1991

60th Parallel - Implementation (Building and Exhibits)	$ 150,000
Supervision/contingency	30,000
Design (Site)	20,000
	200,000
Alexandra/Louise/Escarpment	
- Design	75,000
- Manufacture (Exterior Sign)	25,000
	100,000
Whittaker Falls/Lady Evelyn	
- Implementation (Stage I)	695,000
- Supervision/Contingency	139,000

		834,000
Secondary	- Design	5,000
	- Implementation	45,000
		50,000
Tertiary Sites	- Design	50,000
Transport Display		
	- Research and Planning	20,000
Total Year 2		$1,254,000

Year 3

April 1991 - March 1992

60th Parallel		
Implementation	- Site Construction	55,000
	- Video	45,000
	- Supervision/Contingency	10,000
		110,000
Alexandra/Louise		
Implementation (Stage I)		
	- Site Construction	370,000
	- Supervision/Contingency	74,000
		444,000
Whittaker/Lady Evelyn		
Implementation (Stage II)		
	- Site Construction	540,000
	- Supervision/Contingency	108,000
		648,000
Tertiary Sites		
Implementation		
	- Site Construction	177,000
	- Supervision/Contingency	35,000
		212,000
Transport Display		
Design		45,000
Total Year 3		$1,459,000

Year 4

April 1992 - March 1993

Alexandra/Louise		
Implementation (Stage II)		
	- Site Construction	285,000
	- Supervision/Contingency	57,000
	- Design (Interp'tive Centre)	100,000

		442,000
Transport Display		
-Implementation		
	Construction	185,000
	Supervision/Contingency	35,000
		220,000
Total Year 4		$ 662,000

Future Years

Alexandra/ Louise		
-Implementation (Interpretive Centre)		
	-Construction	750,000
	-Supervision/Contingency	150,000
All projects - Evaluation		25,000
Total Future Years		$ 925,000
PROJECT TOTAL		$4,623,000

will take place in June and August. They will be of 10 days duration starting on the Liard Highway travelling from Fort Nelson, to Fort Simpson with an optional fly-in to Nahanni National Park, then in to Fort Providence and Yellowknife. After staying in Yellowknife the return journey covers Hay River and continues south on the Mackenzie highway.

Evergreen Tours

George Shaw of Evergreen Tours noted that company tours travel from British Columbia, north on the Liard Highway and returns south on the Mackenzie Highway into Alberta. They lunch at Fort Liard, stay overnight at Fort Simpson (including a fly-in to Nahanni National Park), and continue to Fort Providence for an overnight stay. They spend three days in Yellowknife, return south to Hay River for two nights(stopping at Lady Evelyn Falls along the way), spend two nights at Fort Smith and stop at the other "falls" on the way south to Alberta.

Again the clientele is seniors (50 and over), most from British Columbia. They carry 42 passengers at a time.

Shaw noted that the company does not stop at Whittaker Falls because he did not know if their buses would aet into the camping area. Any place they do stop at should provide, as a minimum. outhouse facilities. Something to see (natural, like the falls, or perhaps a sign) would certainly help.

Evergreen Tours has benefitted most from their reliance on local people to act as uuides/entertainers for the tour clientele. The locals know where to take people and can tell stories about features or the community itself.

1.1.8 CONCLUSIONS

An estimated 11,000 non-residents travelled to the Fort Smith Region of the NWT by road in 1986. The MacKenzie Highway and Highway #3 corridor accounted for 80% of this total travel.

The largest majority of non-resident visitors to the NWT who travel by road are Canadians, averaging just under 90%. Alberta provides the majority of this traffic. Foreign visitors are largely Americans from Minnesota, Washington and California. These travelers are young, 47.5% of Canadian adults who statea an intention of travelling to the NWT were below 34 years of aae, to middle aged.

While non-consumptive adventure travel activities are popular, independent auto touring is participated in by about hair of the road-oriented visitors. There is a large potential to increase visitation to the NWT for both outdoor adventure travel and general touring. The areatest area for growth is in non-consumptive adventure products such as naturalist trips, hiking/ back packing/ skiing and boating activities, (11 generally I ping.

In decreasing order of importance, the activities most often cited as popular are: seeing wilderness and undisturbed nature, visiting historic parks and national parks, attending local festivals and events, purchasing local crafts and experiencing new and different lifestyles.

It is anticipated that for all of the NWT, 46,600 more trips could be generated for non-consumptive outdoor adventure products, and 78,636 for general touring. Although some growth is possible for fishing and hunting, these activities already attract significant numbers and are limited in terms of room for growth.

Since the Fort Smith Region is the principal destination for pleasure travelers to the NWT, it can be expected to receive a substantial amount of any increases in visitation. Estimates of pleasure travel for each zone by type of trip taken suggest that the Fort Smith Region now captures 70% of all fishing and hunting trips taken by non-residents to the NWT. Eighty-one percent or all adventure travel trips and sixty-three percent of all general touring trips go to the Region as well. (28) If these figures are applied to the market potential identified for these activities, the Fort Smith Region could increase consumptive adventure travel by 19,495 trips, non-consumptive travel by 37,746 trips and general touring by 49,540 trips. If one assumes that the ratio of total non-resident pleasure travel to non-resident road-oriented pleasure travel for the Fort Smith Region remains constant (18,000 to 11,000 for 1986 or 61%), the Region could increase road travel by 65,255 trips. While this may suggest crowded highways, it is highly unlikely such an increase would happen overnight. Without the facilities in place such an influx could not conceivably be properly served. This merely points to the potential market that is out there. More detailed breakdowns of the potential market, eg., determining the strength of family market, could assist in appropriate infrastructure development.

Facilities along Highway #1 which relate to the interests of road travelers will serve them best and enhance their travel while in the NWT. Therefore, opportunities to see undisturbed wilderness, visit historic and national parks, purchase local crafts and experience different cultures are important. Also, providing opportunities for naturalist trips, hiking and backpacking as well as boating activities should direct future development initiatives .

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28. Ibid., Table 4, p. 24.

APPENDIX C

Notes on Toponomy

The following notes may be useful in the interpretation of the sites.

1. Comments from George Morin, President of Metis Association

Red Knife Creek:

Red Knife tribe around the area of Red Knife Creek. They migrated to Dogrib and Chipewayan areas then name changed to Yellowknife (and the Yellowknivers became extinct) . There was supposedly copper in the Red Knife River.

Bouvier:

Bouvier family traDped in the area, hence Bouvier River

2. Notes from Government of the NWT Toponomy Officer

See attached six pages.

Rapids of the Drowned: **Slave River** **60° 01' - 111°** 520

In **1820, John Franklin recorded "Portage** of **the Drowned"** **from "a melancholy ● ccident" many years previous. Two canoes ●r-rived at the** upper ●nd of the rapids; the *first* with a **skilled guide shot the rapids,** but **narrowly escaped destruction. ..Upon** hearing **the** agreed **signal of** musket fire, the second canoe followed, was **upset** and all aboard perished. Unfortunately **the shot fired had been only a crack at a duck. (Franklin, 1824).**

Alexandra Falls: **Hay River** 60° **29' - 116°** 18′

In 1872, **Bishop Bompas,** while on an evangelical tour, discovered the falls and named **them** after Alexandra, then Princess **of** Wales and later Queen Alexandra. (CPCGN records). .

Louise Falls: Hay River **60° 30* -116° 13'**

Dr. A-E. **Cameron of** the Geological Survey traversed the **Hay River** in 1917 and named the falls after **Queen** Alexandra's el-dest **daughter,** Louise. (CPCGN records).

Lady Evelyn **Falls:** **Kakisa River** **60° 57' - 117° 20'**

After **Lady** Evelyn Mary **Fitzmaurice,** daughter of **Lord** Lansdowne and wife of the **Duke** of **Devonshire,** then Governor **General of Canada.** Named **by** Dr. **A.E. Cameron** in 1917. (CPCGN records).

Whittaker Falls: Trout River 61° 09' - **119°** 50'

The falls were named for **E.J. Whittaker,** who while working as a 'fossil collector and preparer" for the Geological Survey of Canada, was the **first** to describe the geography and geology of the area (1322). (CPCGN records).

Virginia Falls: South Nahanni River 61° 38′ - 125° 42′

Fenley Hunter of **Long** Island, N.Y. undertook an exploratory expedition to the **South Nahanni** in 1922, **and** was probably **the** first **white man to photograph** and measure the **falls.** Virginia, his **daughter,** was **honoured** by the **name,** which became officially adopted in 1930. (CPCGN records).

La Roncière Falls: Hornaday River 69° 07′ - 122° 55′

Father Emile Petitot (1875) named La Roncière River after the French admiral and eminent geographer, La Roncière-le Noury.

Swede Creek 85-C 60° 17'N 1 16°33'W approved July 7, 1960
N.T.D.B (National Toponymic Data Base) -no origin information

McNallie Creek 85-C 60°55'N 116° 19'W approved Jan. 20, 1964
N T D.B 'Proposed by J.E. Savage, District Engineer, Department of Public Works, Edmonton for Mr. A. McNallie, foreman fOr Western Construction and Lumber Co. which had the contract in 1956-57 to build the highway from Enterprise to the Mackenzie River. Mr. McNallie died Jan. 19, 1363. (see attached letter)

Kakisa 85-C 60°56'N 117°25'W approved Jan. 11, 1971
N.T.D.B 'Submitted December 18, 1970, by Commissioner of Northwest Territories. Slave Indian word. Its meaning is obscured in translation but indicates a lake between patches of willow.

Heart Lake 85-C 60°50'N 116°39'W approved June 7, 1960
N. T. .B. "Name taken from Geological Survey map . . . Reported by phone from Sid Mortimer, Legal Surveys, 7 July, 1967, that locally people refer to this lake as Hart Lake. (see attached letter)

Coral Falls 85-E 61°08'N 1 19G50W approved July 7, 1%9
N.T.D.B. "Named by Whittaker (1922) for the abundant corals that occur in the rock formation exposed at the falls and along the river in its vicinity. E.J. Whittaker first described the geography and geol ogy Of the area."

Whittaker Falls 85-E 61°09'N 119°50'W approved June 7, 1960
N T.D.B. "Named for the late E.J. Whittaker who first described the geology and geography of the area."

Bouvier River 85-E *61914'/4* 119°02'W approved Feb. 4, 1949
N.T.D.B. -no origin inf ormation

Wallace Creek 85-E 61°13'N 119°15'W approved Feb. 16, 1967
N.T.D.B. "Named after a DPW Engineer who died in Edmonton in 1966." (see attached letter)

Redknife River 85-E 61°13'N 119°22'W appoved Feb. 4, 1949
N.T.D.B. -no origin information

Sanguis Lake, Gargon Lake Ekesie Lake -not official names, no record of these names in the N.T.D.B

Ekali
↑ local family name

REFER TO FILE NUMBER
92-0-0

DEPARTMENT OF PUBLIC WORKS

Box 488,
Edmonton, Alberta.

October 9, 1963.

Mr. G.M. Munroe,
Secretary,
Canadian Board on Geographic Names,
Ottawa, Ontario.

Dear Sir:

Enclosed is a copy of 4 miles to the inch topographic map 85C - "Tathlina Lake." In the upper right corner, there is shown a creek running into Great Slave Lake. We would like to suggest it be named "McNallie Creek."

Mr. A. McNallie was the foreman for Western Construction and Lumber Co. which had the contract in 1956-57 to build the highway from Enterprise to the Mackenzie River. -

In the spring of 1957, Mr. McNallie, accompanied by our location engineer, Mr. G.H. Little, attempted to cross this creek in a canoe. The stream at this point appeared very placid, but was In fact, only a short distance upstream from a sheer drop of fifty feet.

The canoe was swept downstream and the two men managed to fling themselves to shore before it went over the falls. The skeleton of the canoe is still visible from the top of the escarpment.

The creek was immediately dubbed 'McNallie Creek' by the road crew and has since been known locally by this name. Someone has erected a crude sign near the highway crossing of the stream announcing the fact that it is McNallie Creek. Since the falls are very pretty and close to a long, monotonous stretch of road, it is a regular stopping place and has become well known by this name.

Mr. McNallie was foreman on several other highway projects in the area before he passed away January 19, 1963. He was born in the United States in 1904 but moved to Rocky Mountain House in 1906. He worked on road construction from 1924 until 1962.

We feel that this would not only be a tribute to *one* man, but to all the road builders in the area from 1956 to 1961 who were engaged in building the Great Slave Highway to Yellowknife.

Yours truly,

(signed) J.E. Savage,
District Engineer, Development.

FIRE PREVENTION WEEK - OCTOBER 6 - 12, 1963.

Department of Indian Affairs and Northern Development | Northern Administration Branch

Ministère des Affaires indiennes et du Nord canadien | Direction des régions Septentrionales

Mr. G.W. Rowley,
Secretary,
Advisory Committee
on Northern Development,
Department of Indian Affairs
and Northern Development,
Centennial Towers,
400 Laurier Avenue West,
Ottawa, Ontario

Fort Smith, September 12, 1967

our file/notre dossier 84-13-4 (85C)
your file/votre dossier
date

Dear Sir:

Heart (Hart) Lake, N.W.T.

I have heard both spellings used locally, each for an apparently logical reason. "Heart" Lake looks very similar to a heart when viewed from the air, even more 90 than it appears to on reps. The Mackenzie Forest Service prefer this spelling. However, the local fire tower lookout believe that the correct spelling is "Hart", a name derived from the fact that at one time white-tailed deer were occasionally seen in that locality.

According to our Gazetteer of Canada, there is already a "Hart Lake" near Yellowknife and a 'Heart Lake" near Norman Wells. I suggest that "Heart Lake" would be the spelling least likely to cause confusion

Yours truly,

K.W. Hawkins,
Administrator of the Mackenzie

1867 I 1967

OF FICE OF
REGIONAL DIRECTOR

CANADA

REFER TO FILE NUMBER
.....4.2.(?).1.....

DEPARTMENT OF PUBLIC WORKS

85-E

P.O. Box 488,
EDMONTON, Alberta,
September 22nd, 1966.

Chairman,
Canadian Permanent Committee on
Geographical Names,
Geographical Branch,
Department of Mines & Technical Surveys,
OTTAWA, Ontario.

Dear Sir:

During the past ten years, the Development Engineering Branch of this Department has been engaged in highway location, design and construction throughout the Northwest Territories. This highway work has been carried out in many areas of the North that were seldom travelled *on* land previous to the construction of highways. A number of lakes, streams and other topographical features are of course un-named.

A suggestion has come forward from the colleagues of a former employee of this Department, Mr. Joseph John Wallace, who died in Edmonton on April 5th, 1966, that a creek or other topographical feature be named for Mr. Wallace in recognition of his contribution to northern highway development. It has been suggested that the creek which is shown on the attached map, "Mills Lake 85E", bordered with heavy lines and which is now un-named, be called "WALLACE CREEK".

The location of the highway which is now under construction from Providence to Fort Simpson was one of the responsibilities of Mr. Wallace during his period as the Resident Engineer in the north.

I realize there maybe policies or other reasons why this request cannot be met, however your consideration out of respect to the work carried out by this former employee would be appreciated.

Rec'd 27/9/66 CFS

TOPONYMY DIVISION
Geographical Branch
Department of
Mines & Technical Surveys

.../2

K611

In the event that this matter is favourably considered, the following information is submitted concerning Mr. Wallace:

Mr. Wallace was born in Ottawa, Ontario, September 2nd, 1932. He completed his primary and secondary schooling in Ottawa and graduated with a B.Sc. in Civil Engineering from McGill University, Montreal, P.Q. in 1957.

He was first employed with the Department of Public Works, Development Engineering Branch, Edmonton Region, in June of 1958. In June, 1960 he was transferred to Hay River, N.W.T. as Resident Engineer and promoted to Area Engineer in April, 1961. He remained in Hay River until November of 1964 and was then transferred to the Regional Office in Edmonton. During his five years in the Northwest Territories, Mr. Wallace was involved in the location and construction of several hundred miles of road in the Great Slave Lake area. He was well known and well thought of throughout the region.

Thank you for your consideration.

Yours truly,

R.G. McFarlane.
Regional Director.

att'd.

APPENDIX D

Background Reports

The Project Planning and Implementation Process A Guideline For Clients (Department of Public Works and Highways) 1985

Community Based Tourism A Strategy for the Northwest Territories Tourism Industry (Department of Economic Development and Tourism 1983

Liard-Mackenzie Highway Corridor Tourism Development and Marketing Strategy(Marshall Macklin Monaghan Limited 1988)

Dehcho ts'Q Tili ts'Q Rivers to Roads A Guide to the Highways of the Northwest Territories (BRTA NFVA TravelArctic) 1988

Mackenzie Highway Corridor Tourism Study Economic Development and Tourism (I.D. Systems Ltd., Pannell Kerr Forster Campbell Sharp and Great Plains Research Consultants) 1984

Interpretation for the Northwest Territories Policies and Guidelines Department of Economic Development and Tourism (Sundog productions Ltd.) 1982

Highway #3 Corridor Study Fort Providence to Yellowknife Tourism & Parks Division (EDA Collaborative Inc.) 1987

W.M. Baker, Park and Recreation Planner, Toronto

Liard-Mackenzie Corridor and Backcountry Master Plan Big River Travel Association (Marshall Macklin Monaghan Western Limited) 1986

Review of the Mackenzie Highway Territorial Park System (D.J. Chambers, Alberta Recreation and Parks) 1982

M.M.M. Study 60th Parallel

APPENDIX E

Notes on Water Quality

Robert Kielly, Environmental Health Officer for the GNWT, aid various water samples in the study area. His notes are attached. Note that even if a water body is noted as being acceptable for drinking, the GNWT should inform visitors that they should treat all surface water. Samples are generalizations only; in an individual case, the source could have been polluted just upstream of where an individual is taking their water.

Northwest Territories Economic Development and Tourism

April 10, 1989

Terry Ward
Regional Tourism Officer, Ft. Smith

Enclosed is a copy of the Highway #1 Corridor Development Plan and the executive summary. Following your review I intend to lean-up any editorial comment and improve the document's layout. I will be sending along the project managment charts shortly. I am still awaiting your response to the Project Definition sample sheets I sent you. Once I have received these I will arrange a presentation to the Minister. Please forward the completed PRoject Definition sheets as without them the project will be delayed.

Thanks,

Robin Reilly

APR 13 1989
12043

HIGHWAY #1 CORRIDOR STUDY

Executive summary

Prepared by: Avens Associates Ltd.

For: Department of Economic Development and Tourism

Date: March, 1989

Abstract

This study deals with increasing tourism along Highway #1 (from the Alberta border to the junction to Highway #7). Locations to be upgraded and an outline of interpretive messages to be introduced to tourists are outlined in the executive summary and detailed in the technical document.

The portion of highway in this study should not be considered in isolation from the other highways: this programme is only the first step in generating a unified system of interpretation and development. The initial thrust of the system should be to develop the Highway #1 - Highway #7 loop, anchored at either end with visitor orientation centres.

For this portion of the system, main orientation and welcoming to the Territories and the highway system will be done at the 60th Parallel Border station (which requires some upgrading). Secondary orientation and service information is suggested at private restaurants located near the highway junctions.

Three main core development areas are identified: the Alexandra\Louise\Escarpment corridor; the Lady Evenly\Kakisa area and Whittaker Falls. Main service, interpretation and recreation facilities will be concentrated in these core zones.

To increase the attractiveness, comfort, and accessibility of interlying areas, minor upgrading of day use sites/highways pull-offs is recommended. An improved signage programme and interpretive programmes are suggested for both the highway and specific sites.

The main development is recommended over a four year time frame. The preliminary capital estimate is $4,623,000. An increase in O&M will be required including at least 3 additional person years or contract staff.

An increase in non-resident tourist dollars is expected through opening new market segments (eg. families), expanding existing markets (eg. retired people) and increasing length of stay in the area. In addition, an increase to resident tourism is expect, as the corridor would provide a more attractive and safer travel product. A full economic benefit study would be required to determine the increase in tourism dollars that could be expected.

EXECUTIVE SUMMARY

The portion of the Mackenzie Highway included in the study extends from the Alberta Border north to the community of Enterprise, and west to the junction in the Liard Highway(#7). This is a busy stretch of road by NWT standards; the visitor centre at the 60th Parallel welcomed over 12,000 travelers in 1987. The area could, however, host many more visitors. With the view to increasing tourism in the area, the Department of Economic Development and Tourism commissioned this study to:

- to ascertain locations that might be upgraded to become more attractive and accessible to tourists, and

- to develop an outline of the interpretive messages that could be introduced and how they might be treated.

The study began in the summerof 1988. Over the next seven months, the consultants travelled in the study area, studying the highway and pertinent tourism sites, and conducting interviews with the public and government officials.

This stretch of highway contains many opportunities for increased tourism. The romantic image of thenorth canbe dramatized. There could be many more opportunities to meet with northerners to gain a personalized vacation experience that cannot be achieved down south. The minimal number of routes available to travelers means the opportunity exists to 'choreograph" visitor experiences along the entire system.

These opportunities are not met without overcoming some constraints. Long distances between communities and attractions, biting insects and poor signage hamper the enjoyment of traveling the highway. The consultants, in conjunction with Government officials and community interest groups, studied these opportunities and constraints to develop a set of recommendations for development along the route. The seven major recommendations follow:

RECOMMENDATIONS

1. Develop the Subarctic Highways as a System

The subarctic highways can be seen as a series of three branches (see Diagram 1) . The first branch takes travelers to Fort Smith; the second goes up to Yellowknife; and the third branch goes to the British Columbia border. All three branches are linked to the first leg of Highway #1 from the Alberta border to Enterprise. An interpretive plan for the area should take all three branches of the road network into account. The emphasis should be on developing a coherent set of themes and a single aesthetic approach for the entire area. In this way information available at any

point along the system will carry complementary messages, couched in a coherent voice.

2. Develop Core Zones

Rather than trying to develop with equal weight all the sites along the Highway, some areas deserve greater emphasis. Core zones, containing recreation, interpretation and services, would be developed around the most dramatic natural feature. Each of the core zones would be staffed and tourists would be encouraged to stay at least a day at the core zones (see Diagram 2).

Three core zones are recommended:

the area incorporating Alexandra Falls, Louise Falls, Escarpment Creek, to the community of Enterprise;
the area surrounding Lady Evelyn Falls, and Kakisa River Bridge - and around Whittaker Falls Park.

These core zones would be within named tourist "sub regions" eg., Waterfalls Tourist Zone; Kakisa Tourist Zone; and Sambaa Tu Tourist Zone. The core zones will act as destination points where tourists will be able to break up the lengthy journeys between communities. Highway signage would reflect the importance of the core zones, helping to the create tourist "sub region" around these main ideas. For instance, instead of signage giving only mileage to the next communities, the core zones would be listed.

Two other levels of servicing are suggested: secondary orientation facilities and tertiary sites. Secondary sites would concentrate on orientation and service information at privately owned sites (see below) . The tertiary sites would be similar to the core zones by containing some elements of services, interpretation, recreation and orientation. However, the level of all these would be greatly reduced from core zones. For the most part, services would be minimal (e.g., outhouses, litter containers) , and interpretation/orientation would be through site signage and off-site information rather than personalized staff programmed.

3. Orientation and Service Information

In addition to interpretive messages visitors traveling along Highway #1 need two very specific kinds of assistance: orientation information to explain where they are; and service information explaining the condition of roads, ice bridge weather, availability of private services, etc. Some of this information can be in written and audio form. Two sets of facilities can most efficiently deliver this information to the public in a consistent manner (see Diagram 3).

a. Secondary Orientation Facilities

Along the Highway #1 corridor there are three places where the highways branch: at Enterprise, near the junction of Highway #1 and #3, and at Checkpoint. A restaurant is located near each of these points. These restaurants are ideal for giving travelers information about each of the adjacent highways. Moreover, because these restaurants are staffed year round they can be used to give out information about highway and weather conditions.

b. Rest Stops and Day Use Areas (Tertiary Sites)

At the present time, there are eight Highway rest areas (serviced primarily by GNWT Highways) and several minor park facilities along the highway where travelers can stop for basic services. Though daily changing information (e.g., weather conditions) is not possible, these areas provide an excellent opportunity for ongoing "reinforcement" of orientation information - how far the traveller has come, what they will see ahead, and so on.
Although these facilities are developed primarily t. meet a specific need for services, they can also play a role in making the tourist's visit to the North more enjoyable. A recreation/ interpretation component can be added at each of the rest areas, encouraging the visitors to take a brief, interpreted walk around the immediate area.

4. Consistent Highway Signage Programme

Many signage systems currently in use in the North employ a wood structure and muted colours so that signs that are "visually harmonious with the environment
This signage approach was developed for southern provincial and national parks where an unobtrusive signage programme stood apart from the commercial signage along the highway. Such a subdued signage programme may not be the best alternative to employ in the Northwest Territories. It tends to blend into the landscape and can be obscured by the twilight of winter and the dust of the roads.

We would recommend a signage programme that has more punch, so that it stands out from the surrounding landscape and serves as a visual break from the monotony of the road. Such a programme would have the following features:

Visual Strength. It would employ strong colours, rather than blues and greys, *so* that the signs can be seen from a distance, particular in winter.

Visual Coherence. All of the signs, from small to large, for both interpretive and orientation functions, should be a part of the same modular system.

Combination of Materials. The system might combine a natural element, like wood, with more industrial elements like enamel signs and steel tubing, to give a contrast in texture and colour. Signage would then stand out from the surroundings.

In effect these signs, and the recreation and interpretive opportunities that surround them, will become an important visual break offered to tourists along Highway #1.

5. **Exhibit Strategy**

There are serious constraints hampering the exhibit strategy for this area, e.g., the lack of electricity and a long winter season in which the exhibits must be removed or stand unattended. However, technical and stylistic devices at the leading edge of the design discipline can readapted to the North. It is recommended that the exhibit style for Highway #l create an image of the North as modern and dynamic.

As with the signage, exhibits should employ contemporary materials, textures and colours. The graphic style should aim for a high standard of effectiveness: clarity of line and strength of image. Indoor and outdoor signage should have the same graphic styles for best visual coherence.

Exhibits should also exploit up to date technology when possible. Some example might be:

- short, snappy video programmed could replace the longer documentary style;
- computer games that use humour and illusion;
- hands on exhibits that allow the visitor to become a participant as well as an observer.

This will be balanced by using existing structures whenever possible. For example, rather than creating completely new structures for interpretation and orientation exhibits, exhibits will be placed in and around existing emergency shelters, park shelters, etc. whenever possible.

6. People and Programmed

The barriers to northern tourism, are considerable: long distances, unpaved roads, and a dearth of services. Exhibitions and visitor centres cannot overcome these barriers alone. Visitors will not travel these distances to see an exhibit, no matter how powerful. They travel to have adventures, to meet"realnortherners."

In order to become a destination point for visitors to the North, the new tourism facilities must offer exciting programmed that will give visitors the adventures they crave. Some of the programmed

should appeal particularly to Northwest Territories residents who may have decided on a northern holiday or local residents making a one day excursion to a park.

It is our recommendation that the exhibits for the new visitor facilities develop in conjunction with staffing and programming possibilities, so that they offer tourists to the North a comprehensive vacation package. Such an approach could take the following form.

a) Programme Variety. A new interpretation centre in the Louise Falls area could offer short programmed for road tourists as well as longer programmed for people who come to the park specifically to spend several intensive days in the area. These programmed could tap a variety of audiences by offering special activities related to recreation, science and culture.

b) Demonstrations. The exhibit base for the visitor centre could be supported by demonstrations of northern skills: hunting, trapping, needlework and so on. These workshops could be run by local residents on a contract basis.

c) Fireside Chats. Facilities in the core zones could be provided with screened 'pavilions" that could be used for evening interpretive talks by staff.

d) Interpretive Walks. Short interpretive walks can be integrated into each of the parks along the highway system. These parks could include experiences that are a little less protected than those in similar parks in the South. For example, the walk at Whittaker Falls might include a suspended cable bridge that lets visitors walk above the chasm.

These interpretive possibilities, developed in conjunction with local people with particular skills, would give tourists their dreamed of Northern adventure.

7. Enterprise as a Service Centre

Enterprise is the first community to greet many travelers arriving into the NWT, as well as the last community to visit when leaving the Territories. As such, it is an important service centre, a role which should be strengthened and enhanced. For instance:

a focal display should be considered, centred on a transportation theme. The former Tundra Steak House could be developed as a small centre, and the lot beside it used as both a play area and display area for various vehicles.

if the private sector chooses to build a new facility, a restaurant looking out over the gorge (e.g., second floor of a building) should be encouraged

- the building could include a rental/concession for the park (e.g. , bicycles, canoes)

a visual upgrading programme should be implemented for the community. For example, the "island" outside the gas station could be landscaped (a common feature of many gas stations).

SITE DEVELOPMENT

Following from these recommendations, the consultants have made suggestion on development of individual sites. The sites recommended for development are:

1. Main Orientation Facility

60th Parallel Border Crossing (Visitor Centre and Campground)

2. Core Zones

Waterfalls Tourist Zone (Alexandra, Louise, Escarpment to Enterprise Corridor)
Kakisa Tourist Zone (McNallie Creek, Hart Tower, Lady Evelyn Falls, Kakisa River)
Sambaa Tu Tourist Zone (Whittaker Falls)

3. Secondary Orientation Facilities

Restaurants:
- -Enterprise
- -Pineview
- -Checkpoint

4. Tertiary Sites

Swede Creek
McNallie Creek
Hart Tower
Pull off km 157.6
Pull off km 187
Pull-off km 222.6
Pull-off km 278.9
Wallace Creek
Pull-off km 331.6
Ekali Lake
Pull-off km 379

5. **Enterprise**

Transport Display

Varying degrees of development are suggested for these sites. Plans for each are in Section 6 of the report. In **addition, there are several sites listed in that section which may warrant** some off-site interpretation (e.g. , through brochures, audio, car games etc.) .

SCHEDULE

There was a strong concern in the communities that this **programme** should be commenced as soon as possible, preferably **in** March, 1989. There was considerable interest was evident **in** the communities for the development recommendations, and a strong feeling that the **corridor** should be developed as one **unit,** not piece meal over several years. Most of the capital development recommended should be completed **within** three years.

If the **capital** development does take place, there **will** need to be a considerable **increase in** the operations and maintenance budget for **this** area. In particular, seasonal staff at the core areas **in** required.

The various roles and **responsibilities** of the Department of Economic Development and Tourism are **listed in** Section 7 of the report. The **main items** required include:

Year 1

April 1989 - March 1990

a. 60th Parallel
- Research and Planning
- Design Begins

b. Alexandra/Louise to Enterprise Corridor
- Research and Planning

c. Whittaker Falls/Lady Evelyn Falls
- Research and Planning
- Design

d. Secondary Sites
- Research and Planning

e. Tertiary Sites
- Research and Planning

f. Transport Display
- Research and Planning

Year 2

April 1990 - March 1991

a. 60th Parallel
- Design
- Implementation (Building and Exhibit)

b. Alexandra/Louise to Enterprise Corridor
- Design

c. Whittaker Falls/Lady Evelyn
- Implementation begins

d. Secondary Sites
- Design
- Implementation

e. Tertiary Sites
- Design

f. Transport Display
- Research and Planning Ends

Year 3

April 1991 - March 1992

NOTE: A considerable number of events are planned over the summer of 1992. It is the celebration of the Alaska Highway Opening. Hay River will be having 100th anniversary celebrations. There will likely be considerable spin-off from this event; therefore, most of the work on the corridor should be completed by June, 1992.

a. 60th Parallel
- Implementation Ends (Site Construction)

b. Alexandra/Louise
- Implementation Begins

c. Whittaker/Lady Evelyn
- Implementation Ends

d. Tertiary Site
- Implementation

e. Transport Display
- Design

Year 4

April 1992 - March 1993

a. Alexandra/Louise
   - Implementation (Stage II)
   - Design (Interpretive Centre)

b. Transport Display
   - Implementation

Future Years

a. Alexandra/Louise
   - Implementation (Interpretive centre)

b. All Projects
   - Evaluation

This is a tight though realistic schedule. The private sector/community groups would definitely like to see this schedule compressed. However, a number of factors, e.g., lands claims negotiations, funding approval, could delay some of these projects. As the initial indications by the Fort Simpson Band and Regional Council members were positive regarding approval of lands, it is important that this be followed up as quickly as possible to enable the project to go ahead. A critical path chart has been provided as an appendix to the technical report, which will aid in keeping to, or accelerating, this implementation schedule.

Funding

Capital funds have been identified by project and by year in the technical report. A summary of the yearly capital expenses follows:

Year 1 (April 1989 - March 1990)

$ 323,000

Year 2 (April 1990 - March 1991)

$ 1,254,000

Year 3 (April 1991 - March 1992)

$ 1,459,000

Year 4 (April 1992 - March 1993)

$ 662,000

Future Years

$ 925,000

Total Capital Costs

$ 4,623,000

The development of this corridor will also take considerable operations and maintenance funds and staff time. Regular and comprehensive co-ordination with other government departments will be necessary. A commitment of considerable staff time, at the regional and headquarters levels, of both the Departments of Economic Development and Tourism and Public Works and Highways must be given. The development of the corridor will require a large increase in the operations and maintenance budgets for the Fort Smith and Deh Cho regions. If the commitment is not made for an adequate O&M budget, the development plans must be downscaled, which would reduce the ability to increase tourism.

Outline
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Project: ALEX_LOU.PJ
Revision: 47

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
ALEX_LOU.PJ				1247	30 03 89<	07 01 94			15856	40
DEFINITION		001		22	30 03 89	2804 89			176	0
Hwy Pln Endorsed		002		12	30 03 89	14 04 89			96	0
	DM	002	50	12	30 03 89	14 04 89	dayx	1	96	0
Proj. Definition		003		2w	17 04 89	28 04 89			80	0
	ED&T Reg	003	50	2w	17 04 89	28 04 89	dayx	1	80	0
DM APPROVAL		004		0	28 04 89	28 04 89			0	0
RSRCH & PLANNING		005		210	01 05 89	16 02 90			4800	0
Resource File		025		8w	01 05 89	23 06 89			320	0
	ED&T HQ	025	50	8w	01 05 89	23 06 89	dayx	1	320	0
Native Consult		021		8w	01 05 89	23 06 89			320	0
	Dene/Metis	021	50	8w	01 05 89	23 06 89	dayx	1	320	0
Commun. Consult		024		8w	01 05 89	23 06 89			320	0
	Community	024	50	8w	01 05 89	23 06 89	dayx	1	320	0
DPWH Consult		022		8w	01 05 89	23 06 89			320	0
	DPWH	022	50	8w	01 05 89	23 06 89	dayx	1	320	0
LAND DECISION		023		0	23 06 89	23 06 89			0	0
Management Plan		006		85	26 06 89	20 10 89			920	0
Terms Reference		026		2w	26 06 89	07 07 89			80	0
	ED&T HQ	026	50	2w	26 06 89	07 07 89	dayx	1	80	0
Request Proposal		027		4w	10 07 89	04 08 89			160	0
	ED&T HQ	027	50	4w	10 07 89	04 08 89	dayx	1	160	0
Award		028		2w	07 08 89	18 08 89			80	0
	ED&T HQ	028	50	2w	07 08 89	18 08 89	dayx	1	80	0
Draft Plan		029		8w	28 08 89	20 10 89			320	0
	Consultant	029	50	8w	28 08 89	20 10 89	dayx	1	320	0
O&M Reg Overview		030		4w	10 07 89	04 08 89			160	0
	ED&T Reg	030	50	4w	10 07 89	04 08 89	dayx	1	160	0
O&M HQ Overview		031		3w	07 08 89	25 08 89			120	0
	ED&T HQ	031	50	3w	07 08 89	25 08 89	dayx	1	120	0
Interp. Concept		007		80	26 06 89	13 10 89			880	0
Terms Reference		032		2w	26 06 89	07 07 89			80	0
	ED&T HQ	032	50	2w	26 06 89	07 07 89	dayx	1	80	0
Request Proposal		033		4w	10 07 89	04 08 89			160	0
	ED&T HQ	033	50	4w	10 07 89	04 08 89	dayx	1	160	0
Award		034		2w	07 08 89	18 08 89			80	0
	ED&T HQ	034	50	2w	07 08 89	18 08 89	dayx	1	80	0
Research		035		4w	21 08 89	15 09 89			160	0
	Consultant	035	50	4w	21 08 89	15 09 89	dayx	1	160	0
Draft Concept		036		4w	18 09 89	13 10 89			160	0
	Consultant	036	50	4w	18 09 89	13 10 89	dayx	1	160	0
Resource File		118		6w	26 06 89	04 08 89			240	0
	ED&T HQ	118	50	6w	26 06 89	04 08 89	dayx	1	240	0
Surveys		008		80	26 06 89	13 10 89			640	0
Terms Reference		037		2w	26 06 89	07 07 89			80	0
	ED&T HQ	037	50	2w	26 06 89	07 07 89	dayx	1	80	0
Request Proposal		038		4w	10 07 89	04 08 89			160	0
	ED&T HQ	038	50	4w	10 07 89	04 08 89	dayx	1	160	0
Award		039		2w	07 08 89	18 08 89			80	0
	ED&T HQ	039	50	2w	07 08 89	18 08 89	dayx	1	80	0
Survey		040		8w	21 08 89	13 10 89			320	0
	Contractor	040	50	8w	21 08 89	13 10 89	dayx	1	320	0
Synthesis		041		2w	23 10 89	03 11 89			80	0
	ED&T HQ	041	50	2w	23 10 89	03 11 89	dayx	1	80	0

Head i rig/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
ADM Review		042		1w	06 11 89	10 11 89			40	0
	ADM	042	50	1w	06 11 89	10 11 89	dayx	1	40	0
Public Review		043		2w	13 11 89	24 11 89			80	0
	Community	043	50	2w	13 11 89	24 11 89	dayx	1	80	0
Complete Surveys		044		10w	27 11 89	02 02 90			400	0
	Contractor	044	50	10w	27 11 89	02 02 90	dayx	1	400	0
Review/Revisions		045		2w	27 11 89	08 12 89			80	0
	ED&T HQ	045	50	2w	27 11 89	08 12 89	dayx	1	80	0
Comp. Mgmt Plan		046		8w	11 12 89	02 02 90			320	0
	Consultant	046	50	8w	11 12 89	02 02 90	dayx	1	320	0
DM Review		047		1w	05 02 90	09 02 90			40	0
	DM	047	50	1w	05 02 90	09 02 90	dayx	1	40	0
Minister Review		048		1w	12 02 90	16 02 90			40	0
	Minister	048	50	1w	12 02 90	16 02 90	dayx	1	40	0
MINISTER APPROVE		009		0	16 02 90	16 02 90			0	0
DESIGN STAGE 1		010		215	05 03 90<	28 12 90			3080	0
Site Design		011		105	05 03 90	27 07 90			840	0
Project Brief		012		2W	05 03 90	16 03 90			80	0
	ED&T HQ	012	50	2W	05 03 90	16 03 90	dayx	1	80	0
Terms Reference		013		3W	19 03 90	06 04 90			120	0
	DPWH	013	50	3W	19 03 90	06 04 90	dayx	1	120	0
Request Proposal		014		4W	09 04 90	04 05 90			160	0
	DPWH	014	50	4W	09 04 90	04 05 90	dayx	1	160	0
Award		015		4W	07 05 90	01 06 90			160	0
	DPWH	015	50	4W	07 05 90	01 06 90	dayx	1	160	0
Prelim Design		016		8w	04 06 90	27 07 90			320	0
	Consultant	016	50	8w	04 06 90	27 07 90	dayx	1	320	0
Interp. Design		049		100	05 03 90	20 07 90			1040	0
Terms Reference		050		3W	05 03 90	23 03 90			120	0
	ED&T HQ	050	50	3W	05 03 90	23 03 90	dayx	1	120	0
Award		051		2w	23 04 90	04 05 90			80	0
	ED&T HQ	051	50	2w	23 04 90	04 05 90	dayx	1	80	0
Request Proposal		052		4w	26 03 90	20 04 90			160	0
	ED&T HQ	052	50	4w	26 03 90	20 04 90	dayx	1	160	0
Research		053		4w	28 05 90	22 06 90			160	0
	Consultant	053	50	4w	28 05 90	22 06 90	dayx	1	160	0
Interp Design		054		4w	25 06 90	20 07 90			160	0
	Consultant	054	50	4w	25 06 90	20 07 90	dayx	1	160	0
Resource File		055		9w	26 03 90	25 05 90			360	0
	ED&T HQ	055	50	9w	26 03 90	25 05 90	dayx	1	360	0
Sythesis		056		2W	30 07 90	10 08 90			80	0
	ED&T HQ	056	50	2W	30 07 90	10 08 90	dayx	1	80	0
ADM Review		057		1w	13 08 90	17 08 90			40	0
	ADM	057	50	1w	13 08 90	17 08 90	dayx	1	40	0
Review/Revisions		058		2w	20 08 90	31 08 90			80	0
	ED&T HQ	058	50	2w	20 08 90	31 08 90	dayx	1	80	0
Final SiteDesign		060		6w	03 09 90	12 10 90			240	0
	Consultant	060	50	6w	03 09 90	12 10 90	dayx	1	240	0
Interp. Mockups		059		6w	03 09 90	12 10 90			240	0
	Consultant	059	50	6w	03 09 90	12 10 90	dayx	1	240	0
ADM Review		061		1w	12 11 90<	16 11 90			40	0
	ADM	061	50	1w	12 11 90	16 11 90	dayx	1	40	0
Interp Con. Dwgs		062		6w	19 11 90	28 12 90			240	0
	Consultant	062	50	6w	19 11 90	28 12 90	dayx	1	240	0

Head i rig/Task	Res our ce	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
	ED&T HQ	079	50	3W	02 12 91	20 12 91	dayx	1	120	0
Request Proposal		080		4w	23 12 91	17 01 92			160	0
	ED&T HQ	080	50	4w	23 12 91	17 01 92	dayx	1	160	0
Award		081		2w	20 01 92	31 01 92			80	0
	ED&T HQ	081	50	2w	20 01 92	31 01 92	dayx	1	80	0
Sign Production		082		4w	03 02 92	28 02 92			160	0
	Contractor	082	50	4w	03 02 92	28 02 92	dayx	1	160	0
Ship		083		2w	02 03 92	13 03 92			80	0
	Contractor	083	50	2w	02 03 92	13 03 92	dayx	1	80	0
Construction		085		12w	06 04 92<	26 06 92			480	0
	Contractor	085	50	12w	06 04 92	26 06 92	dayx	1	480	0
Sign/Exhib Inst.		086		2w	29 06 92	10 07 92			80	0
	Contractor	086	50	2w	29 06 92	10 07 92	dayx	1	80	0
OPENING CEREMONY		087		0	10 07 92	10 07 92			0	0
Staff Training		088		3w	09 03 92	27 03 92			120	0
	ED&T Reg	088	50	3w	09 03 92	27 03 92	dayx	1	120	0
IMPLEM. STAGE 3		097		275	14 12 92<	31 12 93			2040	40
Building Constr.		098		85	14 12 92	09 04 93			1000	40
Tender Call		099		1w	01 02 93<	05 02 93			40	40
	DPWH	099	50	1w	01 02 93	05 02 93	dayx	1	40	40
Advertise		100		3w	08 02 93	26 02 93			120	0
	DPWH	100	50	3w	08 02 93	26 02 93	dayx	1	120	0
Award		101		4W	01 03 93	26 03 93			160	0
	DPWH	101	50	4W	01 03 93	26 03 93	dayx	1	160	0
Construction		102		5	05 04 93	09 04 93			40	0
	Contractor	102	50	5	05 04 93	09 04 93	dayx	1	40	0
Exhib. Manu. I		103		80	14 12 92<	02 04 93			640	0
Tender Call		104		1w	14 12 92	18 12 92			40	0
	DPWH	104	50	1w	14 12 92	18 12 92	dayx	1	40	0
Advertise		105		3w	21 12 92	08 01 93			120	0
	DPWH	105	50	3W	21 12 '32	08 01 93	dayx	1	120	0
Award		106		4W	11 01 93	05 02 93			160	0
	DPWH	106	50	4W	11 01 93	05 02 93	dayx	1	160	0
Exhibit Manufac.		107		8w	08 02 93	02 04 93			320	0
	Contractor	107	50	8W	08 02 93	02 04 93	dayx	1	320	0
OPENING CEREMONY		108		0	05 07 93<	05 07 93			0	0
Exhib. Manu. II		109		120	05 07 93	17 12 93			960	0
Tender Call		110		1w	05 07 93	09 07 93			40	0
	DPWH	110	50	1w	05 07 93	09 07 93	dayx	1	40	0
Advertise		113		3W	12 07 93	30 07 93			120	0
	DPWH	113	50	3W	12 07 93	30 07 93	dayx	1	120	0
Award		111		4w	02 08 93	27 08 93			160	0
	DPWH	111	50	4w	02 08 93	27 08 93	dayx	1	160	0
Exhibit Manufac.		112		8w	30 08 93	22 10 93			320	0
	Contractor	112	50	8w	30 08 93	22 10 93	dayx	1	320	0
Exhibit Install		114		8w	25 10 93	17 12 93			320	0
	Contractor	114	50	8w	25 10 93	17 12 93	dayx	1	320	0
Turnover ED&T		115		2W	20 12 93	31 12 93			80	0
	DPWH	115	50	2W	20 12 93	31 12 93	dayx	1	80	0
EVALUATION		116		5	03 01 94	07 01 94			120	0
	ED&T HQ	116	50	5	03 01 94	07 01 94	dayx	1	40	0
	ED&T Reg	116	50	5	03 01 94	07 01 94	dayx	1	40	0
	DPWH	116	50	5	03 01 94	07 01 94	dayx	1	40	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
Site Con. Dwgs		063		6w	19 11 90	28 12 90			240	0
	Consultant	063	50	6w	19 11 90	28 12 90	dayx	1	240	0
DESIGN STAGE 2		064		230	13 01 92<	27 11 92			3400	0
Interp. Center		065		95	13 01 92	22 05 92			760	0
Project Brief		067		3w	13 01 92	31 01 92			120	0
	ED&T HQ	067	50	3w	13 01 92	31 01 92	dayx	1	120	0
Terms Reference		068		2w	03 02 92	14 02 92			80	0
	DPWH	068	50	2w	03 02 92	14 02 92	dayx	1	80	0
Request Proposal		069		4W	17 02 92	13 03 92			160	0
	DPWH	069	50	4w	17 02 92	13 03 92	dayx	1	160	0
Award		070		4w	16 03 92	10 04 92			160	0
	DPWH	070	50	4w	16 03 92	10 04 92	dayx	1	160	0
Bldg. Design		071		6w	13 04 92	22 05 92			240	0
	Consultant	071	50	6w	13 04 92	22 05 92	dayx	1	240	0
Interp. Exhibits		066		85	13 01 92	08 05 92			680	0
Terms Reference		072		3w	13 01 92	31 01 92			120	0
	ED&T HQ	072	50	3w	13 01 92	31 01 92	dayx	1	120	0
Request Proposal		073		4w	03 02 92	28 02 92			160	0
	ED&T HQ	073	50	4w	03 02 92	28 02 92	dayx	1	160	0
Award		074		4w	02 03 92	27 03 92			160	0
	ED&T HQ	074	50	4w	02 03 92	27 03 92	dayx	1	160	0
Exhibit Design		075		6w	30 03 92	08 05 92			240	0
	Consultant	075	50	6w	30 03 92	08 05 92	dayx	1	240	0
Synthesis		076		2w	25 05 92	05 06 92			80	0
	ED&T HQ	076	50	2w	25 05 92	05 06 92	dayx	1	80	0
Public Review		089		2w	08 06 92	19 06 92			80	0
	Community	089	50	2w	08 06 92	19 06 92	dayx	1	80	0
Bldg. Revisions		090		4w	22 06 92	17 07 92			160	0
	Consultant	090	50	4w	22 06 92	17 07 92	dayx	1	160	0
Exhibit Revision		091		4w	22 06 92	17 07 92			160	0
	Consultant	091	50	4w	22 06 92	17 07 92	dayx	1	160	0
ED&T Approval		092		1w	20 07 92	24 07 92			40	0
	ED&T HQ	092	50	1w	20 07 92	24 07 92	dayx	1	40	0
Construction Dwg		093		18w	27 07 92	27 11 92			720	0
	Consultant	093	50	18w	27 07 92	27 11 92	dayx	1	720	0
Exhibit Mockups		094		4w	27 07 92	21 08 92			160	0
	Consultant	094	50	4w	27 07 92	21 08 92	dayx	1	160	0
ED&T Review		095		2w	24 08 92	04 09 92			80	0
	ED&T	095	50	2w	24 08 92	04 09 92	dayx	1	80	0
Construction Dwg		096		12w	07 09 92	27 11 92			480	0
	Consultant	096	50	12w	07 09 92	27 11 92	dayx	1	480	0
IMPLEM. STAGE 1		017		120	14 01 91<	28 06 91			960	0
Tender Call		020		4W	14 01 91	08 02 91			160	0
	DPWH	020	50	4W	14 01 91	08 02 91	dayx	1	160	0
Advertise		117		4W	11 02 91	08 03 91			160	0
	DPWH	117	50	4W	11 02 91	08 03 91	dayx	1	160	0
Award		018		4W	11 03 91	05 04 91			160	0
	DPWH	018	50	4W	11 03 91	05 04 91	dayx	1	160	0
Construction		019		12w	08 04 91	28 06 91			480	0
	Contractor	019	50	12w	08 04 91	28 06 91	dayx	1	480	0
IMPLEM. STAGE 2		077		160	02 12 91<	10 07 92			1280	0
Construction		084		160	02 12 91	10 07 92			1280	0
Sign Manufacture		078		75	02 12 91	13 03 92			600	0
Terms Reference		079		3W	02 12 91	20 12 91			120	0

Outline
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Project : ORIENTAT.PJ
Revision: 6

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
ORIENTAT.PJ				485	30 03 89	07 12 90			4656	0
DEFINITION		001		27	30 03 89	05 05 89			216	0
Hwy Pln Endorsed		002		12	30 03 89	14 04 89			96	0
	DM	002	50	12	30 03.89	14 04 89	dayx	1	96	0
Proj. Definition		003		3w	17 04 89	05 05 89			120	0
	ED&T Reg	003	50	3w	17 04 89	05 05 89	dayx	1	120	0
DM APPROVAL		004		0	05 05 89	05 05 89			0	0
PLANNING & RSRCH ,		006		200	08 05 89	09 02 90			2000	0
Consult *Owners*		007		40w	08 05 89	09 02 90			1600	0
	ED&T Reg	007	50	40w	08 05 89	09 02 90	dayx	1	1600	0
Resource File		065		6w	08 05 89	16 06 89			240	0
	ED&T HQ	065	50	6w	08 05 89	16 06 89	dayx	1	240	0
Signage Manual		066		2W	01 01 90<	12 01 90			80	0
	Consultant	066	50	2W	01 01 90	12 01 90	dayx	1	80	0
Stan/Crit Manual		069		2W	01 01 90<	12 01 90			60	0
	Consultant	069	50	2W	01 01 90	12 01 90	dayx	1	80	0
DESIGN		008		90	12 02 90	15 06 90			1040	0
Detail. Res File		067		6w	12 02 90	23 03 90			240	0
	ED&T HQ	067	50	6w	12 02 90	23 03 90	dayx	1	240	0
Project Brief		009		3W	12 02 90	02 03 90			120	0
	ED&T Reg	009	50	3W	12 02 90	02 03 90	dayx	1	120	0
Terms Reference		010		1w	05 03 90	09 03 90			40	0
	ED&T HQ	010	50	1w	05 03 90	09 03 90	dayx	1	40	0
Request Proposal		011		4W	12 03 90	06 04 90			160	0
	ED&T HQ	011	50	4W	12 03 90	06 04 90	dayx	1	160	0
Award		012		2W	09 04 90	20 04 90			160	0
	ED&T HQ	012	50	2W	09 04 90	20 04 90	dayx	1	80	0
	ED&T Reg	012	50	2W	09 04 90	20 04 90	dayx	1	80	0
Do Design		013		6w	23 04 90	01 06 90			240	0
	Consultant	013	50	6w	23 04 90	01 06 90	dayx	1	240	0
Do Mockup		014		2w	04 06 90	15 06 90			80	0
	Consultant	014	50	2w	04 06 90	15 06 90	dayx	1	80	0
IMPLEMENTAT'1ON		015		105	18 06 90	09 11 90			920	0
Terms Reference		016		1w	18 06 90	22 06 90			40	0
	ED&T HQ	016	50	1w	18 06 90	22 06 90	dayx	1	40	0
Request Proposal		018		4w	25 06 90	20 07 90			160	0
	ED&T HQ	018	50	4W	25 06 90	20 07 90	dayx	1	160	0
Award		017		2w	23 07 90	03 08 90			160	0
	ED&T HQ	017	50	2W	23 07 90	03 08 90	dayx	1	80	0
	ED&T Reg	017	50	2w	23 07 90	03 08 90	dayx	1	80	0
Manufacture		019		8w	06 08 90	28 09 90			320	0
	Contractor	019	50	8w	06 08 90	28 09 90	dayx	1	320	0
Ship		020		2W	01 10 90	12 10 90			80	0
	Contractor	020	50	2w	01 10 90	12 10 90	dayx	1	80	0
Install		021		20	15 1090	09 11 90			160	0
Terms Reference		022		1w	15 10 90	19 10 90			40	0
	DPWH	022	50	1w	15 10 90	19 10 90	dayx	1	40	0
Request F'reposal		023		5	22 10 90	26 10 '90			40	0
	DPWH	023	50	5	22 10 90	26 10 90	dayx	1	40	0
Award		024		5	29 10 90	02 11 90			40	0
	DPWH	024	50	5	29 10 90	02 11 90	dayx	1	40	0
Install		025		5	05 11 90	09 11 90			40	0
	Contractor	025	50	5	05 11 90	09 11 90	da-fx	1	40	0
Evaluation		068		4W	12 11 90	07 12 90			480	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
	ED&T HQ	068	50	4W	12 11 90	07 12 90	dayx	1	160	0
	ED&T Reg'	068	50	4W	12 11 90	07 12 90	dayx	1	160	0
	DPWH	068	50	4W	12 11 90	07 12 90	dayx	1	160	0

eading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
ANSPOR.PJ				1177	30 03 89<	01 10 93			6176	0
EFINITION		"001		27	30 03 89	05 05 89			216	0
Hwy Pln Endorsed		002		12	30 03 89	14 04 89			96	0
	DM	002	50	12	30 03 89	14 04 89	dayx	1	96	0
Proj. Definition		003		3W	17 04 89	05 05 89			120	0
	ED&T Reg	003	50	3w	17 04 89	05 05 89	dayx	1	120	0
M APPROVAL		004		o	05 05 89	05 05 89			0	0
LANNING & RSRCH		027		390	08 05 89	02 11 90			2520	0
Consultation		030		15w	08 05 89	18 08 89			600	0
	Community	030	50	15w	08 05 89	18 08 89	dayx	1	600	0
C&C Consult		029		15w	08 05 89	18 08 89			600	0
	c&c	029	50	15w	08 05 89	18 08 89	dayx	1	600	0
Revise Definit.		028		10w	21 08 89	27 10 89			400	0
	ED&T HQ	028	50	10W	21 08 89	27 10 89	dayx	1	400	0
MNGMT Plan		031		100	18 06 90<	02 11 90			920	0
Terms Reference		033		1w	18 06 90	22 06 90			40	0
	ED&T HQ	033	50	1w	18 06 SO	22 06 90	dayx	1	40	0
Request Proposal		034		4w	25 06 90	20 07 90			160	0
	ED&T HQ	034	50	4w	25 06 90	20 07 90	dayx	1	160	0
Award		035		2w	23 07 90	03 08 90			160	0
	ED&T HQ	035	50	2w	23 07 90	03 08 90	dayx	1	80	0
	ED&T Reg	035	50	2w	23 07 90	03 08 90	dayx	1	80	0
Draft Plan		036		6w	06 08 90	14 09 90			240	0
	Consultant	036	50	6w	06 08 90	14 09 90	dayx	1	240	0
ADM Review		037		2W	17 09 90	28 09 90			80	0
	ADM	037	50	2W	17 09 90	28 09 90	dayx	1	80	0
Public Review		038		2W	01 10 90	12 10 90			80	0
	Community	038	50	2W	01 10 90	12 10 90	dayx	1	80	0
Review/Revisions		064		5	15 10 90	19 10 90			80	0
	ED&T l-IQ	064	50	5	15 10 90	19 10 90	dayx	1	40	0
	ED&T Reg	064	50	5	15 10 90	19 10 90	dayx	1	40	0
DM Review		039		2W	22 10 90	02 11 90			80	0
	DM	039	50	2W	22 10 90	02 11 90	dayx	1	80	0
M APPROVAL		040		o	02 11 90	02 11 90			0	0
ESIGN		041		140	04 03 91<	13 09 91			1200	0
Project Brief		042		3W	04 03 91	22 03 91			120	0
	ED&T HQ	042	50	3W	04 03 91	22 03 91	dayx	1	120	0
Terms Reference		043		2w	25 03 91	05 04 91			80	0
	DPWH	043	50	2w	25 03 91	05 04 91	dayx	1	80	0
Request Proposal		044		4w	08 04 91	03 05 91			160	0
	DPWH	044	50	4w	08 04 91	03 05 91	dayx	1	160	0
Award		045		2w	06 05 91	17 05 91			160	0
	DPWH	045	50	2w	06 05 91	17 05 91	dayx	1	80	0
	ED&T HQ	045	50	2w	06 05 91	17 05 91	dayx	1	80	0
Display Design		046		6w	20 05 91	28 06 91			240	0
	Consultant	046	50	6w	20 05 91	28 06 91	dayx	1	240	0
ADM Review		047		1w	01 07 91	05 07 91			40	0
	ADM	047	50	1w	01 07 91	05 07 91	dayx	1	40	0
Const. Documents		048		10W	08 07 91	13 09 91			400	0
	Consultant	048	50	10w	08 07 91	13 09 91	dayx	1	400	0
DT APPROVAL		049		o	13 09 91	13 09 91			,0	0
IMPLEMENTATION		050		220	02 11 92<	03 09 93			1760	0
Sign Manufacture		056		75	04 01 93<	16 04 93	"		680	0
Terms Reference		057		1w	04 01 93	08 01 93			40	0

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leading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
	ED&T Reg	057	50	1w	04 01 93	08 01 93	dayx	1	40	0
Request Proposal		058		4W	11 01 93	05 02 93			160	0
	ED&T HQ	058	50	4W	11 01 93	05 02 93	dayx	1	160	0
Award		059		2w	08 02 93	19 02 93			160	0
	ED&T HQ	059	50	2w	08 02 93	19 02 93	dayx	1	80	0
	ED&T Reg	059	50	2w	08 02 93	19 02 93	dayx	1	80	0
Manufacture		060		6w	22 02 93	02 04 93			240	0
	Contractor	060	50	6w	22 02 93	02 04 93	dayx	1	240	0
Ship		061		2W	05 04 93	16 04 93			80	0
	Contractor	061	50	2W	05 04 93	16 04 93	dayx	1	80	0
Tender Call		062		1w	02 11 92	06 11 92			40	o
	DPWH	062	50	1w	02 11 92	06 11 92	dayx	1	40	0
Advertise		051		4w	09 11 92	04 12 92			160	0
	DPWH	051	50	4w	09 11 92	04 12 92	dayx	1	160	0
Award		052		2w	07 12 92	18 12 92			80	0
	DPWH	052	50	2w	07 12 92	18 12 92	dayx	1	80	0
Construction		053		16w	19 04 93	06 08 93			640	0
	Contractor	053	50	16w	19 04 93	06 08 93	dayx	1	640	0
Sign Install.		065		2w	09 08 93	20 08 93			80	0
	Contractor	065	50	2w	09 08 93	20 08 93	dayx	1	80	0
Turn Over EDT		054		2w	23 08 93	03 09 93			80	0
	DPWH	054	50	2w	23 08 93	03 09 93	dayx	1	80	0
Opening Ceremony		066		0	03 09 93	C3 09 93			c	o
Evaluation		063		4w	06 09 93	01 10 93			480	0
	ED&T HQ	063	50	4w	06 09 93	01 10 '33	dayx	1	160	0
	ED&T Reg	063	50	4w	06 09 93	01 10 93	dayx	1	160	0
	DPWH	063	50	4w	06 09 93	01 10 93	dayx	1	160	0

eading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
RTFRO.PJ		P1		621	31 03 89<	16 08 91			8688	0
EFINITION		005		21	31 03 89	28 04 89			168	0
Hwy F'in Endorsed		076		11	31 03 89	14 04 89			88	0
	DM	076	50	11	31 03 89	14 04 89	dayx	1	88	0
Proj. Definition		077		2w	17 04 89	28 04 89			80	0
	ED&T Reg	077	50	2w	17 04 89	28 04 89	dayx	1	80	0
M APPROVAL		008		0	28 04 89	28 04 89			0	0
LANNING/RESEAR.		009		175	01 05 89	29 12 89			3800	0
Native Consult.'		010		10w	01 05 89	07 07 89			400	0
	Dene/Metis	010	50	10w	01 05 89	07 07 89	dayx	1	400	0
DPWH Consult		011		10w	01 05 89	07 07 89			400	0
	DPWH	011	50	10w	01 05 89	07 07 89	dayx	1	400	0
Commun. Consult		012		10w	01 05 89	07 07 89			400	0
	Cammunity	012	50	10w	01 05 89	07 07 89	dayx	1	400	0
LAND DECIS 10N		013		0	07 07 89	07 07 89			0	0
Interp. concept		044		55	10 07 89	22 09 89			440	0
Terms Reference		046		2w	10 07 89	21 07 89			80	0
	ED&T HQ	046	50	2w	10 07 89	21 07 89	dayx	1	80	0
Request Proposal		047		3w	24 07 89	11 08 89			120	0
	ED&T HQ	047	50	3w	24 07 89	11 08 89	dayx	1	120	0
Award		048		2w	14 08 89	25 08 89			80	0
	ED&T HQ	048	50	2w	14 08 89	25 08 89	dayx	1	80	0
Research		049		4w	28 08 89	22 09 89			160	0
	Consultant	049	50	4w	28 08 89	22 09 89	dayx	1	160	0
Interp. Manual		050		0	22 09 89	22 09 89			0	0
Operat. & Maint.		052		55	10 07 89	22 09 89			520	0
Terms Reference		084		2w	10 07 89	21 07 89			80	0
	ED&T HQ	084	50	2w	10 07 89	21 07 89	dayx	1	80	0
Request Proposal		085		3w	24 07 89	11 08 89			120	0
	ED&T HQ	085	50	3w	24 07 89	11 08 89	dayx	1	120	0
Award		086		2w	14 08 89	25 08 89			160	0
	C D&T HQ	086	50	2w	14 08 89	25 08 89	dayx	1	80	0
	ED&T Reg	086	50	2w	14 08 89	25 08 89	dayx	1	80	0
Produce Manual		087		4w	28 08 89	22 09 89			160	0
	Consultant	087	50	4w	28 08 89	22 09 89	dayx	1	160	0
O&M Manual		060		0	22 09 89	22 09 89			0	0
Plan Concept		051		55	10 07 89	22 09 89			440	0
Terms Reference		054		2w	10 07 89	21 07 89			80	0
	ED&T HQ	054	50	2w	10 07 89	21 07 89	dayx	1	80	0
Request Proposal		055		3w	24 07 89	11 08 89			120	0
	ED&T HQ	055	50	3w	24 07 89	11 08 89	dayx	1	120	0
Award		056		2w	14 08 89	25 08 89			80	0
	ED&T HQ	056	50	2w	14 08 89	25 08 89	dayx	1	80	0
Produce Plan		057		4w	28 08 89	22 09 89			160	0
	Consultant	057	50	4w	28 08 89	22 09 89	dayx	1	160	0
Stand./Criteria		058		0	22 09 89	22 09 89			0	0
Land Surveys		083		65	10 07 89	06 10 89			520	0
Terms Reference		062		2w	10 07 89	21 07 89			80	0
	ED&T HQ	062	50	2w	10 07 89	21 07 89	dayx	1	80	0
Request Proposal		063		3w	24 07 89	11 08 89			120	0
	ED&T HQ	063	50	3w	24 07 89	11 08 89	dayx	1	120	0
Award		064		2w	14 08 89	25 08 89			80	0
	ED&T HQ	064	50	2w	14 08 89	25 08 89	dayx	1	80	0
Do Survey		065		6w	28 08 89	06 10 89			240	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc Un	Total Hours	Ovr Hours
	Contractor	065	50	6w	28 08 89	06 10 89	dayx 1	240	0
Survey Completed		066		0	06 10 89	06 10 89		0	0
Synthesis		067		2w	09 10 89	20 10 89		320	0
	ED&T HQ	067	50	2w	09 10 89	20 10 89	dayx 1	80	0
	ED&T Reg	067	50	2w	09 10 89	20 10 89	dayx 1	80	0
	Consultant	067	50	2w	09 10 89	20 10 89	dayx 1	80	0
	Contractor	067	50	2w	09 10 89	20 10 89	dayx 1	80	0
ADM Review		015		1w	23 10 89	27 10 89		40	0
	ADM	015	50	1w	23 10 89	27 10 89	dayx 1	40	0
Public Review		016		2w	30 10 89	10 11 89		240	0
	Community	016	50	2w	30 10 89	10 11 89	dayx 1	80	0
	ED&T HQ	016	50	2w	30 10 89	10 11 89	dayx 1	80	0
	ED&T Reg	016	50	2w	30 10 89	10 11 89	dayx 1	80	0
DM Review		069		2w	18 12 89	29 12 89		80	0
	DM	069	50	2w	18 12 89	29 12 89	dayx 1	80	0
DM APPROVAL		089		0	29 12 89	29 12 89		0	0
DESIGN		017		192	01 01 90	25 09 90		2600	0
Operat. & Maint.		021		10	01 01 90	12 01 90		80	0
Revise O&M Man.		027		2w	01 01 90	12 01 90		80	0
	ED&T Reg	027	50	2w	01 01 90	12 01 90	dayx 1	80	0
Interp. Design		093		95	01 01 90	11 05 90		760	0
Terms Reference		103		2w	01 01 90	12 01 90		80	0
	ED&T HQ	103	50	2w	01 01 90	12 01 90	dayx 1	80	0
Request Proposal		104		4w	15 01 90	09 02 90		160	0
	ED&T HQ	104	50	4w	15 01 90	09 02 90	dayx 1	160	0
Award		105		2w	12 02 90	23 02 90		80	0
	ED&T HQ	105	50	2w	12 02 90	23 02 90	dayx 1	80	0
Revise Concept		106		3w	26 02 90	16 03 90		120	0
	Consultant	106	50	3w	26 02 90	16 03 90	dayx 1	120	0
Do Mockups		107		8w	19 03 90	11 05 90		320	0
	Consultant	107	50	8w	19 03 90	11 05 90	dayx 1	320	0
Site Design		020		85	28 02 90	26 06 90		760	0
Project Brief		072		3w	28 02 90	20 03 90		120	0
	ED&T HQ	072	50	3w	28 02 90	20 03 90	dayx 1	120	0
Terms Reference		078		2w	21 03 90	03 04 90		80	0
	DPWH	078	50	2w	21 03 90	03 04 90	dayx 1	80	0
Request Proposal		079		4w	04 04 90	01 05 90		160	0
	DPWH	079	50	4w	04 04 90	01 05 90	dayx 1	160	0
Award		080		2w	02 05 90	15 05 90		160	0
	DPWH	080	50	2w	02 05 90	15 05 90	dayx 1	80	0
	ED&T HQ	080	50	2w	02 05 90	15 05 90	dayx 1	80	0
Site Design		081		6w	16 05 90	26 06 90		240	0
	Consultant	081	50	6w	16 05 90	26 06 90	dayx 1	240	0
Synthesis		073		1w	27 06 90	03 07 90		80	0
	ED&T HQ	073	50	1w	27 06 90	03 07 90	dayx 1	40	0
	ED&T Reg	073	50	1w	27 06 90	03 07 90	dayx 1	40	0
Review		082		1w	04 07 90	10 07 90		40	0
	ADM	082	50	1w	04 07 90	10 07 90	dayx 1	40	0
Public Review		099		3w	11 07 90	31 07 90		240	0
	ED&T HQ	099	50	3w	11 07 90	31 07 90	dayx 1	120	0
	Community	099	50	3w	11 07 90	31 07 90	dayx 1	120	0
Interp. Revision		108		2w	01 08 90	14 08 90		80	0
	Consultant	108	50	2w	01 08 90	14 08 90	dayx 1	80	0
Design Revision		109		2w	01 08 90	14 08 90		80	0

ea ding// Task	Resourc&	Task ID	Fr-	Dur	Schd Start	Sct-id Finish	Al 1 c	Un	Tota 1 Hours	Ovr Hours
	Consu1tant	109	50	2w	01 08 90	14 08 so	dayx	1	80	0
Interp Con . Docs		110		6w	15 0890	25 09 90			240	0
	Consu1tant	110	50	6w	15 08 90	25 0s so	dayx	1	240	0
SiteCon. Docs		111		6w	15 0890	2509 so			240	0
	corsu1tant	111	50	6w	15 0890	25 09 so	dayx	1	240	0
DESIGN COMPLETED ;		112		0	25 0s so	25 09 so			0	0
MPLEMENTATION		096		165	03 12 90<19	07 $11			1400	0
,PENINGcERE MON Y		102		0	ls 07 91	19 07 91			0	0
VALUATION		075		4W	22 07 91	16 08 91			64o	0
	ED&T HQ	075	50	4W	22 07 91	16 08 91	dayx	1	160	0
	ED&.TReg	075	50	4w	22 07 91	16 08 91	dayx	1	160	0
	Consu1tant	075	50	4W	22 07 91	16 08 91	dayx	1	160	0
	DPWH	075	50	4w	22 07 91	16 08 91	dayx	1	160	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
60PAR.PJ				867	30 03 89<	07 07 92			9944	0
DEFINITION		001		28	30 03 89<	08 05 89			224	0
Hwy Pln Endorsed		002		2w	30 03 89	12 04 89			80	0
	DM	002	50	2w	30 03 89	12 04 89	dayx	1	80	0
Proj. Definition		003		18	13 04 89	08 05 89			144	0
	ED&T Reg	003	50	18	13 04 89	08 05 89	dayx	1	144	0
DM APPROVAL		004		0	08 05 89	08 05 89			0	0
PLANNING & RSRCH .		005		145	09 05 89	27 11 89			3200	0
Interim Action		061		65	09 05 89	07 08 89			520	0
Design Panels		063		3w	09 05 89	29 05 89			120	0
	ED&T HQ	063	50	3w	09 05 89	29 05 89	dayx	1	120	0
Tender Call		067		1w	30 05 89	05 06 89			40	0
	ED&T HQ	067	50	1w	30 05 89	05 06 89	dayx	1	40	0
Request Proposal		068		2w	06 06 89	19 06 89			80	0
	ED&T HQ	068	50	2w	06 06 89	19 06 89	dayx	1	80	0
Award		069		1w	20 06 89	26 06 89			40	0
	ED&T HQ	069	50	1w	20 06 89	26 06 89	dayx	1	40	0
Manufacture		064		4w	27 06 89	24 07 89			160	0
	Contractor	064	50	4w	27 06 89	24 07 89	dayx	1	1,60	0
Ship		065		1w	25 07 89	31 07 89			40	0
	Contractor	065	50	1w	25 07 89	31 07 89	dayx	1	40	0
Install		066		1w	01 08 89	07 08 89			40	0
	ED&T Reg	066	50	1w	01 08 89	07 08 89	dayx	1	40	0
Interp. Concept		007		100	09 05 89	25 09 89			1040	0
Terms Reference		009		1w	09 05 89	15 05 89			40	0
	ED&T Reg	009	50	1w	09 05 89	15 05 89	dayx	1	40	0
Resource File		073		7w	16 05 89	03 07 89			280	c
	ED&T HQ	073	50	7w	16 05 89	03 07 89	dayx	1	280	o
Request Proposal		010		4w	16 05 89	12 06 89			160	0
	ED&T HQ	010	50	4w	16 05 89	12 06 89	dayx	1	160	0
Award		011		1w	13 06 89	19 06 89			80	0
	ED&T HQ	011	50	1w	13 06 89	19 06 89	dayx	1	40	0
	ED&T Reg	011	50	1w	13 06 89	19 06 89	dayx	1	40	0
Research		012		6w	04 07 89	14 08 89			240	0
	Consultant	012	50	6w	04 07 89	14 08 89	dayx	1	240	0
Interp. Concept		070		6w	15 08 89	25 09 89			240	c
	Consultant	070	SC	6w	15 08 89	25 09 89	dayx	1	240	o
Operat. & Maint.		014		60	09 05 89	31 07 89			520	0
Terms Reference		016		1w	09 05 89	15 05 89			40	0
	ED&T Reg	016	50	1w	09 05 89	15 05 89	dayx	1	40	0
Request Proposal		017		4w	16 05 89	12 06 89			160	0
	ED&T HQ	017	50	4w	16 05 89	12 06 89	dayx	1	160	0
Award		018		1w	13 06 89	19 06 89			80	0
	ED&T HQ	018	50	1w	13 06 89	19 06 89	dayx	1	40	0
	ED&T Reg	018	50	1w	13 06 89	19 06 89	dayx	1	40	0
Produce Manual		019		6w	20 06 89	31 07 89			240	C
	Consultant	019	50	6w	20 06 89	31 07 89	dayx	1	240	0
O&M Manual		020		0	31 07 89	31 07 89			0	0
Design Concept		021		65	09 05 89	07 08 89			600	0
Terms Reference		023		1w	09 05 83	15 05 89			40	0
	ED&T Reg	023	50	1w	09 05 89	15 05 89	dayx	1	40	0
Request Proposal		024		4w	16 05 89	12 06 89			160	0
	ED&T HQ	024	50	4w	16 05 89	12 06 89	dayx	1	160	0
Award		025		2w	13 06 89	26 06 89			160	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
	ED&T HQ	025	50	2w	13 06 89	26 06 89	dayx	1	80	0
	ED&T Reg	025	50	2w	13 06 89	26 06 89	dayx	1	80	0
Prod. Draft Plan		026		6w	27 06 89	07 08 89			240	0
	Consultant	026	50	6w	27 06 89	07 08 89	dayx	1	240	0
Criteria Man.		027		0	07 08 89	07 08 89			0	0
Synthesis		028		4w	26 09 89	23 10 89			320	0
	ED&T Reg	028	50	4w	2609 89	23 10 89	dayx	1	160	0
	Consultant	028	50	4w	26 09 89	23 10 89	dayx	1	160	0
ADM Review		029		1w	24 10 89	30 10 89			40	0
	ADM	029	50	1w	24 10 89	30 10 89	dayx	1	40	0
Public Review		030		1w	31 10 89	06 11 89			40	0
	Community	030	50	1w	31 10 89	06 11 89	dayx	1	40	0
DM Review		031		1w	07 11 89	13 11 89			40	0
	DM	031	50	1w	07 11 89	13 11 89	dayx	1	40	0
Review/Revisions		075		2w	14 11 89	27 11 89			80	0
	ED&T HQ	075	50	2w	14 11 89	27 11 89	dayx	1	80	0
DM APPROVAL		032		0	27 11 89	27 11 89			0	0
DESIGN		033		225	04 12 89<	12 10 90			3880	0
Interp. Concept		034		100	04 12 89	20 04 90			1040	0
Terms Reference		037		1w	04 12 89	08 12 89			40	0
	ED&T HQ	037	50	1w	04 12 89	08 12 89	dayx	1	40	0
Resource File		082		7w	11 12 89	26 01 90			280	0
	ED&T HQ	082	50	7w	11 12 89	26 01 90	dayx	1	280	0
Request Proposal		038		4w	11 12 89	05 01 90			160	0
	ED&T HQ	038	50	4w	11 12 89	05 01 90	dayx	1	160	0
Award		078		2w	08 01 90	19 01 90			80	0
	ED&T HQ	078	50	2w	08 01 SO	19 01 90	dayx	1	80	0
Research		079		5W	29 01 90	02 03 90			200	0
	Consultant	079	50	SW	29 01 90	02 03 90	dayx	1	200	0
Interp Storyline		080		6w	05 03 90	13 04 90			240	0
	Consultant	080	50	6w	05 C3 90	13 04 90	dayx	1	240	c
Interp Mockup		081		5	16 04 90	20 04 90			40	o
	Consultant	081	50	5	16 04 90	20 04 90	dayx	1	40	0
AV Interp.		035		125	04 12 89	25 05 90			1000	0
Terms Reference		039		1w	04 12 89	08 12 89			40	0
	ED&T HQ	039	50	1w	04 12 89	08 12 89	dayx	1	40	0
Request Proposal		083		4w	11 12 89	05 01 90			160	0
	ED&T HQ	083	50	4w	11 12 89	05 01 90	dayx	1	160	0
Award		084		2w	08 01 90	19 01 90			80	0
	ED&T HQ	084	50	2w	08 01 90	19 01 90	dayx	1	80	0
Research		085		SW	22 01 90	23 02 90			200	0
	Consultant	085	50	SW	22 01 90	23 02 90	dayx	1	200	0
AV Storyline		086		6w	26 02 90	06 04 90			240	0
	Consultant	086	50	6w	26 02 90	06 04 90	dayx	1	240	0
AV Storyboard		087		5w	09 04 90	11 05 90			200	0
	Consultant	087	50	SW	09 04 90	11 05 90	dayx	1	200	0
Equipment Needs		088		2w	14 05 90	25 05 90			80	0
	Consultant	088	50	2w	14 05 90	25 05 90	dayx	1	80	0
Site Design		036		90	0412 89	06 04 90			720	0
Project Brief		040		2w	04 12 89	15 12 89			80	0
	ED&T Reg	040	50	2w	04 12 89	15 12 89	dayx	1	80	0
Terms Reference		041		3w	18 12 89	05 01 90			120	0
	DPWH	041	50	3w	18 12 89	05 01 90	dayx	1	120	0
Request Proposal		042		4w	08 01 90	02 02 90			160	0

Outline
11 04 89 10:46a

Across: 1 Down: 3
Project: 60PAR.PJ
Revision: 35

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
	DPWH	042	50	4w	08 01 90	02 02 90	dayx	1	160	0
Award		043		2W	05 02 90	16 02 90			80	0
	DPWH	043	50	2W	05 02 90	16 02 90	dayx	1	80	0
Review Av/Interp		076		2W	19 02 90	02 03 90			80	0
	Consultant	076	50	2W	19 02 90	02 03 90	dayx	1	80	0
Site Plan		044		3W	05 03 90	23 03 90			120	0
	Consultant	044	50	3W	05 03 90	23 03 90	dayx	1	120	0
Building Plan		077		2w	26 03 90	06 04 90			80	0
	Consultant	077	50	2w	26 03 90	06 04 90	dayx	1	80	0
Synthesis		048		IW	09 07 90<	13 07 90			40	0
	ED&T HQ	048	50	1w	09 07 90	13 07 90	dayx	1	40	0
ADM Review		045		1w	16 07 90	20 07 90			40	0
	ADM	045	50	1w	16 07 90	20 (37 90	dayx	1	.40	0
Public Review		089		1w	23 07 90	27 07 90			'40	0
	Community	089	50	1w	23 07 90	27 07 90	dayx	1	40	0
Review/Revisions		090		1w	30 07 90	03 08 90			40	0
	ED&T HQ	090	50	1w	30 07 90	03 08 90	dayx	1	40	0
Interp. Con Dwgs		092		4w	06 08 90	31 0% 90			160	0
	Consultant	092	50	4w	06 08 90	31 08 90	dayx	1	160	0
Production		091		10w	06 08 90	12 10 90			400	0
	Consultant	091	50	10w	06 08 90	12 10 90	dayx	1	400	0
Const. Drawings		093		10w	06 08 90	12 10 90			400	0
	Consultant	093	50	10w	06 08 90	12 10 90	dayx	1	400	0
ED&T APPROVAL		046		0	12 10 90	12 10 90			0	0
STAGE 1 IMPLEM.		062		150	29 10 90<	24 05 91			1360	0
Sign Manufacture		050		80	29 10 90	15 02 91			640	0
Terms Reference		055		2w	29 10 90	09 11 90			80	0
	ED&T HQ	055	50	2W	29 10 90	09 11 90	dayx	1	80	0
Tender Call		056		4W	12 11 90	07 12 90			160	0
	ED&T HQ	056	50	4W	12 11 90	07 12 90	dayx	1	160	0
Award		057		2W	10 12 90	21 12 90			80	0
	ED&T HQ	057	50	2W	10 12 90	21 12 90	dayx	1	80	0
Manufacture		058		6w	24 12 90	01 02 91			240	0
	Contractor	058	50	6w	24 12 90	01 02 91	dayx	1	240	0
Ship		097		2W	04 02 91	15 02 91			80	0
	Contractor	097	50	2W	04 02 91	15 02 91	dayx	1	80	0
Construction		049		70	18 02 91	24 05 91			560	0
Tender Call		098		5	18 02 91	22 02 91			40	0
	DPWH	098	50	5	18 02 91	22 02 91	dayx	1	40	0
Award		099		5	25 02 91	01 03 91			40	0
	DPWH	099	50	5	25 02 91	01 03 91	dayx	1	40	0
Construction		060		12w	04 03 91	24 05 91			480	0
	Contractor	060	50	12w	04 03 91	24 05 91	dayx	1	480	0
Exhibit		094		20	29 10 90	23 11 90			160	0
Tender Call		096		5	29 10 90	02 11 90			40	0
	DPWH	096	50	5	29 10 90	02 11 90	dayx	1	40	0
Award		101		5	05 11 90	03 11 90			40	0
	DPWH	101	50	5	05 11 90	09 11 90	dayx	1	40	0
Exhibition Cons.		102		5	12 11 90	16 11 90			40	0
	Contractor	102	50	5	12 11 90	16 11 90	dayx	1	40	0
Exhibition Inst.		103		5	19 11 90	23 11 90			40	0
	Contractor	103	50	5	19 11 90	23 11 90	dayx	1	40	0
Staff Training		095		4W	29 10 90	23 11 90			0	0
OPENING CEREMONY		105		0	01 07 91<	01 07 91			0	0

Heading/Task	Resource	Task ID	Pr	Dur	Schd Start	Schd Finish	Allc	Un	Total Hours	Ovr Hours
STAGE II IMPLEM.		107		95	15 01 92	26 05 92			720	0
Tender Call		108		4w	15 01 92<	11 02 92			160	c
	DPWH	108	50	4w	15 01 92	11 02 92,	dayx	1	160	0
Advertise		109		3w	12 02 92	03 03 92			120	c
	DPWH	109	50	3w	12 02 92	03 03 92	dayx	1	120	0
Award		110		3w	04 03 92	24 03 92			120	0
	DPWH	110	50	3w	04 03 92	24 03 92	dayx	1	120	0
Construction		111		8w	01 04 92<	26 05 92			320	0
	Contractor	111	50	8w	01 04 92	26 05 92	dayx	1	320	0
Turn Over ED&T .		112		2w	27 05 92	09 06 92			80	0
	DPWH	112	50	2w	27 05 92	09 06 92	dayx	1	80	0
Evaluation		106		4w	10 06 92	07 07 92			480	0
	ED&T HQ	106	50	4w	10 06 92	07 07 92	dayx	1	160	c
	ED&T Reg	106	50	4w	10 06 92	07 07 92	dayx	1	160	o
	DPWH	106	50	4w	10 06 92	07 07 92	dayx	1	160	c

Northwest Territories **Economic Development and Tourism**

April 11, 1989

Terry Ward
RTO- Fort Smi th

Here's a summary of the detailed project scheduling for the various highway 1 projects. It's something we should go over together. Plan on some time next time you're in town. You should be able to figure out what steps are needed and the schedule. I'll print you a flow chart shortly, but for now you can refer to these.

I'll be making a presentation to the Minister in about three weeks. Before that I'd mostly like to have you review the document and submit some comments. I'll be getting the project definitions together but still need your comments and of course Ian MaCrae to eventually sign them. So Minister's support and signed definitions by mid-May is the goal. There are specific tasks for you in May relating to the following as outlined on the schedule:

Alexandra Louise: 1)Getting the O&M plan together. That is how best to operate, what staff needs, what material needs, what support facilities, what garbage schedules and seasoin of operations etc. Simply put how to run the place ideallly recorded on paper. 2) Begining discussions with Enterprise and DPW on gaining the intervening land so that we might develop and operate one large major attraction park.

Transportation Exhibit: This will need community consultation to determine what sites are available, what pieces of transportation equipment can be used. Whether there is community support for such a facility. (I tie this in with discussion about joining ALexandra Louise, Escarpment Creek as a carrot)

60th Parallel Centre: Summary of the existing visitor use and the way it hass been operated so far. Something to outline what the costs and and staffing requirements have been. Following this you should begin to identify what changes would be made to allow the type of facility as described in the report to operate.

Orientation Sites at commercial outlets: Begin negotiating with owners as to what space is available, where, how big, what access, what arrangements, what types of maintenance agreements are needed etc. Get details in writing.

Teritary Sites: Begin talking with COmmunitie'S , Dene Metis etc about possible transfer of land in those areas in your Region. We need to go back to the groups and get their interest and support confirmed in writing.

We can go over the details when next your in town, first and foremost comment on the definition samples I sent and get Ian's general consent. I'll then prepare a final draft and send it back for signing. Also read the plan, comment as you see fit, figure out what parts your likely to take on and try to get rolling. I don't want to go to the Minister without your and your Superintendent written support. I'm also anxious to get this moving because I think it going to be tight to get this all done by 1992 and don't wish to miss this summer's field season.

Robin Reilly

P.S. I'm taking two weeks off in the midst of all this number crunching to recharge the batteries. Deal directly with Alex if you need something. I'll jump right back into this when I get back is it's here to work with.