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HIGHWAY #3 CORRIDOR STUDY - FORT
PROVIDENCE TO YELLOWKNIFE - FINAL
REPORT
Sector: Tourism
11-27-22
Plans/Strategies



Highway #3: Corridor Study

Fort Providence to Yellowknife

Submitted to:



Northwest Territories Economic Development and Tourism
Tourism and Parks Division

Submitted by:



eda
collaborative
inc.

landscape architecture
urban design
environmental planning



HIGHWAY #3: CORRIDOR PLAN
Fort Providence to **Yellowknife**

prepared for
Economic Development and Tourism
Government of the Northwest Territories

prepared by
EDA Collaborative Inc.

January 1987

EDA COLLABORATIVE INC.

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January 28, 1987

File: E670

Mr. W.H. Graham
Government of the Northwest Territories
Economic Development and Tourism
Yellowknife, N.W.T.
X1A 2L9

Dear Sir:

Re: Highway #3 Corridor Plan

We are pleased to submit herein our study of tourism and parks along this important highway link. The proposals and concepts presented herein form the basis for a comprehensive upgrading strategy of the existing facilities, as well as recommendations for the addition of new facilities and programs.

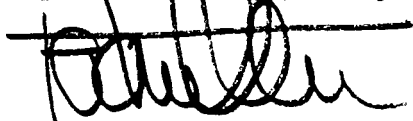
The final plan has been based on an extensive inventory and analysis and direct input and review by the various community groups and department representatives. This report, including the appendices, presents a strategy for development that includes: interpretive potential, maintenance recommendations, a signage plan and schedule and the specific analyses of over thirty individual sites along the highway.

In addition to this Phase One report, we are also completing the detail design and contract document packages for approved priority elements of the plan.

We are grateful to your department and the communities of Fort Providence and Rae Edzo for their assistance and direction as part of the study process.

Respectfully submitted,

EDA COLLABORATIVE INC.



Ted Muller, B.L.A., A.A.L.A.
Associate

TM:clm
Encl.

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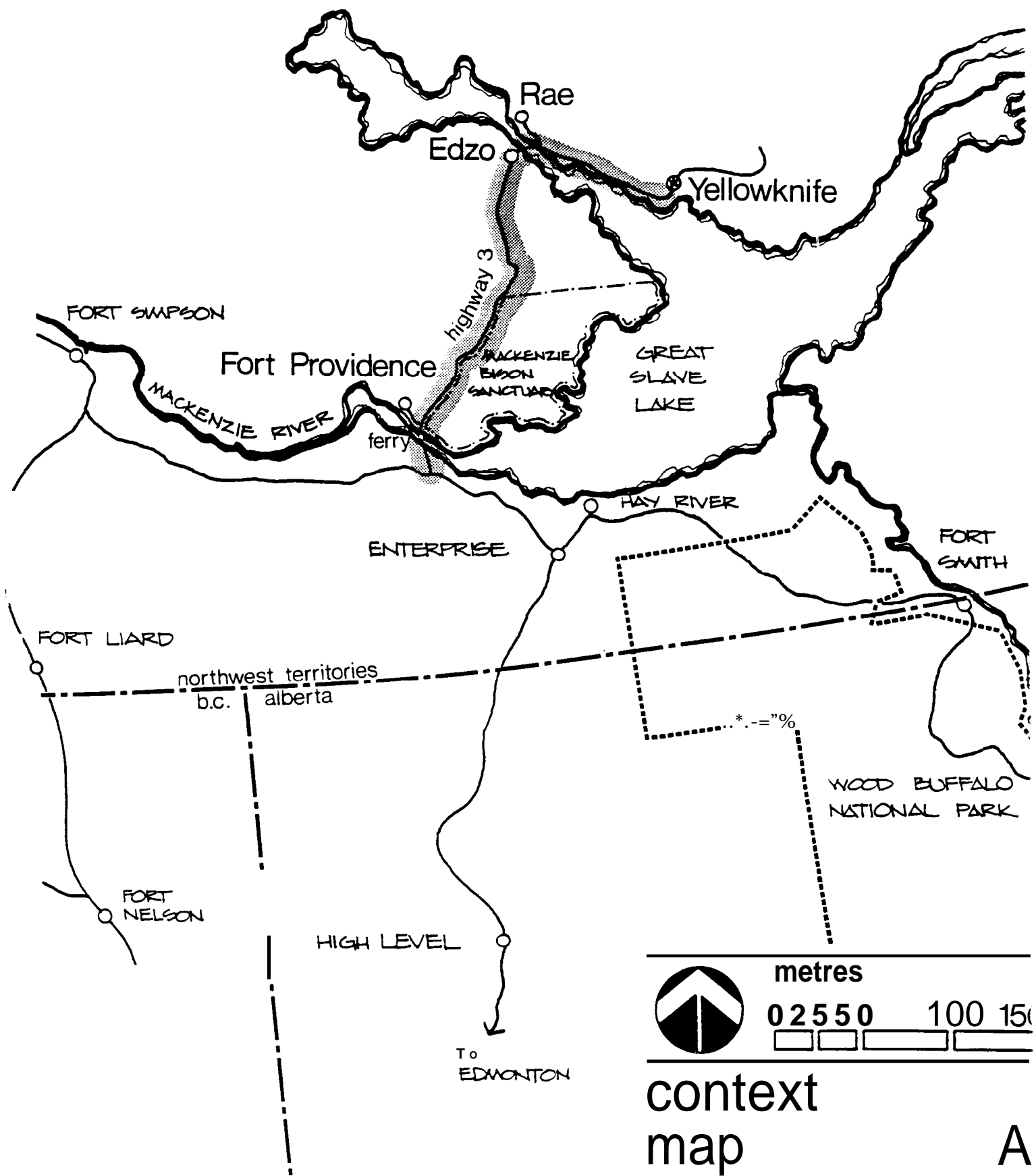
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introduction



1.0 INTRODUCTION

1.1 Purpose

The purpose of this final report is to document the findings of this study. The study methodology included two phases as well as separate progress reports which included:

- highlights of Phase One on-site assessment
- preliminary corridor plan
- concept site plans
- draft signage plan
- draft interpretive program
- draft operations and maintenance guidelines

1.2 Study Objective

As outlined in the Terms of Reference, the objective of this study is "to improve the visitors' enjoyment and interest along Highway #3."

1.3 Background

Traditionally, the communities of Fort Providence, Rae and Yellowknife were reached only by water or air, until Highway #3 was constructed in 1961. This new highway has greatly increased both economic and tourism potential for the area by creating an almost year-round route into the communities. It is only during freezing and thawing of the Mackenzie River in early winter and late spring that there is no road access to Fort Providence and other places further along the highway; the "winter ice bridge" across the river is unsafe for driving and the ferry is unable to cross the Mackenzie through the ice.

As the highway is relatively new, it has very little history. However, the communities along the highway have a richer history since they were settled by water and air before the existence of the highway. The

Baker Report (1966) was the first study undertaken to outline potential opportunities along Highway #3, and it describes some of the unique features to be found in close proximity to the road. As such, this corridor study is an update of the original Baker Report, redefining areas of interest for tourists and residents alike. It should be seen as an opportunity to enhance the unique features of the communities of Fort Providence, Rae-Edzo and Yellowknife, as well as the landscape between these communities.

1.4 Study Area

The study area follows a corridor along Highway #3 from the Highway #1 junction to Yellowknife, and includes four Tourism and Parks wayside and community parks along the Highway. It also includes seven D.P.W.I.L. pull-off areas, twelve potential sites mentioned in the Baker Report (1966) and seven potential opportunities identified by EDA through onsite analysis and inventory of the corridor.

The Context Map (Plate A) illustrates the overall highway corridor from Kilometre "0" at the junction of Highway #1 through the ferry crossing at the Mackenzie River, to Fort Providence, Rae-Edzo and on into Yellowknife for a total of 340 km. It also shows the major road linkages to the south.

corridor inventor
and assessmer

2.0 CORRIDOR **INVENTORY** AND **ASSESSMENT**

2.1 Review and Assessment of Data

Using background reports and on-site analysis, both existing facilities and potential opportunities along the highway corridor were reviewed (listed in the bibliography of this report).

The Baker Report (1966) was a major source of data for existing conditions. However, due to natural processes, a number of features mentioned in this report have changed considerably over time. We have identified all the potential sites listed by Baker, but suggest some be deleted from development priority as they are no longer significant.

A number of new opportunities were also located during the on-site assessment. These have been described and included in this report as potential areas for further development.

The Chamber-s Report (1982) on the territorial parks was also very useful, giving more up-to-date recommendations and descriptions of the park areas.

The last major source of data for the site inventory was the Existing Conditions/Description (June 1986) of park areas along the highway.

Unfortunately, very little previous data was available on points of interest in the landscape other than the parks. Our on-site analysis, the Baker Report and the new "Rivers to Roads" brochure were the only information used to determine existing conditions and possibilities for these sites.

A detailed assessment of each site analyzed along the corridor is found in Section 5.0 of this report.

2.2 People Contacted

In addition to our own observations and the review of previous studies, we contacted various individuals and groups in gathering, reviewing and assessing data for this study.

Several on-site meetings were held in Yellowknife, Rae and Fort Providence. Four days were spent on-site to assess the highway, see first hand the existing conditions, and talk with various individuals and interest groups. We met with representatives of Tourism and Parks, Economic Development and other related government departments to gather and review information. We also met with representatives from the hamlet of Rae-Edzo and the settlement of Fort Providence.

We have also had several follow-up discussions and communication with various groups, including: Northern Frontier Visitors' Association regarding theme and signage; Renewable Resources regarding plans for an interpretive cairn and its location on the Mackenzie Bison Sanctuary; and Tourism and Parks regarding operations and maintenance, and signage.

A detailed list of persons contacted is attached in Appendix A. Detailed discussions of on-site meetings are documented in Appendix B, and follow-up discussions are highlighted in Appendix C.

existing conditions
and opportunities

3.0 EXISTING CONDITIONS AND OPPORTUNITIES

3.1 Background

During a four-day on-site inventory and assessment, we drove the corridor from the Highway #1 intersection, crossing the Mackenzie River ferry, north to Fort Providence, on to Rae-Edzo and into Yellowknife for a total distance of 340km. In total, thirty sites were assessed along Highway #3 and are located on the Corridor Concept Plan (Plate B).

This section documents: firstly our overall impressions of the landscape and zones, and ideas on management; secondly, user influence zones including the types of users and the community nodes along the highway, and finally, our thoughts on the highway's present image and possible theme. Our overall highway driving experience and observations are attached in Appendix D in their entirety.

3.2 Landscape Impressions

Our overall impression of the landscape was of a relatively narrow enclosed view corridor, with short views from the road. The existing trees and underbrush, together with a relatively flat topography, do not provide broad or interesting views or vistas, except at a few unique locations which should be priority areas for development. The alignment of the roadway is relatively straight and uninteresting, providing an excellent all weather ground access route as an alternative to complement air and water access to the communities. Since the road surface is gravel, the dust does not encourage the tourist to stop and explore the landscape. Driving the highway takes a great deal of concentration, especially negotiating the curves to avoid driving off the steep and narrow gravel shoulder, and avoiding the oncoming traffic and transport trucks. The overall effect mesmerizes the driver in concentration on the road, not the landscape. Additional

dust protection surfacing or paving, including wider shoulders, would better permit the driver to experience the landscape.

Thus, since the driver's concentration is on the road, there is a tendency to drive fast and get to the next destination, rather than to stop along the way. It is important to focus attention on the most impressive opportunities as highest priorities for development. These should include: the experience of crossing the Mackenzie River, cultural opportunities at Fort Providence, the unique opportunity of driving off the road at the Caen Lake marl deposits, the natural grasslands of the Bison Sanctuary, the natural viewpoint opportunities over the north arm of the Great Slave Lake, the cultural opportunities at Frank Channel and in the Rae-Edzo area, and a welcoming arrival into the destination of Yellowknife.

Landscape zones can be described by two strong divisions: firstly, the crossing of the Mackenzie River is a strong "node" complemented by the treed, flat and closed view of the northern prairie landscape between the Highway #1 intersection and Rae-Edzo. Secondly, the bridge crossing at Frank Channel is a strong "node" complemented by the major landscape change into the Canadian Shield rock outcrops and bog areas. There are subtle changes in the landscape within these zones, but the average tourist probably would not notice them, except for the burned cut areas of jack pine and their subsequent regrowth.

Management zones should be developed from the land unit areas, using visual resource management techniques to identify the land areas that can be seen from the road corridor. Since most of the existing highway has closed or limited views and limited road access, management priority should be given to the priority sites along the road that afford places for visitors to stop. It will be these access stops that will permit people to get in contact with the landscape. Thus, management should monitor the impact on the landscape and ensure operations and maintenance follows up the capital expenditure site upgrading.

3.3 User Influence Zones

The major cultural zones of influence or land areas that are impacted by people traveling the highway are: the actual right-of-way of the highway, the access points or pull-off areas and sites along and adjacent to the highway, and most importantly, the communities of Fort Providence, Rae-Edzo and Yellowknife.

Most users traveling the highway cannot drive off the gravel roadway surface except at pull-off areas, so there are few opportunities for people to venture into the surrounding landscape, except at specific sites. These sites should have limited access and use, and be within a short walk from the roadway (less than 200 metres from the parked vehicles). The exceptions to this type of access would be for recreational users desiring canoe access to a river or lake, or a hiker using the site to access a trail.

Considering the existing uses along the highway, three zones should be considered to assist in future management of the landscape and operation and maintenance of the corridor. The following zones should be considered in the future planning and management strategies:

1. **Highway Right-of-Way Land Areas.** This space is the prime responsibility of DPWH. The 60.96m wide R.O.W. includes the roadway surface, shoulder edges, drainage areas and buffer space. Signage in this zone needs to be coordinated to give the traveller information, but avoiding clutter and confusion. There is also an opportunity for coordination of interpretive signage at roadside rest areas.
2. **Individual Sites and Access Points or Pull-off Areas.** These include all opportunities for vehicles to pull off the road, either within the right-of-way or at rest areas, wayside parks or park sites. These areas should have controlled access by means of wood post fences or other barrier techniques, to keep vehicles from driving beyond parking areas into the landscape. Controlled

access would also simplify operation and maintenance issues and limit vehicular impact, yet still allow controlled access for short walking and hiking trails and boat launching.

3. **Community Areas.** These areas include Fort Providence, **Rae-Edzo** and **Yellowknife**. Stop-over opportunities in the community districts will help to create more economic development that will strengthen and complement **the** existing community facilities. The communities **of** Fort Providence on the Mackenzie River and Rae-Edzo at the north arm of the Great Slave Lake create important activity nodes which should be closely coordinated with community **programs** and operations and maintenance, in order to attract tourists **and** enhance the economic base of the community.

Use Nodes - The two nodes that are **important** attractions within the influence zones include firstly, the natural features--rivers and lakes which **are** attractions for their scenic quality; and secondly, the community townsites for their cultural **activities**, services, facilities and experiences. The most important site nodes should offer opportunities to attract all highway users.

User Linkages - The highway route itself is the **primary** linkage the traveller experiences. Any upgrading should carefully consider improving of the road surface **and** the image or view from the road. Other user linkages include opportunities to stop **and** take short trail walks to stretch, relax and enjoy the adjacent landscape experiences.

The **types of highway users** and their needs include the following groups:

1. **Visitor/Tourist** - people who drive the highway as part of their trip; their needs include opportunities for something to do along the route and attractions for day trips from Yellowknife. Possibilities might include information and interpretive signage and upgrading of priority park sites.

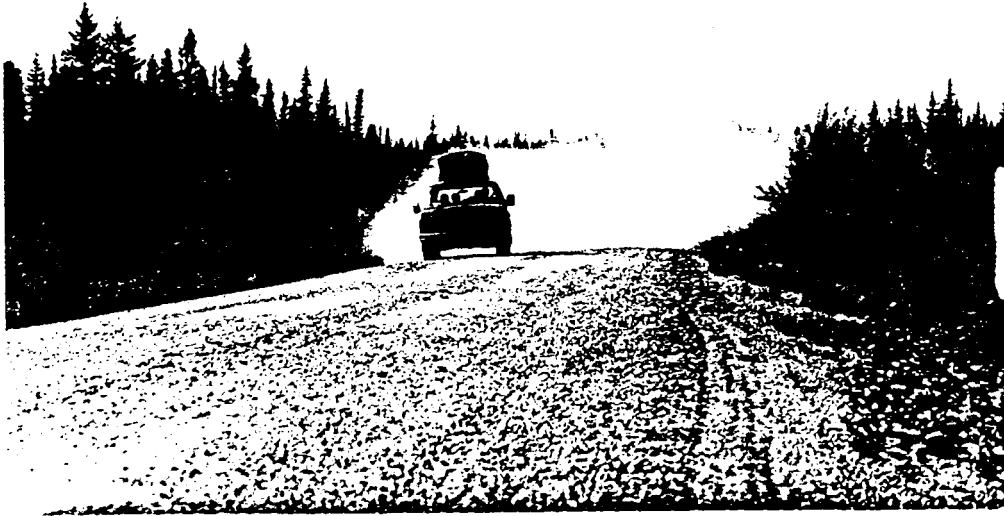
2. **Destination Visitor** - those en route to one or more of the communities to transport goods or services. Their needs would be for a safer, smoother highway, preferably paved with wider shoulders, to improve sight lines and minimize dust on their route. More interesting features at rest areas would help reduce driving boredom.
3. **Weekend Shoppers** - residents who generate local traffic between the communities along the highway. Their needs, similar to the destination visitor, would be for increased safety and more interesting diversions along the route to create interest.
4. **Yellowknife Residents** - people who are looking for day trip opportunities to interesting sites. Their needs would include informational and interpretive signage as well as interesting places to stop and see or participate in uniquely northern experiences. Possibilities would include viewpoints and trails.

3.4 Image and Theme

The existing image of Highway #3 is a dull, straight, "get there" driving experience, aggravated by dust and the need to concentrate on safety and avoid driving off the shoulders. Most users are focused on getting to their destination.

There are, however, opportunities to improve the image of the road and its driving experience. Firstly, the road image could be improved by developing a new "theme" and "name" to promote the route. Suggestions for a name for the highway include the traditional map designation of Great Slave Highway, Yellowknife Highway, Caribou or Bison Highway and the Denendeh Highway. Of all those suggested, the Denendeh name proved to be the most favored by all communities and the majority of participants. A letter from the Minister of Economic Development and Tourism to the Minister of DPWH requesting a name change of the highway to Denendeh would be required.

Secondly, the theme could be reinforced by creating a new image or graphic logo for the route to increase user interest. This logo should capture the "spirit" of the highway and possibly use graphics based on bison, landscape zones, caribou, "Big" river, "Big" lake or cultural images of Dogrib/Slavey or the church at Fort Providence,. Public profile and knowledge of the road would increase through a positive image and promotion, thereby attracting more visitors. Thirdly, the driving experience could be improved by upgrading priority sites along the route to help attract people to stop and enjoy the drive.



concept recommendations

4.0 CONCEPT RECOMMENDATIONS

This section supplements the Comments made in the Overall Corridor Assessment and specifically addresses **signage**, interpretation and operations and **maintenance** guidelines.

4.1 Signage

Highway #3 is a **relatively** new access route, built to supplement traditional water and air routes to the area. Information **signage** has been incrementally added to meet the growing needs and priorities of traffic direction and safety. Use of the highway is increasing **as more** tourists become aware of and attracted to this route to Yellowknife.

Our discussions with Tourism and Parks, Economic Development and community representatives informed us that better **signage** is required and should be emphasized as a high priority. Types of signs discussed include more than highway traffic safety, regulation and directional **signage**. Suggested **signage** emphasizes the following new demands:

1. **Information signage, including highway name, theme, image**
2. **Interpretive signage and location maps**
3. **Park signage**
4. **Special signage to identify the Bison Sanctuary, tourist zones and also include welcome signs to the communities**

In our observations driving the highway, we noticed that traffic regulation and directional **signage** are clear and that the white kilometre posts are a definite asset to knowing where you are. If accompanied by a map, the highway user could more easily find his way, particularly if he is looking for specific features such as those listed in the "Rivers to Roads" guide. However, we noticed a major lack of information; unless one 'knows how to read and use a map and also understands the landscape, it would be difficult to appreciate the natural features of the area--the Mackenzie River, bison reserve, or

subtle changes from a prairie landscape to the Canadian shield. It would be equally difficult to find or appreciate the cultural settlement of the Dene in the communities. Thus, we saw a need for other forms of **signage** that could be linked with brochures and pamphlets to help inform travelers of stories about and locations of the landscape, geology and culture which would enhance the driving experience and enjoyment of those traveling Highway #3.

The following types of **signage** are suggested as examples to enhance the driving experience and enjoyment of the tourist. It will be important to coordinate the **signage** needs of DPWH and integrate other informational, interpretive, park and special **signage** into **overall signage** guidelines in order to create a comprehensive **signage** system. All **signage** designs should be circulated to the appropriate agency for approval.

4.1.1 Informational Signage

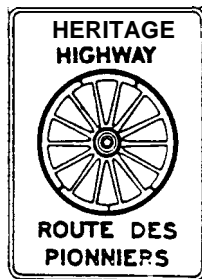
This type of **signage** should extend the existing highway **signage** to a complete system, including:

a) Guide and Directional **Signage**

- purpose: to denote a particular theme and image for the Highway #3 route
- examples: IB-1 Trans Canada, M-35 Heritage Highway



B-1
45 x 60 cm



- placement: at beginning of highway sections and junctions with other roads
- recommendation: see signage plan for suggested locations

b) Visitor Information **Signage**

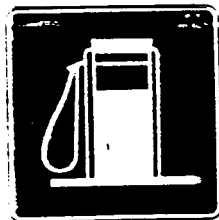
- purpose: to identify places with visitor information; provide in association with community services and visitor facility signs
- example: IC-8 Travel Information Symbol



IC-8
60x 60 cm

c) **community** Services Sign

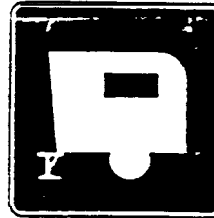
- purpose: includes name of community above series of service symbols (maximum of six) such as: food, fuel, lodging, services, campground, boat launch, first aid, picnicking, etc.
- examples:



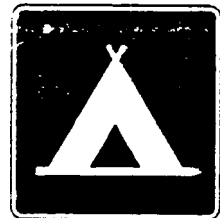
IC-1



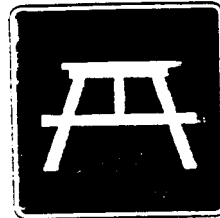
IC-2



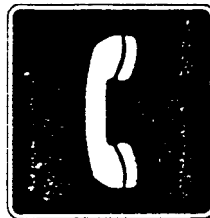
IC-3



IC-4



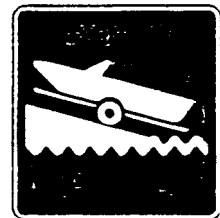
IC-5



IC-6



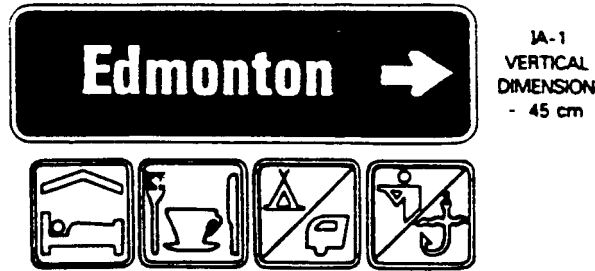
IC-7



IC-15

- would also require an advance warning sign similar to sign at entrance to community; includes distance to community

- example of a combination community guide sign with an individual "IC" symbol : IA-1



- recommendation: see signage plan for suggested locations

4.1.2 Interpretive Signage

These signs should help the visitor interpret selected areas along the highway, and should include:

a) Point of Interest Sign

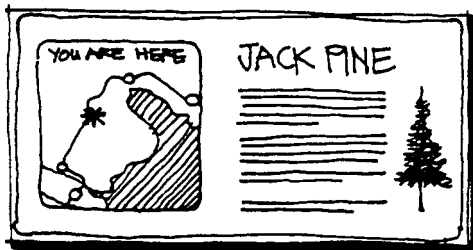
- purpose: to indicate location of geographic, geologic, historic, cultural, environmental or scenic sites of significance
- site will be named and described on location by an interpretive sign board, panel or cairn at a pull-off
- advanced warning signs and access signs required
- examples: IC-9 Viewpoint, G-67 Historic Site, G-69B Historic Plaque



- recommendation: see signage plan for locations, including Mackenzie River, Caen Lake, North Arm Viewpoint

b) **Exhibit Signage**

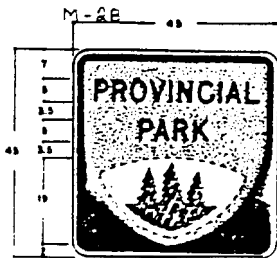
- purpose: to tell story of landscape, vegetation, wildlife, geology or cultural legends
- advance warning would be given by identification sign for pull-off
- locate at existing DPWH pull-off areas
- example: information should include: "you are here" map of Highway #3, title and story line text, and a graphic symbol unique to the site feature



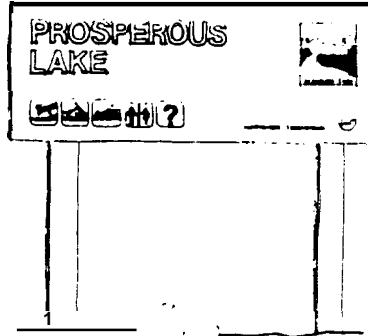
- recommendation: see signage plan for locations at each DPWH pull-off; see potential story line in Interpretive Section 4.2

4.1.3 Park Signage

- purpose: to indicate name of territorial park and facilities provided by use of "IC" logo symbols and the Northwest Territories polar bear logo
- locate at park entrance; advance warning signs should be posted previous to the entrance
- example of warning sign: similar to M-28, using polar bear logo



- example of territorial park entrance sign: similar to G-80 as used in Ontario and similar to those proposed at Ingraham Trail. Signs should include park name, polar bear logo, NWT and graphic "IC" logo symbols to indicate major specific facilities available at the park, such as camping, boat launch, picnicking, etc.

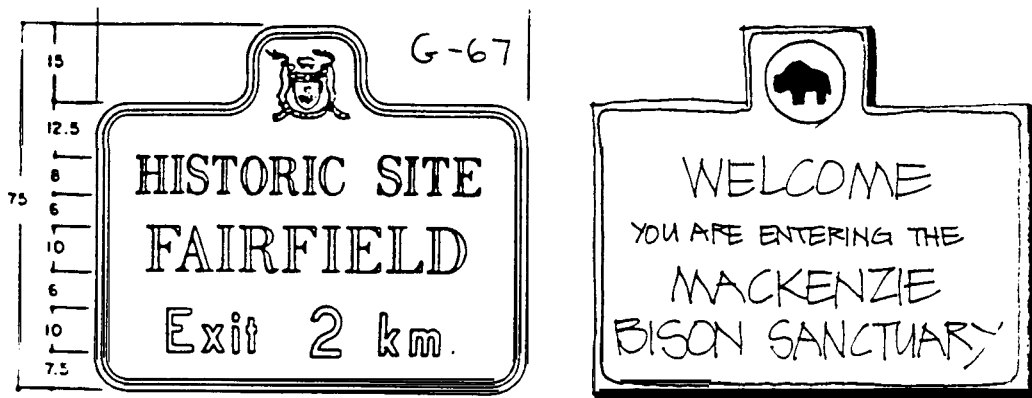


- recommendations : add advance warning signs at locations before parks; upgrade existing park signage with new sign boards and messages to replace existing territorial park signs which are difficult to read and are becoming worn. See Signage Plan (Plate C) for locations.

4.1.4 Special Signage

a) **Border Crossing Signage**

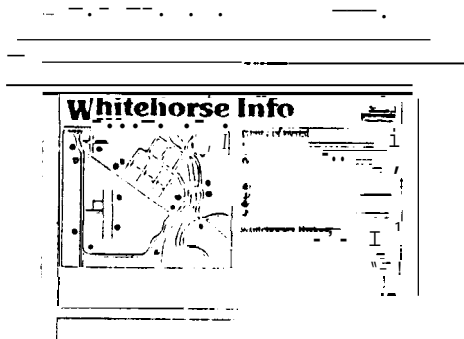
- welcome signs should be located at the boundaries to special areas, such as "Welcome to the Mackenzie Bison Sanctuary", "Welcome to the Northern Frontier Visitors Association Zone", and "Welcome to the Big River Tourism Association Zone"
- example: could be similar to historic site sign C-67



- recommendation: undertake detailed design and implementation of new signs at suggested locations shown on the sign plan

b) **Map Board Signage**

- purpose: to identify where the viewer is located in relation to the highway and nearby communities
- could be combined with interpretive information as described in Interpretive Signage and located at DPWH pull-off areas
- could be located along the roadway at pull-offs near the entrance to a community to give information about the community and points of interest; use a community map and number system
- example: Whitehorse Information Kiosk



- recommendation: to coordinate locations with interpretive signage at DPWH pull-off and confirm the desires of the communities for additional map signs for Fort Providence, Rae-Edzo and Yellowknife

4.1.5 Signage Plan and Schedule

The Signage Plan (Plate C) at the back of this report indicates the various sign types described previously and their suggested location along Highway #3. The Sign Schedule (Appendix G) which accompanies the plan, serves as a legend for the plan and indicates the appropriate sign number, category, traffic speed, character size and message elements. Together they provide a clear picture of the signage requirements along the highway.

4.2 Interpretation

4.2.1 Observations

At present, there are no existing interpretive signs or markers along Highway #3. Unless a traveller is able to pick up at least an explorer's map and the "Rivers to Roads" brochure before setting out on the trip, he would miss seeing or understanding the opportunities and points of interest along the highway. Perhaps this may account for part of the reason that travelers find the driving experience boring and dull, thus they drive at top speed to get to their destination rather than slow down or stop and enjoy the trip. These visitors obviously do not see any reason to slow down, and the limited view from the dusty road is their only experience.

We believe that guidelines should be established and continue to be refined into commitment for action to "improve the visitor's experience." Our recommendation is to start implementation of interpretive signage at the DPWH pull-off areas, and to develop special signage to identify priority points of interest, such as the Mackenzie Bison Sanctuary. Ongoing improvements should confirm site sites with interpretive potential and develop the themes and story line messages to be told.

4.2.2 Potential Opportunities

Opportunities are identified in the "Rivers to Roads" pamphlet; these themes should be developed at the site to "tell the story" to people who do not have copies of the brochure. Further opportunities for interpretation have been identified in the Baker Report. We have updated comments on this report. In addition, we have listened to community representatives who have commented that they are interested in getting tourists to stop at points of interest that can link with the communities. They are also interested in promoting future guided tours on the Mackenzie River and to the bison sanctuary. Interpretive signs or markers would help make people aware of the stories related to these sites.

Policies and guidelines should be refined and coordinated between government departments, including DPWH, Renewable Resources and Tourism and Parks, to work jointly to implement opportunities. Specific sites should be developed to attract people and help them understand the cultural and natural heritage aspects of the area. The overall goal should be to detail an overall interpretive theme for the highway corridor, then implement it with markers at priority sites.

Objectives should be refined to detail interpretive themes and signs or markers should be provided at key nodes along the highway. These markers should be visible from the road and identify key points of interest. They should be complemented by a map or brochure explaining the overall corridor system, such as "Rivers to Roads," and should be made available to tourists at the beginning of their trip. Guided tours could be initiated by private operators in the communities to specific sites, to explain the stories about the natural and cultural landscape.

Follow-up objectives should detail interpretive opportunities at specific sites, based on chosen priorities. Sites such as Caen Lake provide an excellent opportunity for a sign and marker to tell the story of the Mackenzie Bison Sanctuary. Ongoing upgrading for a more comprehensive interpretive program should include trails and organized activities. Other sites such as the Mackenzie River Crossing have the opportunity for a map sign and message board to tell the story of one of the world's greatest rivers.

a) **Mackenzie Bison Sanctuary**

A draft of the "Interim Bison Management Plan," written by the Wildlife Management division of Renewable Resources in February 1986, describes the potential of nature tours and a community based interpretive centre. It is clear that the economic development base of the community would benefit from an interpretive centre with displays, films, a slide show, and especially a handicraft shop selling tourist items and

supplies. An appropriate location would be along the highway with the opportunity to have a short walk into **an** open prairie area. This opportunity is available at the existing **Caen** Lake road pull-off at **Kilometre** 89.0 km. The Corridor Concept Plan (Plate B) at the back of this report **shows this** location at Site **#9**, and is entitled **Caen** Lake-Marl Delta.

Renewable Resources refers to the **Caen** Lake site in their report as follows:

"In order to increase public awareness and appreciation for the species, information **centres** employing descriptive signs will be set along the highway. The **Caen** Lake area near the highway will be reserved for non-consumptive use. Given the high international profile of wood bison, non-consumptive "utilization" of the herd will be encouraged with appropriate constraints on excessive human disturbance."

We understand that Renewable Resources is currently producing a **plaque** for a cairn to be located at the **Caen** Lake site. We agree and believe this would be an excellent site where visitors would be likely to see bison. We also believe that this site offers other potential opportunities for Tourism and Parks to develop signage and site upgrading as **well** as future interpretive trails and an interpretive **centre**.

The following map and text was received from Renewable Resources and represents the artwork for the plaque.

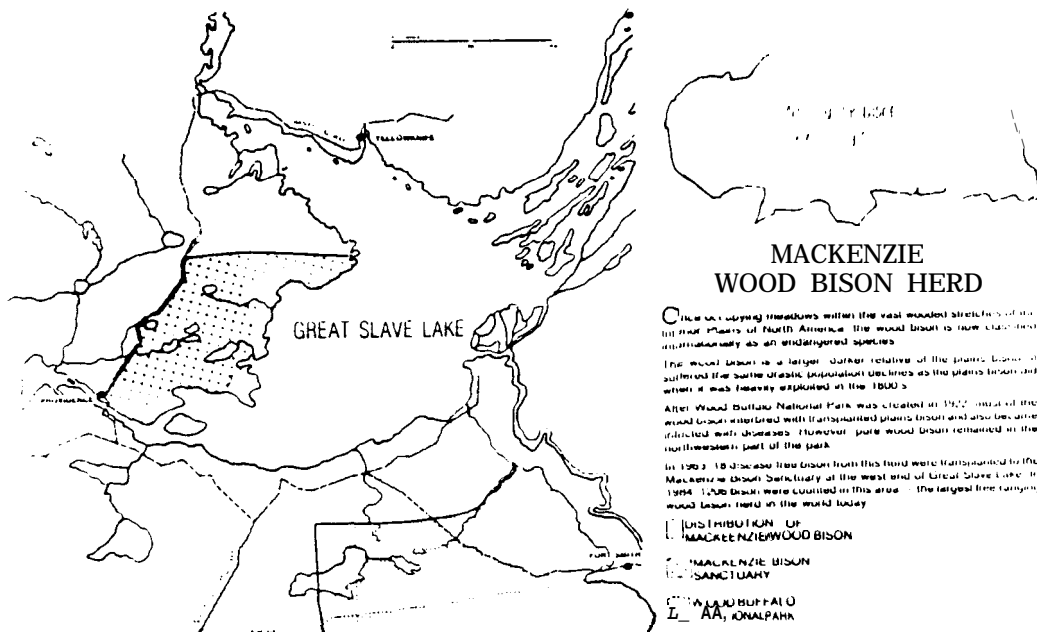
Mackenzie Wood Bison Herd

"Once occupying meadows within the vast wooded stretches of the Interior Plains of North America, the wood bison is now classified internationally as an endangered species.

The wood bison is a larger, darker relative of the plains bison. It suffered the same drastic population declines as the plains bison did when it was heavily exploited in the 1800s.

Wood bison numbers began to increase in the early 1900s. After Wood Buffalo National Park was created in 1922, most of the wood bison interbred with plains bison which had been transplanted from the south.

In 1963, 18 pure wood bison which were found in the northwestern part of the park were transplanted to the Mackenzie Bison Sanctuary at the west end of Great Slave Lake. In 1984, about 1200 bison were counted in this area. It is the largest free-ranging wood bison herd in the world today."



4.2.3 Suggestions for Implementation

Specific actions to start developing interpretive opportunities begin with confirming priority opportunities:

- a) Interpretive **signage** should be installed along the highway to identify the priority sites with a "point of interest" sign. Locations should include the Mackenzie River Crossing, Caen Lake, Mackenzie Bison Sanctuary and a viewpoint at North Arm.
- b) Interpretive **signage** should be installed at all existing DPWH pull-off sites to tell various stories listed in the "Rivers to Roads" guide.
- c) Special **signage** should be developed to include:
 - Border Crossing Signs, or welcome signs along the highway that identify: "Welcome, you are entering the Mackenzie Bison Sanctuary," "Welcome, you are entering the Northern Frontier Visitors Association Zone" and "Welcome, you are entering the Big River Tourist Association Zone," and
 - Highway Context Maps along the highway to help promote the facilities and points of interest in the communities.

These specific implementation suggestions represent a first priority for action. Additional interpretive elements and the previous priorities are further described below.

a) **Highway Context Maps**

Large painted highway context maps should be erected at seven different locations along the highway as shown on the Corridor Concept Plan (Plate B) at the back of this report. At each site, the viewer would be shown where he is in relation to the entire highway corridor by means of a "you are here" type of designation. The same map could also include an enlargement of the specific area (i.e. Frank

Channel/ Rae/ Edzo) and indicate the various attractions available to the traveller in that area.

b) Theme Brochures

Various theme brochures should be developed and coordinated with the proposed pull-off site exhibits to explain the natural history, vegetation and cultural attractions of the corridor. The brochures could be designed to match the existing "Rivers to Roads" brochure, but still relate to Highway #3 by using the new name and logo. Together with the various exhibits, these brochures should complement one another and not be isolated. The stories that need to be told and their locations include the following:

- Ferry Crossing (Site #3): natural history of the Mackenzie River, story of summer and winter crossing, history of Fort Providence and other area attractions, including information on the **cultural/historic** stories of the region (e.g. map showing aboriginal locations of Dogrib and Slavey tribes)
- Marl Delta. Caen Lake (Site #8): Mackenzie Bison Sanctuary description, natural history of marl delta and Caen Lake
- DPWH Pull-Off (Site #14): describe the vegetation of this area and include stories on the area's mature jackpine (Site #15) and grasslands (Site #13)
- DPWH Pull-Off (Site #20): describe the impact of the 1971 and 1973 forest fires in the area
- Frank Channel (Site #25): natural history of the North Arm, cultural history of Fort Rae and Edzo, and a description of the area attractions: travel patterns of the people before the highway was built; fact that Rae is most northerly community on the Highway

- DPWH Pull-Off (Site #28): natural history of the different landscape zones (plains vs. shield) and other geological attractions, including reasons for the different road layouts (depends on landscape the road travels through)

c) Exhibits (interpretive **signage**)

As mentioned previously (4.1.2), specially designed interpretive or exhibit signs should be installed at all DPWH pull-off sites. These exhibits would be used as a fixed back-up to the recommended brochures. Their location and content are listed in the **Signage** Plan (Plate C).

d) Bison and Forest Regions Interpretive **Centre**

Once again, as a long term development strategy, it is recommended that an interpretive **centre** be constructed at the marl delta site with a trail linkage to the forestry clearing site. This **centre**, which could be jointly supported by various government departments, would continue to tell the story of bison and forestry in the region, strengthening the initial **signage** along the highway.

e) Interpretive Trails

Potential exists for trail opportunities at the marl delta site, the mature jack pine site and North Arm CampGround.

4.3 Operations and Maintenance

This section includes suggested guidelines for the operation and maintenance of parks and related facilities along Highway #3. TWO criteria were considered: (1) the need to maximize benefits for study area residents, and (2) the difference in costs and government staffing if operations and maintenance are contracted out vs. done internally.

In order to develop suggestions for guidelines, we made observations on our site visit and discussed the existing system with community representatives, including:

- Joanne Pilkey, Settlement Manager, Fort Providence
- Fred Behrens, Hamlet Manager, Rae-Edzo

We also discussed the existing system with Parks staff, including:

- Rick Camire, Parks Ranger, Park Service, Fort Smith Region
- Tracy Hall, Regional Parks Officer, Hay River
- Don Moir, Regional Parks Supervisor

4.3.1 Observations

We observed that maintenance in sites closer to communities appears to be excellent. The major maintenance problem was that isolated sites (such as the Chan Lake site) were very badly maintained, with particular nuisances of overflowing garbage and undesirable pit toilets. Since it is difficult to monitor privately tendered maintenance contracts, especially with limited parks staff available, it seems that individuals are less responsible than community-supported maintenance and operations. Perhaps more supervision and reporting will be required to monitor the private maintenance contracts. The DPWH pull-off sites appeared to be clean and well maintained at all sites. Perhaps DPWH should be considered to assist with maintenance at isolated sites.

4.3.2 Existing System

We understand that Tourism and Parks is structured with a Regional Manager, a Regional Supervisor and several Parks Officers. Their responsibilities include parks operations and management of maintenance needs. The current policy is to contract out maintenance to private individuals. This system could work well and meet the objective to maximize benefits for study area residents, but must be realistically budgeted to cover costs for inhouse monitoring, checking, reporting and management. When a private contractor is awarded an operations and maintenance contract based on the "lowest bidder" approach, it should be expected that the results will be an attitude of providing a minimum

of service. It does not encourage a contractor to do a good job on the site. Perhaps if benefits are to be maximized for residents, consideration should be given to detailing the **maintenance tasks and procedures** in a written Terms of Reference for the contractor, and developing a **monitoring system** to coordinate, evaluate performance and enforce the contract conditions.

We are not aware of an existing written detailed set of maintenance tasks, and since it is beyond our scope to evaluate the existing system and make policy recommendations on a new system, we can only identify our findings and make suggestions for future consideration.

Current problems which require action include:

- **Maintenance** of buildings/shelters that get abused each year
- **Fixing** picnic shelters and broken glass due to **vandalism** each year
- Fixing or replacing stones damaged by **vandalism** each year
- Problem to check and make **reports with existing** parks staff due to long driving distances and short time
- Emptying garbage cans; DPWH does it for their sites, yet parks must **budget** for another person and truck to do it for their sites. There could be savings in cost if the two departments would agree to cooperate within the government.
- Regular grading and gravel upgrading required at several sites due to soft base
- Keeping pit toilets clean is difficult when screens are broken
- Lowest bidder contractor results in problems **getting** maintenance done
- Very long response time to get upgrading improvements for fences, paint and replacement of signage and site furnishings, presumably due to limited budgets

4.3.3 Suggestions for Improvement

A detailed operations and maintenance program should be established. One of the objectives of a new program should be to coordinate the

needs of Parks with DPWH, since they currently maintain their pull-off sites along the highway. The overall program should include:

- Detailing maintenance tasks, based on frequency of need, i.e. seasonally, monthly, weekly, daily.
- Detailing seasonal replacement procedures and budgets for vandalized items.
- Operational procedures refined to integrate with overall tasks and to relate to existing man power.
- Develop a better monitoring system to check the detailed requirements of each site; include performance evaluation for work done.
- Consider a new coordinator position to liase with private contractors and parks managers and supervisors.

We understand the department currently coordinates the work performed by park rangers, who maintain a presence in the field in order to care for the parks. Perhaps a coordinator could assist in monitoring, reporting and evaluating to assist in making future recommendations and changes to the existing system.



concept site plans

5.0 CONCEPT SITE PLANS

Each of the thirty-six (36) potential and existing sites identified during our concept site analysis has been described in detail as part of the final concept, or eliminated and described in Appendix E. The following were the major sources of information for this inventory:

- (1) Baker Report, 1966
- (2) Chamber Report, 1982
- (3) Existing Conditions/Description, June 1986
- (4) "Rivers to Roads" Brochure
- (5) EDA Site Observations, August 1986
- (6) EDA Site Observations/Public Meetings, October 1986, and Appendix F - Review Comments on Draft Plan)

Each site description has been referenced to one or more of the above sources [i.e. intersection of highways (5)]. For all sites listed in the Baker Report, more detailed reference can also be made to the detailed descriptions of the features in the area (Appendices to the Baker Report).

For each site along the highway, a description of the site, observations and comments, a list of existing facilities, and recommendations are detailed. Pictures of the site have also been included where possible, and an existing conditions and concept site plan have been included for all the high priority development sites and some of the medium priority sites.

5.1 Individual Site Assessment and Recommendations

The following pages should be read in conjunction with the overall Corridor Concept Plan (Plate B) for reference.

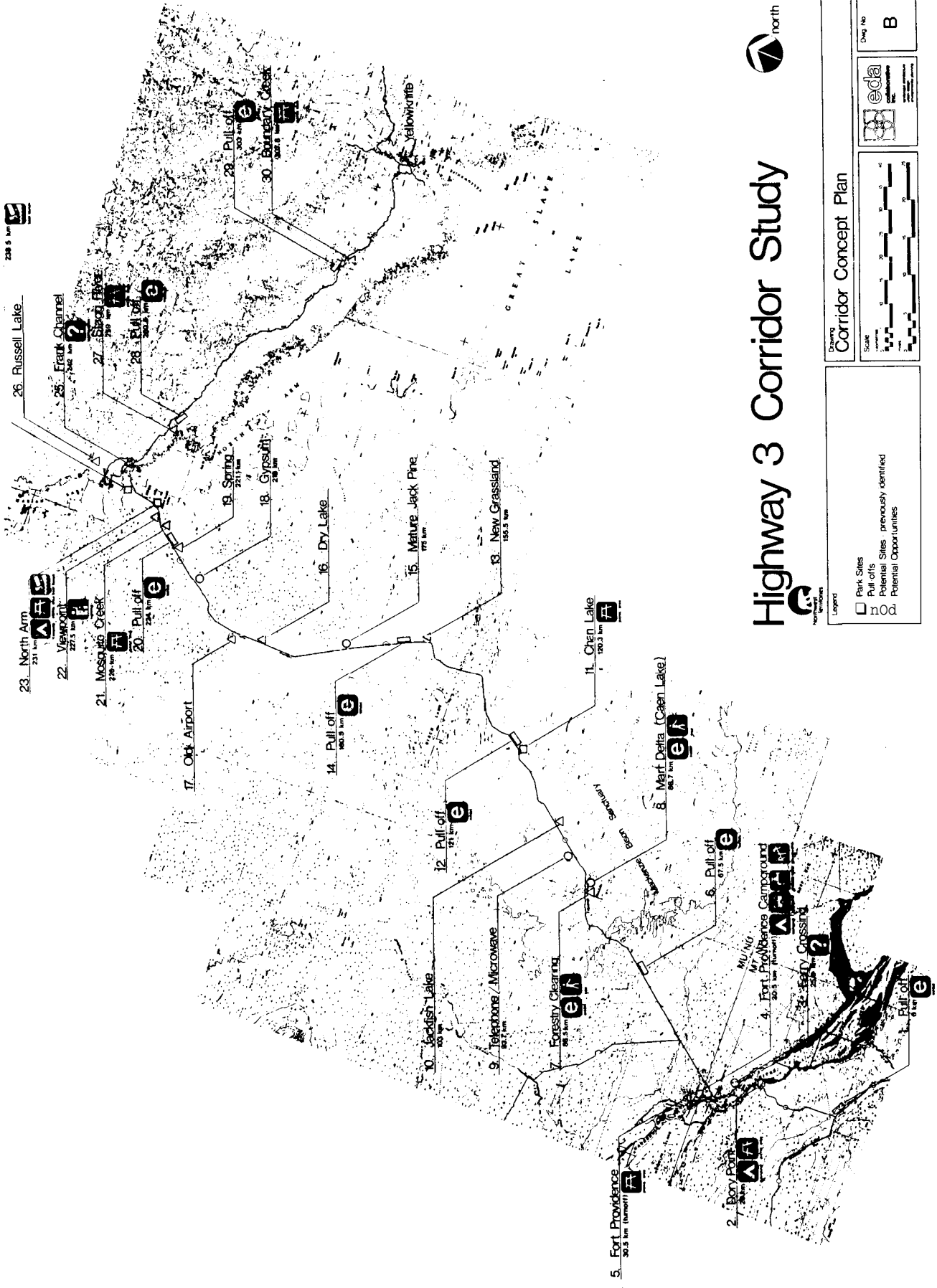
We have included a fold-out summary of the thirty sites assessed, relative to the kilometre distance from Point 0.0 at the intersection of Highway #1 and #3. It should be noted that these distances

correspond with the existing white markers along the east and south side of the highway. The site number and name are for reference between the map and the report. The site priority rates for each site, based on our observations, meetings and discussions with community representatives and Tourism and Parks. The site type is a classification of the four territorial parks, the seven DPWH pull-offs, potential sites previously identified, and new potential opportunities. Recommendations highlight actions that should be taken.

Following the summary sheets are written and graphic descriptions of each site. The written Description documents the existing conditions, our observations and a list of existing facilities, with a concept recommendation and cost estimate for future site development.

5.2 Site Development Priority Summary

The following page is a summary chart of all thirty sites which have been described in this section and includes the important points about each site. For a more detailed description of the sites, please refer to the individual summary sheets for each site.



Highway 3 Corridor Study



Legend

- Park Sites
- Pull-offs
- Potential Sites previously identified
- Potential Opportunities
- nOd

Corridor Concept Plan

Scale

eda

2014

Dwg No B

SITE DEVELOPMENT PRIORITY SUMMARY

| Site # | Site Name | Kilometre | Development Priority | Service Priority | Site Type | Recommendations |
|--------|-----------------------------|-----------|----------------------|------------------|-----------|--|
| 1 | Pull-off Area | 0-0 | H | M | □ | Upgrade to include information and directional signage on Highway #3. |
| 2 | Dory Point Territorial Park | 20-0 | L | L | □ | Develop to camping/day use area, improve identification and directional signage. |
| 3 | Ferry Crossing | 25-5 | H | H | ○ | Upgrade gravel area north of site (c) to tourist information area; provide an orientation area at the south side loading area (a). |
| 4 | Fort Prov. Terr. Campground | 30-5 | M | H | □ | Maintain larger campsite loop; close smaller loop. |
| 5 | Fort Prov. Day Use Area | 30-5 | L | L | △ | Create a day use area along the river. |
| 6 | Pull-off Area | 67- | L | L | □ | Provide information about the Pison Sanctuary. |
| 7 | Forestry Clearing | 86-5 | M | M | □ | Develop to day use area with access to Forestry Tower (joint development) |
| 8 | Marl Delta, Cann Lake | 90-0 | H | H | ○ | Upgrade to day use area; provide information on the marl delta; create a short hiking trail, construct observation platform. |
| 9 | Microwave Towers | 94-0 | L | L | □ | Develop interpretive site for the microwave towers. |
| 10 | Jackfish Lake | 103-0 | L | L | □ | Upgrade to day use area. |
| 11 | Chan Lake | 120-5 | H | H | □ | Upgrade standard of overall site. |
| 12 | Pull-off Area | 121-0 | L | L | □ | No upgrading necessary. |
| 13 | New Grasslands | 155-5 | L | L | □ | Include description in brochure and at next pull-off. |
| 14 | Pull-off Area | 160-5 | L | L | □ | Add basic information signage. |
| 15 | Mature Jack Pine Stand | 175-0 | L | L | □ | Include story of area in a brochure; no site development necessary. |
| 16 | Dry Lake | -- | L | L | □ | Possible future day use area; requires more study. |
| 17 | Old Airport | -- | L | L | □ | Possible interpretive value; include in brochure description. |
| 18 | Gypsum Outcrop | 212-5 | L | L | □ | No site development necessary; include in a brochure. |
| 19 | Spring | 221-1 | M | M | □ | Recreation of site with sign or brochure. |
| 20 | Pull-off Area | 224-0 | M | M | □ | Provide signage about the fire and revegetation in the area |
| 21 | Mosquito Creek | 226-0 | L | L | □ | Establish site as a day use area. |
| 22 | Viewpoint | 227-5 | H | M | □ | Develop parking area for a few cars; provide information on landscape; develop a small hiking trail to a viewpoint. |
| 23 | North Arm Terr. Park | 231-0 | H | M | □ | Upgrade site to major park. |
| 24 | Edzo Territorial Park | 238-5 | L | L | □ | Low development priority. |
| 25 | Frank Channel | 242-0 | H | M | □ | Develop small day use area. |
| 26 | Russell Lake | -- | L | L | □ | Further study required. |
| 27 | Stagg River | 259-0 | M | M | □ | Upgrade to small picnic site with interpretive signage. |
| 28 | Pull-off Area | 260-5 | M | M | □ | Include information signage on surrounding landscape. |
| 29 | Pull-off Area | 303-0 | L | L | □ | Add small interpretive sign on surrounding landscape. |
| 30 | Boundary Creek | 308-0 | L | L | □ | Upgrade to day use site. |

LEGEND:

Type of Site:
 □ Park Site
 □ Pull-off

○ Potentially Identified
 △ Potential Opportunity

Priorities:
 H - High
 M - Medium
 L - Low

SITE DEVELOPMENT
 PRIORITY SUMMARY

Site Name: PULL-OFF site Number: 1

Kilometre Point: 0 km

Type of Site: Pull-off Area and Intersection of Highways #1 and #3

Site Description:

Pull-off Area - just south of the Highway #1-#3 junction 0.5 km, located on the north side of the road (5)

Highway #1-//3 Intersection - actual intersection of highways (5)

Observations and Comments:

- potential to be better utilized by adding signage map and information to encourage visitors to travel Highway#3 (5)
- pave road to ferry crossing to encourage additional visitors

Existing Facilities:

Pull-off Area

small log survival cabin in fair to good condition

- 1 waste receptacle (full)

Highway #1-#3 Intersection - directional signage for each highway

Concept Recommendations:

upgrade pull-off site with information and directional signage to better orientate potential visitors to Highway#3

- provide sign on/in the cabin stating that it is to be used for winter survival in case of vehicle trouble (there are a number of these cabins found along the highway and although they are no longer necessary because of the steady traffic, they may form an interesting "historic" story)

no upgrading necessary at actual intersection of Highway #1-#3 if pull-off area is upgraded

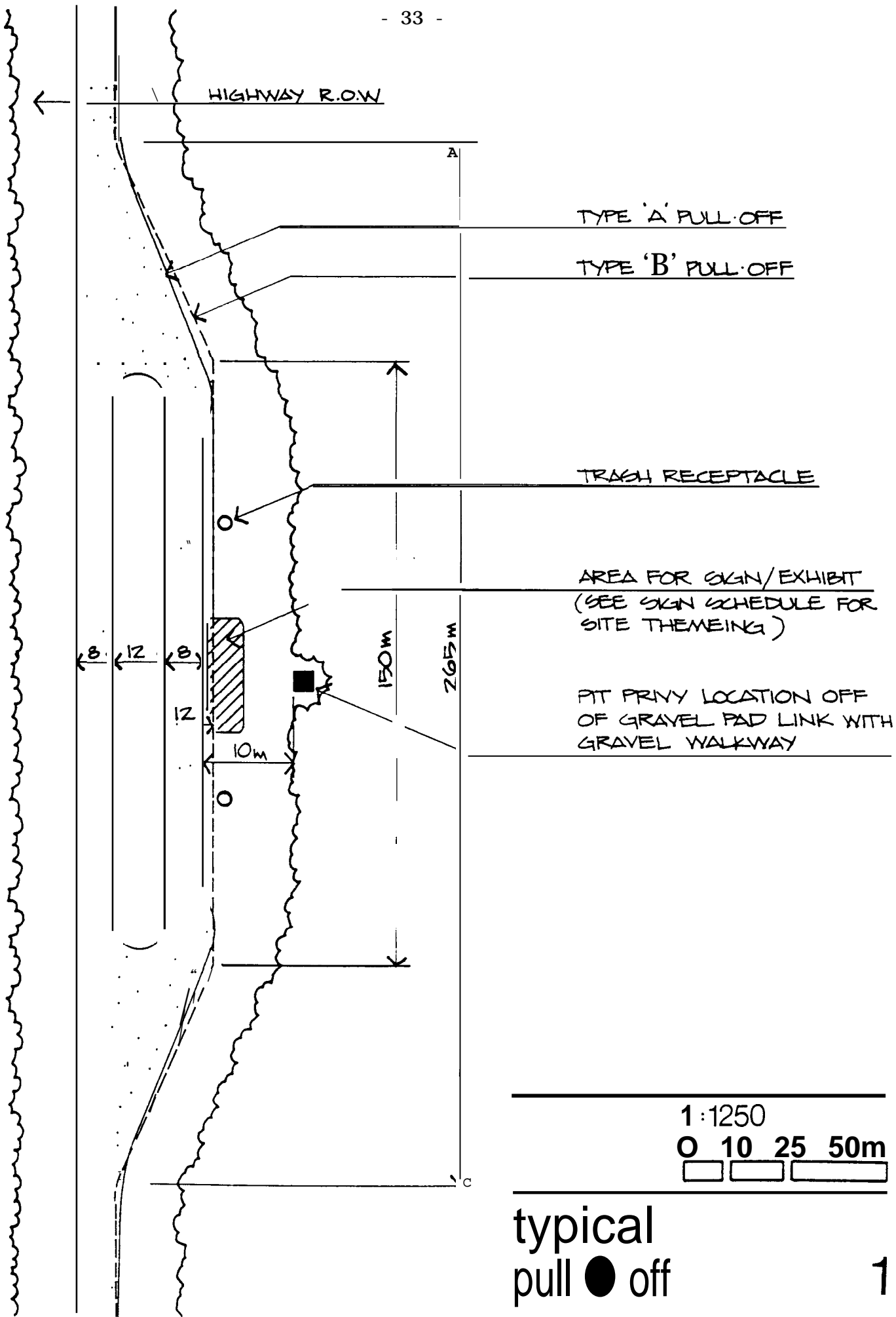
pave Highway #3 from intersection to ferry crossing

Upgraded Items and Preliminary Cost Estimate:

| | |
|---------------------|---------------|
| - Signage | s 3,500.00 |
| - Picnic Tables (2) | <u>800.00</u> |
| | s 4,300.00 |

(costs to upgrade the highway with a chip seal surface treatment would be approximately \$280,000/km or \$7 million for 25 km)

Development Priority: High
 Service Priority: Medium

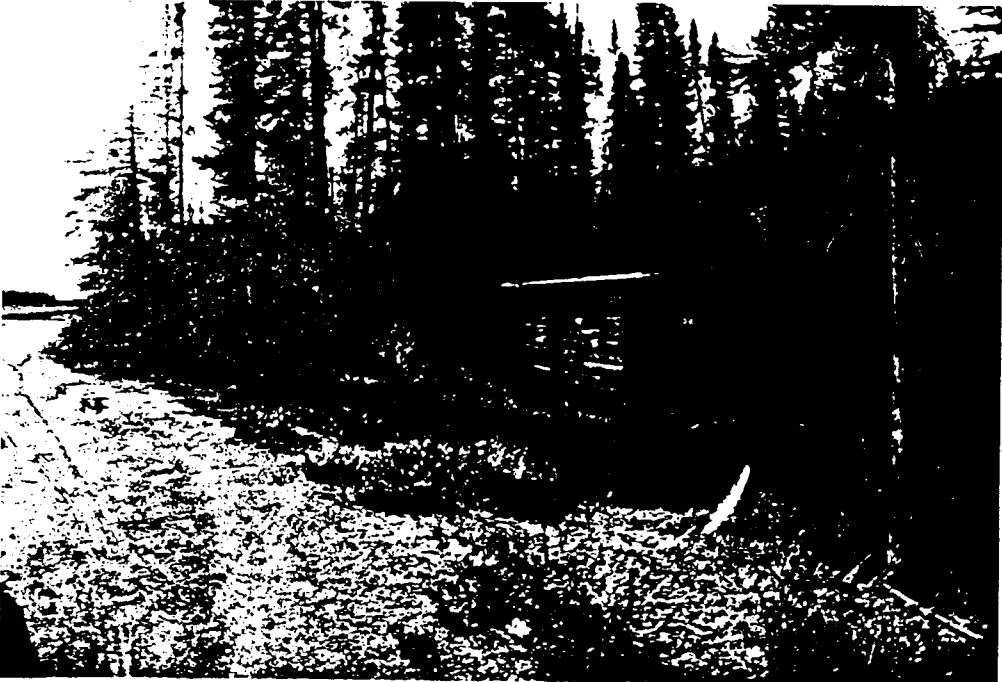




0 km
site #1

Pull-Off Area

Intersection
Highways # 1 a
#3



Pull-off Area



Site Name: DORY POINT TERRITORIAL PARK

Site Number: 2

Kilometre Point: 20 km

Type of Site: Park Site

Site Description:

- 4.17 hectares (3)
 excellent view of the river (1) with access to it (5)
- day use and picnicking area with a gravel and grass parking area and a log kitchen shelter in the centre (2, 5)
- purpose of park: fishing, picnicking, rest stop, camping (when ferry missed) (3)

Observations and Comments:

- entrance is awkward: it is not signed and is after initial view of the area from the highway when travelling north (2, 5)
- add camping area separate from current day use area (existing site being used for camping) (5)

Existing Facilities:

| | |
|--------------------------|-----------------------------------|
| 5 picnic sites (camping) | 4 fireplaces |
| 2 picnic shelters | 1 wood compound |
| 1 kitchen shelter | 1 water compound |
| 2 toilets | 1 garbage compound |
| 5 tables | 1400 ft. roadway |
| 6 garbage cans | 4800 ft ² parking area |

Concept Recommendations:

Private campground presently being considered nearby, therefore wait until this development proceeds before implementing the following recommendations:

- develop site to camping/day use area (if private campground does not proceed)
- improve site signage with new directional signs located 1 km before the site, and a new identification sign oriented to highway travellers
- upgrade site access with new roadway entry and turning lane at actual site
- provide vehicle control barriers to separate park site access from water truck access

Upgraded Items and Preliminary Cost Estimate:

| | |
|-------------------------|-----------------|
| - Demolition | \$ 500.00 |
| - Signage | 1,500.00 |
| - New Access | 2,000.00 |
| - Control Barriers | 1,500.00 |
| - Upgraded Picnic Sites | <u>2,000.00</u> |
| | \$ 7,500.00 |







Development Priority: Low

Service Priority: Low



MACKENZIE RIVER

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

TO FERRY and YELLOWKNIFE

WATER ACCESS

PICNIC SHELTER

PATH

KITCHEN SHELTER

I.D. SIGN

TO HIGHWAY 1 and 3 JUNCTION

existing



1:2000







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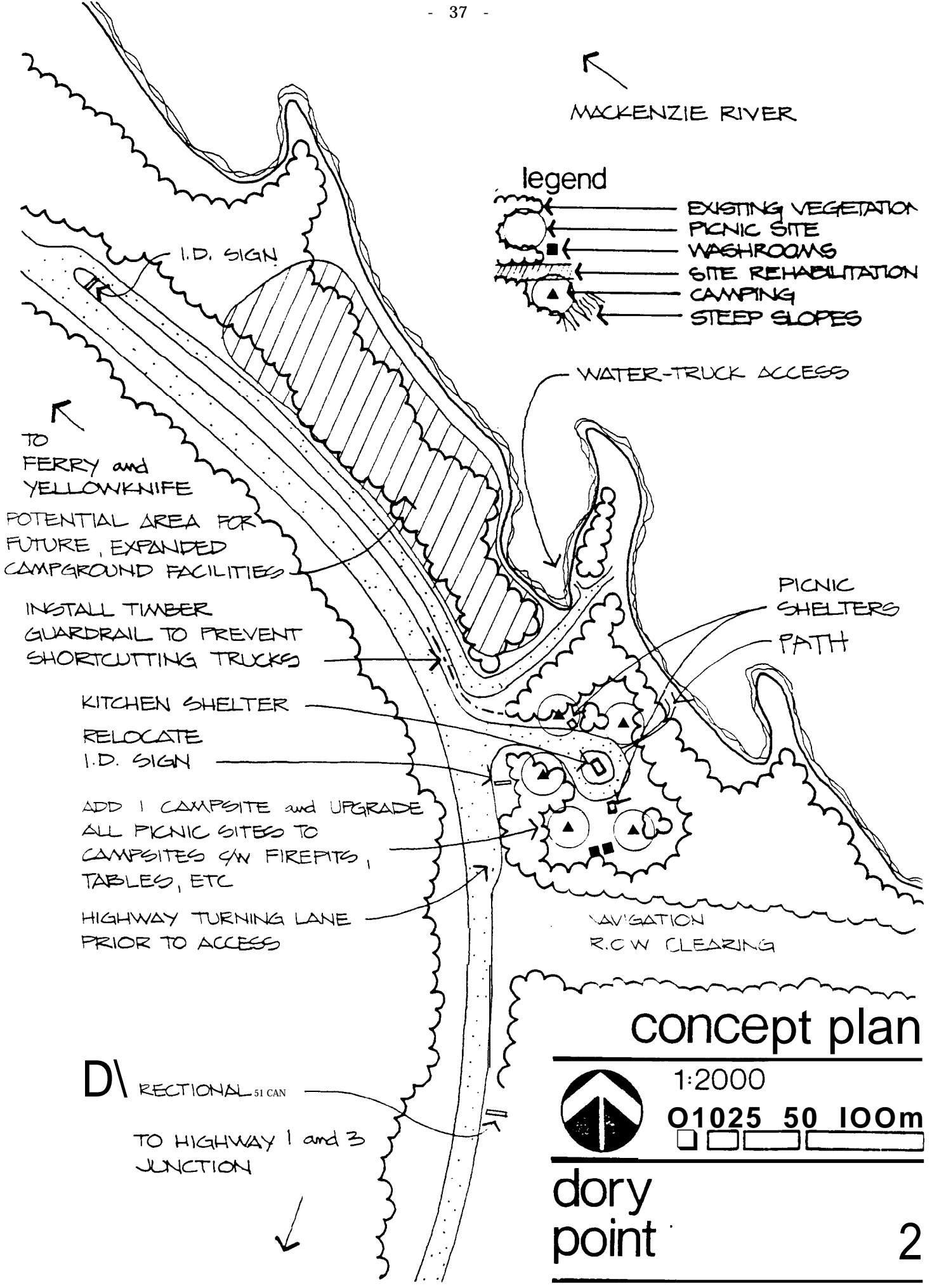


dory point



2

←
MACKENZIE RIVER

- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES



concept plan

1:2000

 0 10 25 50 100m


dory point

2

20 km
Site #2

DORY POINT
TERRITORIAL
PARK



DORY POINT
TERRITORIAL
PARK
(con t)



Site Name: FERRY CROSSING

Site Number: 3

Kilometre Point: 25.5 km

Type of Site: Potential Site - Previously Identified

Site Description: (5)

South Side of River - loading/unloading point (a)

North Side Of River - loading/unloading point (b)

Gravel Pull-off Area - north of river crossing at intersection of ferry access road and winter ice bridge access road (c)

Observations and Comments:

south Side - needs something for visitors to do while they wait for the ferry; provide an orientation map to describe upcoming sites and encourage use of tourist centre (c) on north side

- North Side - no development needed

Gravel Pull-off Area - develop tourist information centre to provide information and pamphlets on attractions along Highway #3; move "A-frame" kiosk from Fort Providence to this site to encourage more people to visit Fort Providence; Marine Operations (Russ Wiggs) and Highway Maintenance (Gary Hoffman), both will allow the booth to be moved to the suggested location) (6)

a sign should be posted that includes the history of the river and stories/facts about the ferries (e.g. how much they draw, weight carried, something about the martens that nest every year on the ferry) and information directing people back to Dory Point if they miss a ferry (for washrooms, etc.) information could be provided to describe the ice bridge

Existing Facilities:

South Side

regulatory signage
overhead lighting
protection berm
winter ferry storage skid

- 1 garbage can

North Side

regulatory signage

- 1 garbage can

Gravel Pull-off Area

level gravel pad

FERRY **CROSSING** (con-t)

Concept Recommendations:

South Side - provide an information sign describing Highway #3 attractions and in particular, Fort Providence attractions; provide an adjacent parking area and berm (east side)

North Side - no upgrading required

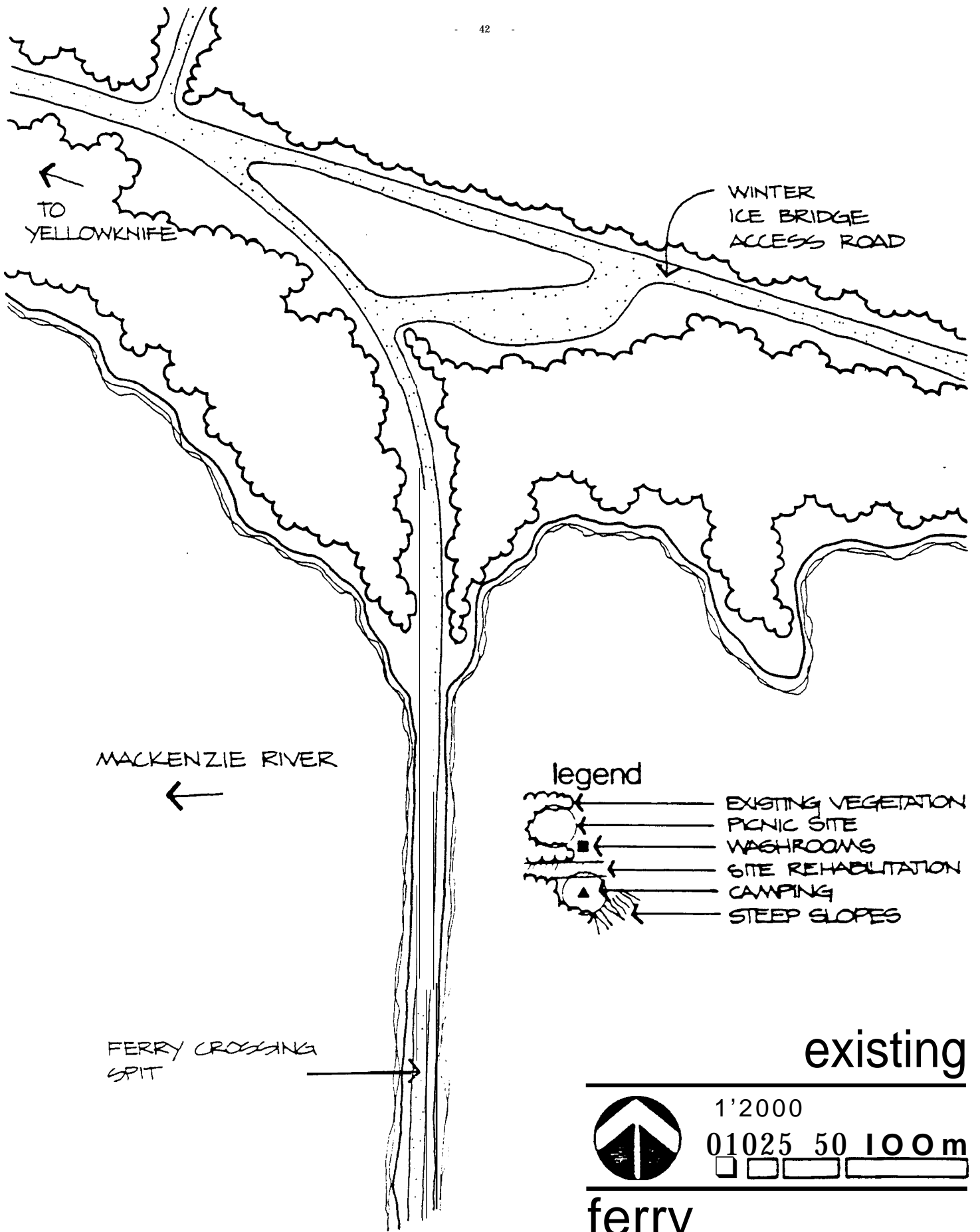
Gravel Pull-off Area

upgrade to major tourist information **centre**
regrade gravel parking area to accommodate five stalls and trailer parking
relocate existing Fort Providence "A-frame" tourist booth to this site

Upgraded Items and Preliminary Cost Estimate:

| | |
|-------------------------------|---------------|
| Site Signage (Signs #7, 8, 9) | \$ 7,000.00 |
| Vehicle Control Barriers | 1,000.00 |
| Regravel/Regrade Parking Area | 10,000.00 |
| - Relocate existing "A-frame" | <u>500.00</u> |
| | \$ 18,500.00 |

Development Priority: High
Service Priority: High





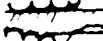



MACKENZIE RIVER



FERRY CROSSING SPIT



legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

existing



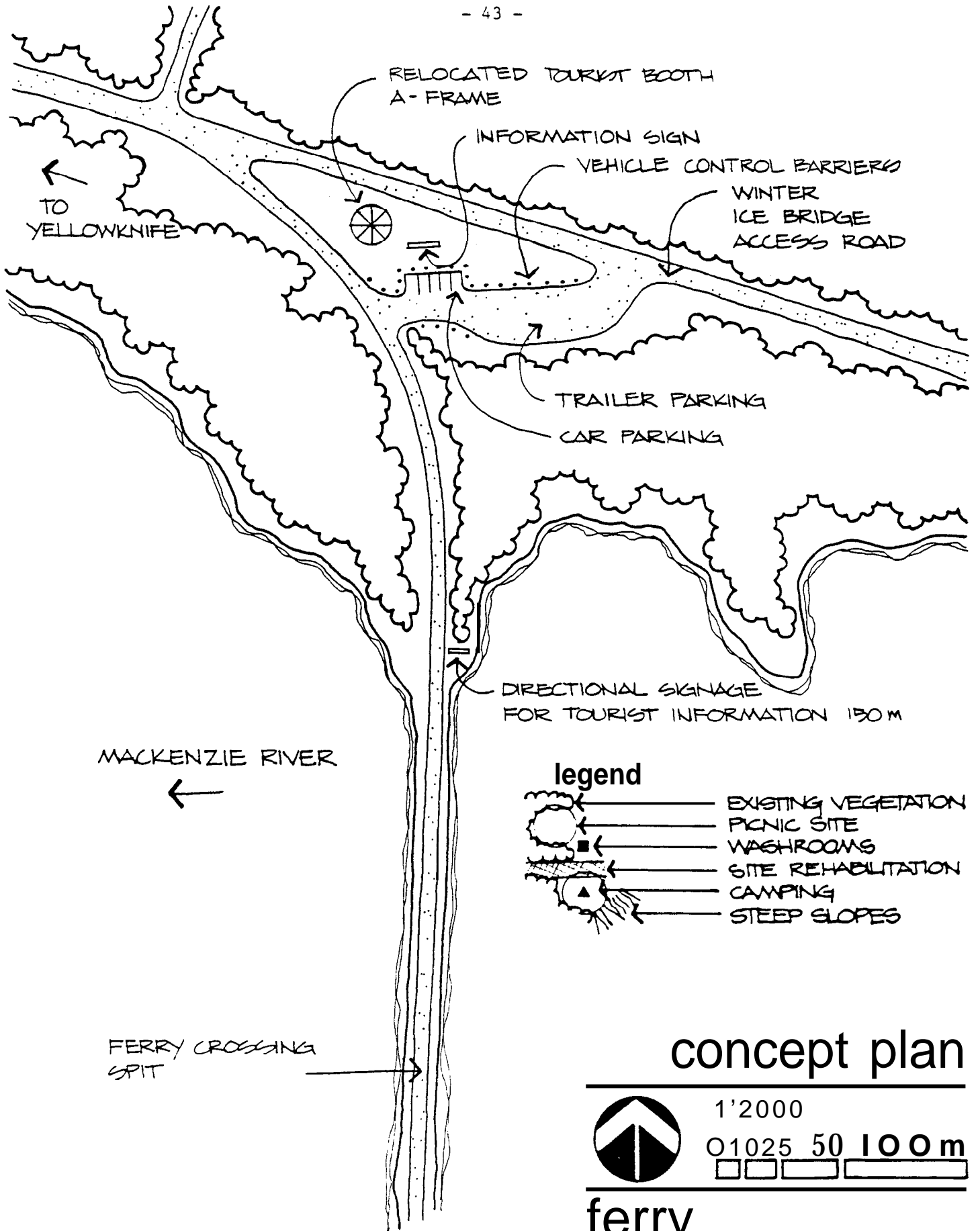
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0 10 25 50 100 m









ferry crossing


3



legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

concept plan

1'2000
 0 10 25 50 100 m


ferry crossing

Site Name: FORT PROVIDENCE TERRITORIAL
CAMPGROUND

Site Number: 4

Kilometre Point: 30.5 km
Type of Site: Park Site

Site Description:

- located 2 km south of Fort Providence (5)
- well maintained campground (5)
used for fishing, camping, picnicking, visiting Fort Providence (3)
- 2 loops with pull-through crescent-type sites (2)
road to parking lot and toilets is accessed from back 01' the larger loop (2)
- dumping station and drinking water near park entrance (2)

Observations and Comments:

- not heavily utilized, campsites in smaller loop are overgrown (2, 5)
- shelters and toilets in good repair but not well situated (2)
- users prefer ground fires to pedestal stoves (2)
signage on site is very confusing (2, 5)
- most popular campsites are close to the river bank (5)
playground equipment could be provided, but should not be high priority as the mosquitos would likely discourage most kids (6)
a shower facility could be provided, but only for long range (five years) as it would require full-time supervision (6)
some brush should be cleared so there are better views of the river (6)
access to the river could be improved by installing a stairway that can be pulled up in the spring during high waters (6)
- another wood compound is needed (6)
- provide a proper boat launch below the church (6)

Existing Facilities:

| | |
|-------------------|-----------------------------------|
| 35 campsites | 1 water compound |
| 1 kitchen shelter | 1 wood compound |
| 8 toilets | 1 garbage compound |
| 25 tables | telephone (1 mile away) |
| 28 garbage cans | 3800 ft. roadway |
| 24 fireplaces | 3200 ft ² parking area |
| group camp area | sewage dump |

FORT PROVIDENCE TERRITORIAL CAMPGROUND (con 't)

Concept Recommendations:

maintain the larger campsite loop of 20 sites only; close off the smaller loop to overflow use only and control access by a gate and padlock (2, 5)
install control barriers to limit present vehicle short cutting
install new site identification and directional signage at Fort Providence/Highway #3 intersection
provide upgraded concrete picnic tables and culvert-type fire rings

Upgraded Items and Preliminary Cost Estimate:

| | |
|--|-----------------|
| - Site Signage (sign #13) | \$ 500.00 |
| - Upgraded Concrete Picnic Tables/ Culvert Fire Rings | 20,000.00 |
| Vehicle Control Barriers | 1,500.00 |
| - Access Control Gate | <u>1,000.00</u> |
| | \$ 23,000.00 |

Development Priority: Medium
Service Priority: High

TO FORT PROVIDENCE

KITCHEN SHELTER

WOOD
GARBAGE

SEWAGE
DUMP

HAND
PUMP







TO
HWY. 3

MACKENZIE
RIVER

I.D. SIGN

existing

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

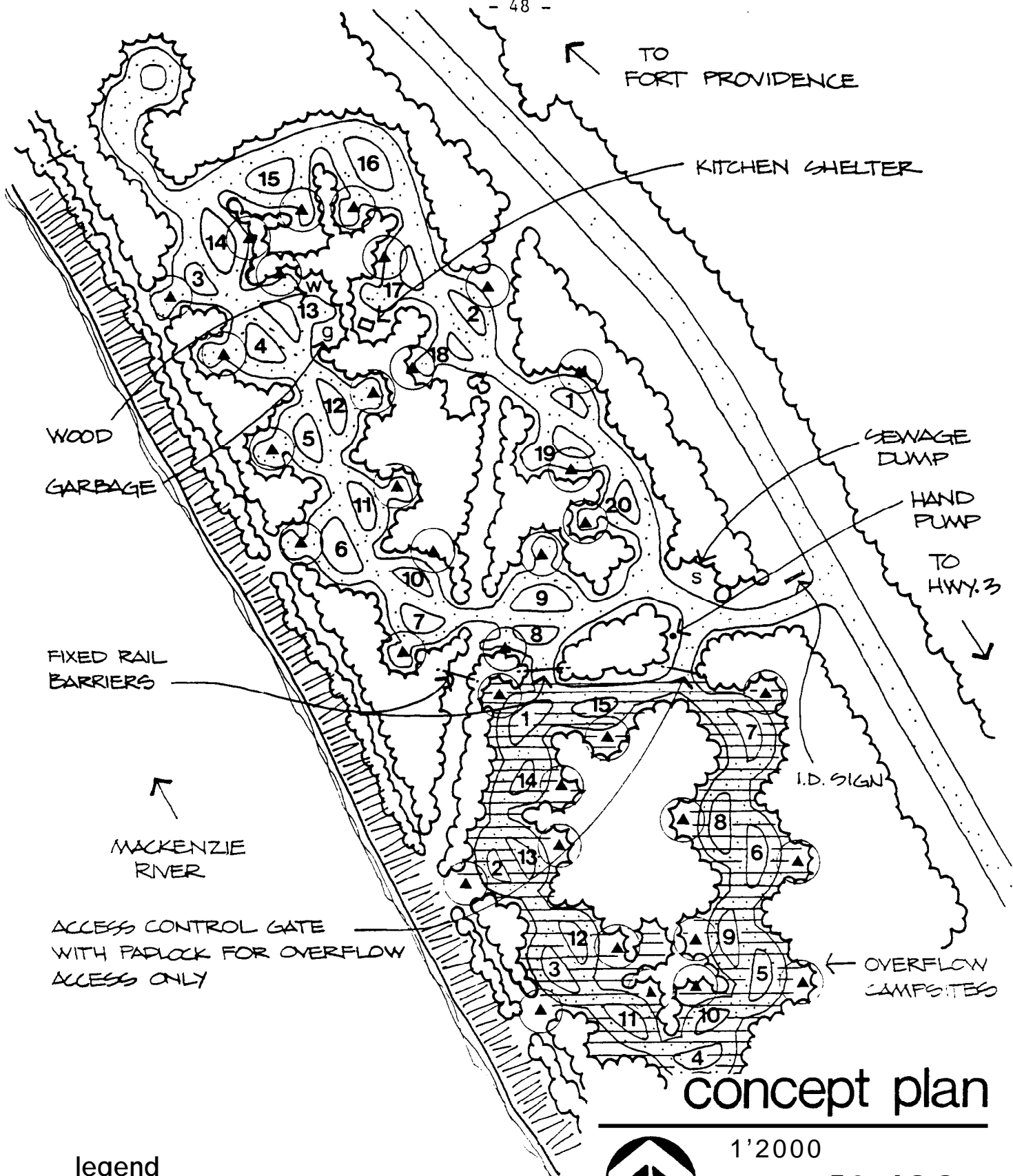


1'2000

0 10 25 50 100m

fort
providence

4



concept plan

- legend
- EXISTING VEGETATION
 - PICNIC SITE
 - WASHROOMS
 - SITE REHABILITATION
 - CAMPING
 - STEEP SLOPES

1'2000

0 10 25 50 100 m

fort providence 4



30.5 km
Site #4

FORT PROVIDENCE
TERRITORIAL
CAMPGROUND

Typical
Overgrown Site
on Small Loop



Water Pump and
Sewage Dump



Steep Bank that
Limits River
Access to
Campground User

Site Name: FORT PROVIDENCE DAY USE AREA Site Number: **5**
 Kilometre Point: 30.5 km
 Type of Site: Potential Opportunity

Site Description:

- area between campground and the town, beside the river (5)
 existing viewpoint above the government dock affords good views
 of the river, the town and the church (5)
 there is an existing 'A-frame" tourist information kiosk across
 from the R.C.M.P. building (5)

Observations and Comments:

- good potential as a day use area if tables and other facilities
 are added (5)
- tourist information centre is not well used (5)
 day use area could include area from the campground up to the
 government dock site as part of a top-of-bank development (5)

Existing Facilities:

Existing Viewpoint

- government dock and gravel access road
 top of bank gravel turnaround roadway
- Historic Sites and Monuments plaque - "Discovery of the
 Mackenzie River"
- 1 garbage can
 short walk to original missionary church

Tourist Information Kiosk

- "A-frame" wood teepee
- 2 picnic tables
 identification signage
- 1 garbage can

Concept Recommendations:

- upgrade area around the government dock to a day use area to
 complement the dock
- move tourist information kiosk to north ferry site (Site #3c)
- provide sign about road into Horn Plateau area

Upgraded Items and Preliminary Cost Estimate:

| | |
|--|-----------------|
| Interpretation Signage | \$ 800.00 |
| Upgraded Concrete Picnic Tables and Benches | 2,000.00 |
| Vehicle Control Barriers | <u>1,000.00</u> |
| | \$ 3,800.00 |

Development Priority: Low
 Service Priority: Low

30.5 km
Site #5

FORT PROVIDENCE
DAY USE AREA

Existing
Viewpoint Site
Adjacent to
Government Dock



Site Name: **PULL-OFF AREA**

Site Number: **6**

Kilometre Point: 67.5 km

Type of Site: Pull-off f

Site Description:

- pull-off area surrounded by a mature jack pine stand (5)

Observations and Comments:

- good area to identify and explain the bison sanctuary on the east side of the highway

Existing Facilities:

- 2 garbage cans
typical gravel pull-off

Concept Recommendations:

- provide general information about the bison sanctuary and location of major rest stop at Caen Lake
- don't repeat stories given at the Caen Lake site

Upgraded Items and Preliminary Cost Estimate:

- Site Exhibit Signage (Sign #16) \$ 1,000.00

Development Priority: Low

Service Priority: Low

25.5 km
site #3

FERRY CROSSING



Ferry Cross ing
South Side

Ferry Crossing
North Side



Gravel Pull-off
Area - Tourist
Info Site



67.5 km
Site #6

PULL-OFF AREA



Site Name: FORESTRY CLEARING

Site Number: 7

Kilometre Point: 86.5 km

Type of Site: Potential Opportunity

Site Description:

two cleared areas on top of knoll adjacent to Caen Lake (south side of highway) (6)

- one-way access road (6)

used by forestry for helicopter refueling site and a forest fire observation tower is to be constructed on the site in the future (6)

Observations and Comments:

- given the site-s proximity to Caen Lake and the possibility of a tower being constructed, there is potential for excellent views of the surrounding area (12 mile view shed) (6)
- Forestry indicates willingness to allow controlled public access to the site (6)
- opportunity for travelers to get off the roadway (6)

Existing Facilities:

two large clearings and a simple one-way access road

Concept Recommendations:

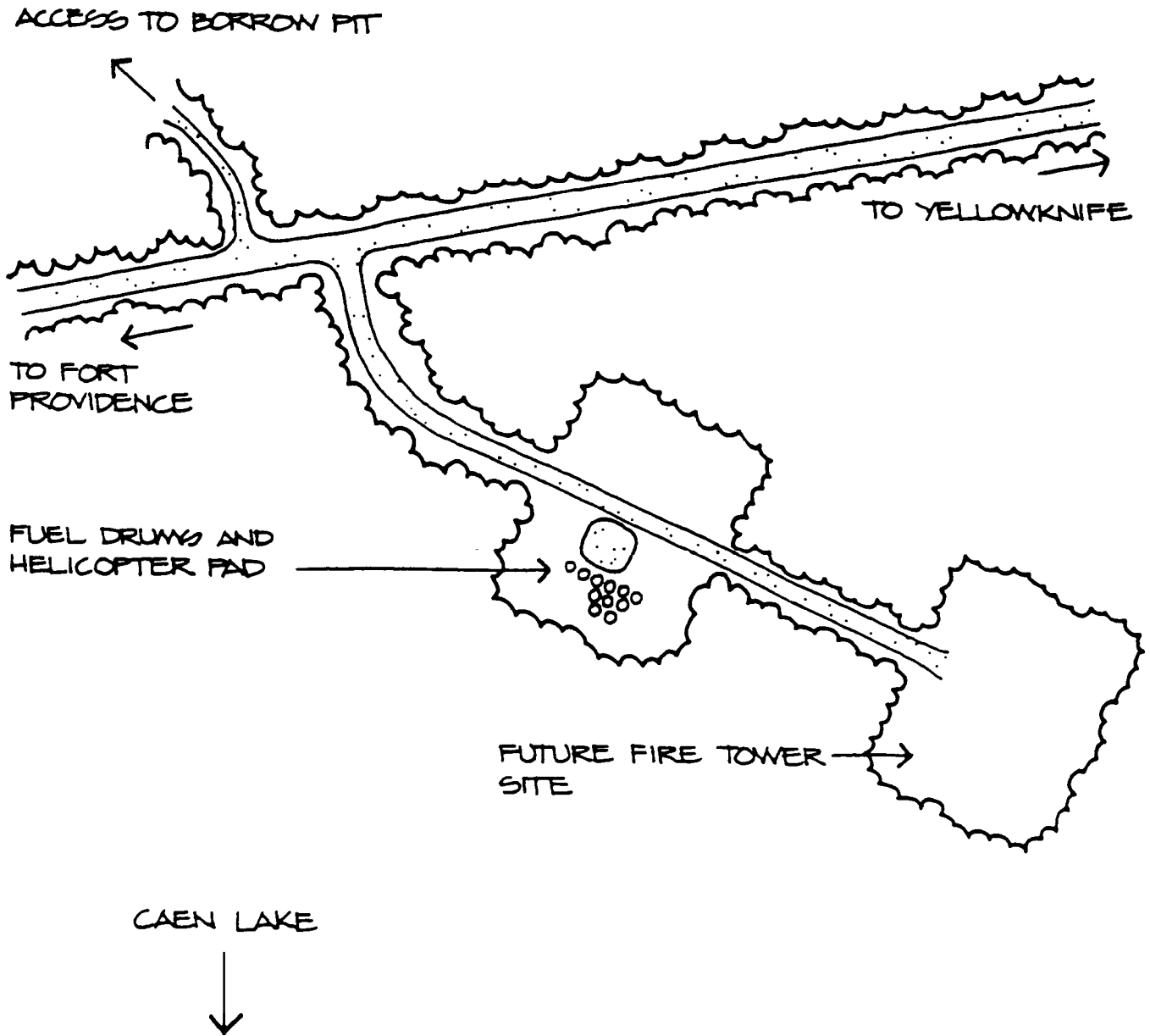
- pursue a joint venture with Forestry to develop the site to a day use area, including a parking area, site identification and exhibit signage, and a short trail to the fire tower
a second, larger trail could be developed to link this site with the Karl Delta site approximately 2 km away
controls to the helicopter site and fuel storage area will be required







Upgraded Items and Preliminary Cost Estimate:

| | |
|--|-----------------|
| - Site Identification/Exhibit Signage (Sign #18) | \$ 2,000.00 |
| - Concrete Picnic Tables | 1,500.00 |
| - Vehicle Control Barriers | 2,000.00 |
| - Trail Development | 1,000.00 |
| - Gravel Parking Pad | <u>5,000.00</u> |
| | s 11,500.00 |

Development Priority: Medium

Service Priority: Medium



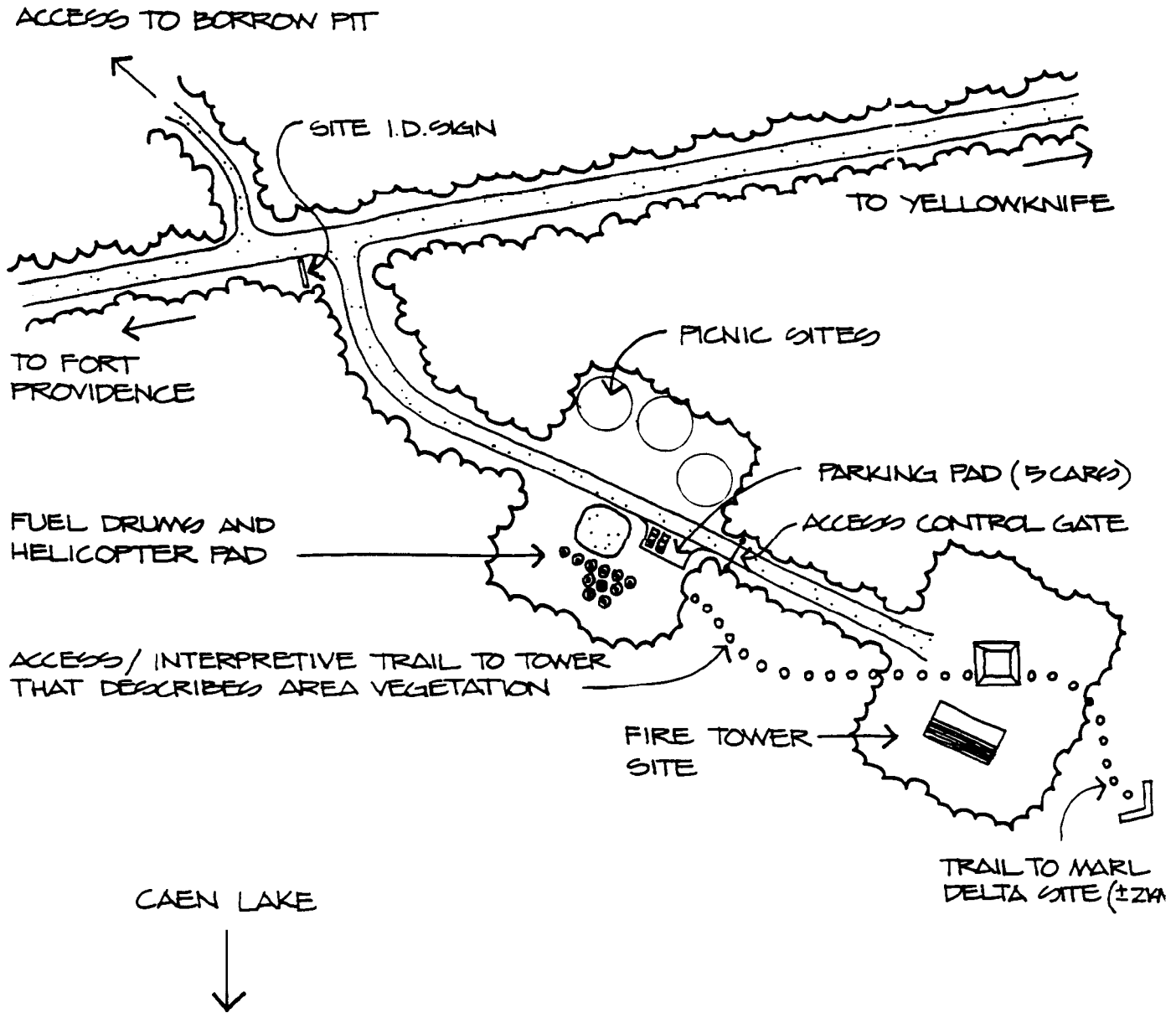
- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES

existing









n.t.s.

forestry
clearing



concept plan

- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES



n.t.s.

forestry
clearing

Site Name: MARL DELTA

Site Number:

8

Kilometre Point: 99 km

Type of Site: Potential Site - Previously Identified

Site Description:

- large marl delta created by tributary stream entering Caen Lake (1)
- gravel access and turnaround area off of Highway #3 (5)
- water filled borrow pit (5)

Observations and Comments:

a large number of bison tracks and droppings indicate this is a good area for more information on the bison, as well as for possibly seeing them
good potential for a picnic area
nice view of open area after being "enclosed" in the highway corridor
good area for a short hiking trail in conjunction with a rest stop
area being impacted heavily by ATV use and hunters (spent shells); need for immediate environmental control
the Band Economic Development Committee in Fort Providence is sponsoring a feasibility study on the possible uses of the Bison Sanctuary (e.g. guided tours, harvesting buffalo) (6)
a coffee shop could be provided midway between Providence and Rae, possibly at an interpretation centre for the Bison Sanctuary (6)
an observation platform could be built for better views of the buffalo in the area (6)
an access permit from will be required if the site is developed (6)
the linear beach strands could tie in with the geology theme at Caen Lake (6)
the "new grasslands" story could be included for interpretation at this site (6)

Existing Facilities:

gravel access road to old borrow site

Concept Recommendations:

provide immediate control by restricting access off Highway #3 with a locked gate until internal controls are constructed
upgrade to major day use area (minimum of three picnic sites and a parking area)
provide information on the bison and the marl deposit formation

MARL DELTA , CAEN LAKE (c on ' t)

- create a short hiking loop trail to the deposit and through the area with interpretive signage on natural history and the bison sanctuary (possible need for boardwalk and bridges)
- provide control barriers to restrict access to sensitive grasslands and marl deposits
 - construct an observation platform for wildlife viewing
 - link Marl Delta site to Forestry Clearing with a trail

Upgraded Items and Preliminary Cost Estimate:




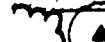


| | |
|-----------------------------------|-----------------|
| - Access Control Gate | \$ 1,000.00 |
| - Site Signage (Signs //19-21) | 3,000.00 |
| - Upgraded Concrete Picnic Tables | 5,000.00 |
| - Vehicle Control Barriers | 2,000.00 |
| Trail Development | 6,000.00 |
| - Regravel/Regrade Parking Area | 5,000.00 |
| - Construct Observation Platform | <u>5,000.00</u> |
| | \$ 27,000.00 |

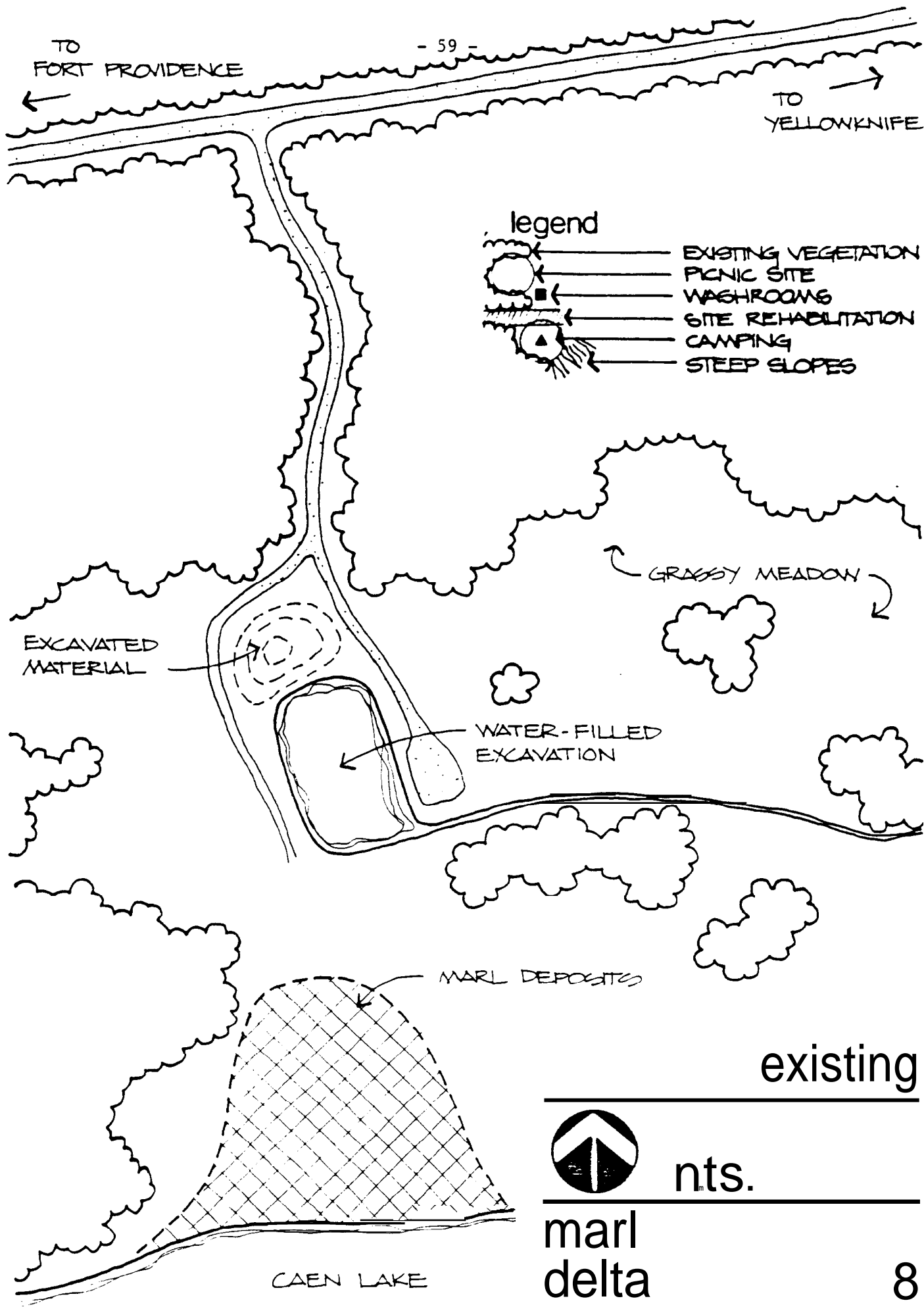
Development Priority: High
Service Priority: High

TO FORT PROVIDENCE

TO YELLOWKNIFE

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES



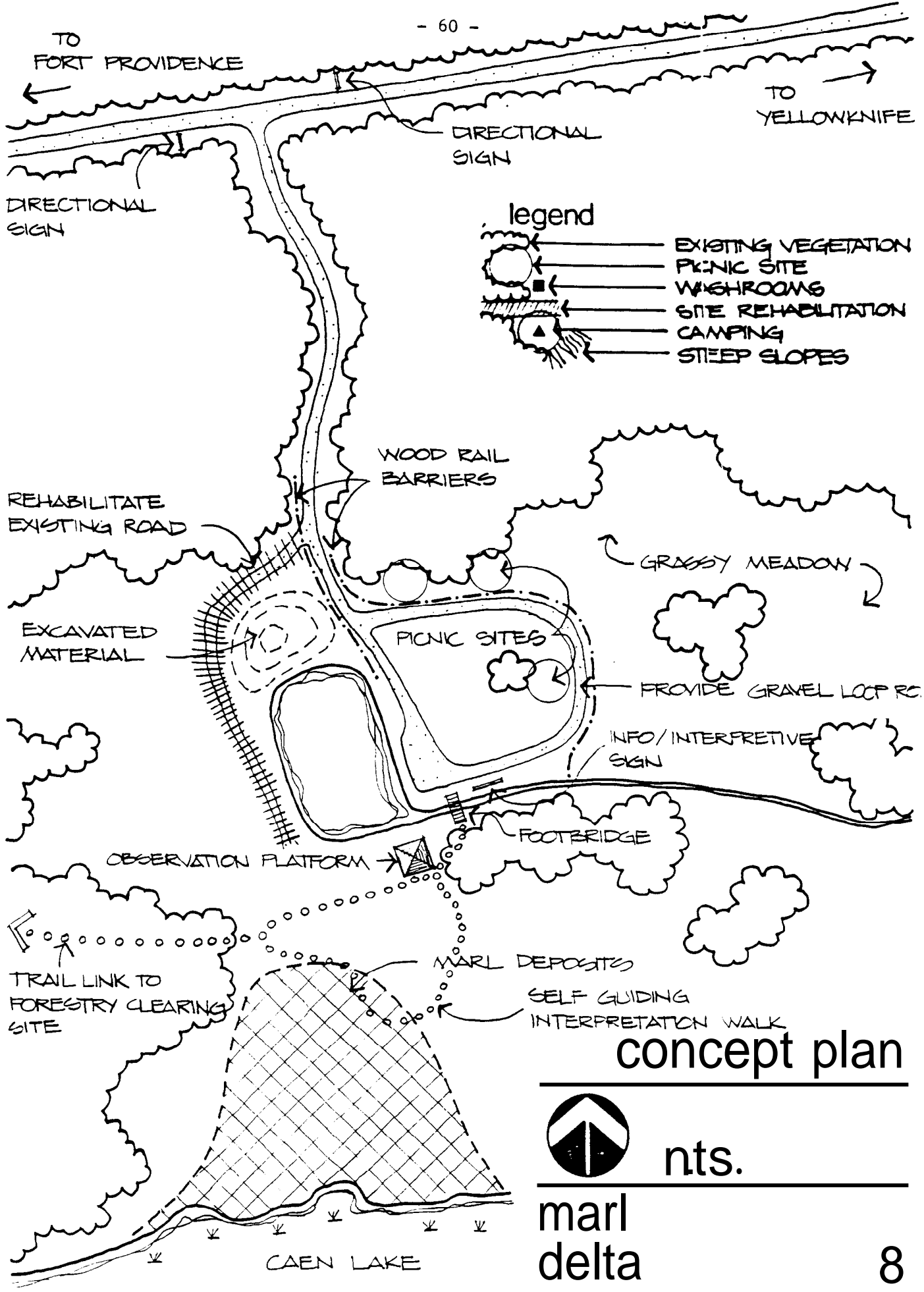
existing



nts.

marl
delta

8



concept plan



nts.

marl
delta

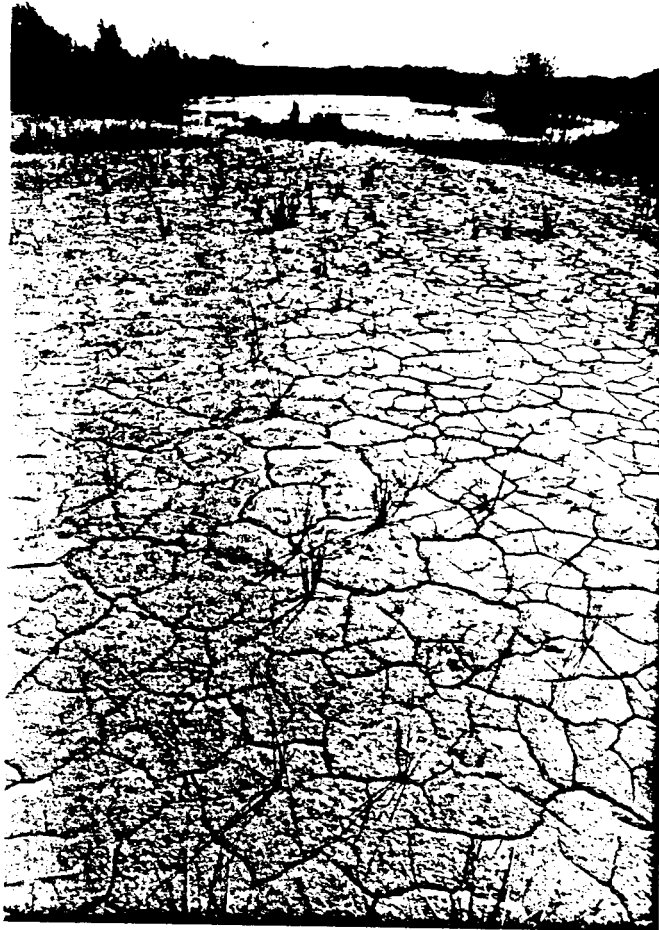
89.0 km
Site #8

MARL DELTA

Access Road
from Highway



Marl Deposit
Delta



Marl Deposit
Delta



Bison Tracks
and Droppings



Site Name: TELEPHONE POSTS/MICROWAVE TOWERS

Site Number: 9

Metric Point: 94 .0 km

Type of Site: Potential Site - Previously Identified

site Description:

area beside the highway showing the old telephone poles (lines removed) and the new microwave towers (1, 4, 5)

Observations and Comments:

good place to describe the change to the new technology of microwave towers instead of telephone lines

Existing Facilities:

- old telephone posts (no lines), new microwave towers

Concept Recommendations:

- develop interpretive site with a sign and pull-off area for the microwave towers and telephone poles; locate near or at microwave tower station site
- low priority for development

Upgraded Items and Preliminary Cost Estimate:

| | |
|--------------------------|-----------------|
| Site Exhibit Signage | \$ 1,000.00 |
| Vehicle Control Barriers | 500.00 |
| Gravel Pull-Off Area | <u>2,000.00</u> |
| | \$ 3,500.00 |

Development Priority:

Low

Service Priority:

Low

94.0 km
Site #9

TELEPHONE POST
MICROWAVE TOWER



Site Name: JACKFISH LAKE

Site Number: 10

Kilometre Point: 103 km

Type of Site: Potential Opportunity

Site Description:

small lake with one-way dirt access road (south side of highway) (6)

Observations and Comments:

- Fort Providence Council suggested site is well used by local people because of the sandy shoreline (6)
- deep lake with clear water and sandy beaches, area is suitable for camping (6)

Existing Facilities:

none

Concept Recommendations:

future study required
upgrade to a day use area by providing an access road, vehicle control, picnic tables and site identification signage

Upgraded Items and Preliminary Cost Estimate:

| | |
|-----------------------------|-----------------|
| - Site Signage | \$ 500.00 |
| - Concrete Picnic Tables | 1,000.00 |
| Vehicle Control Barriers | 2,000.00 |
| Gravel Road and Parking Pad | <u>5,000.00</u> |
| | \$ 8,500.00 |

Development Priority:

Low

Service Priority:

Low

Site Name: CHAN LAKE

Site Number: 11

Kilometre Point: 120.5 km

Type of Site: Park Site

Site Description:

- picnic area with a large gravel parking lot located between the highway and a small lake (2)
- day use/rest area (3, 4)
- boat launch, water pump site (5) adjacent to a highway pull-off

Observations and Comments:

- site identification sign (black on dark brown) is difficult to read
- very low level of maintenance (2, 5)
- good location for a lunchtime stopover area
- lake may have small boating opportunities
- drainage problems on existing gravel pad
- toilets separated from gravel parking area by a deep drainage swale

Existing Facilities:

- | | |
|-------------------------------|-------------------------------------|
| 5 picnic sites (approx) | 1 pedestal fireplace |
| 1 kitchen shelter | 1 stone fire pit |
| 3 toilets | 1 wood compound |
| 4 tables (2 concrete, 2 wood) | 30,000 ft ² parking area |
| 3 garbage cans | 50 ft. roadway |

Concept Recommendations:

- improve overall site maintenance
- regravel and regrade parking pad to improve drainage with gravel from the adjacent pull-off
- relocate pit privies to west side of parking pad
- install vehicle control barriers
- separate water truck access/boat launch from picnic area
- upgrade site identification signage for boat launch and picnic site
- rehabilitate/reseed disturbed area north of parking pad
- install a water well and hand pump



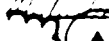



Upgraded Items and Preliminary Cost Estimate:

| | |
|-------------------------------|-----------------|
| - Water Well and Hand Pump | \$ 20,000.00 |
| - Site Signage (Sign #25) | 500.00 |
| - Vehicle Control Barriers | 2,000.00 |
| Regravel/Regrade Parking Area | 3,000.00 |
| Relocate Existing Privies | 800.00 |
| Rehabilitate Disturbed Areas | <u>1,500.00</u> |
| | \$ 27,800.00 |

Development Priority: High
 Service Priority: High

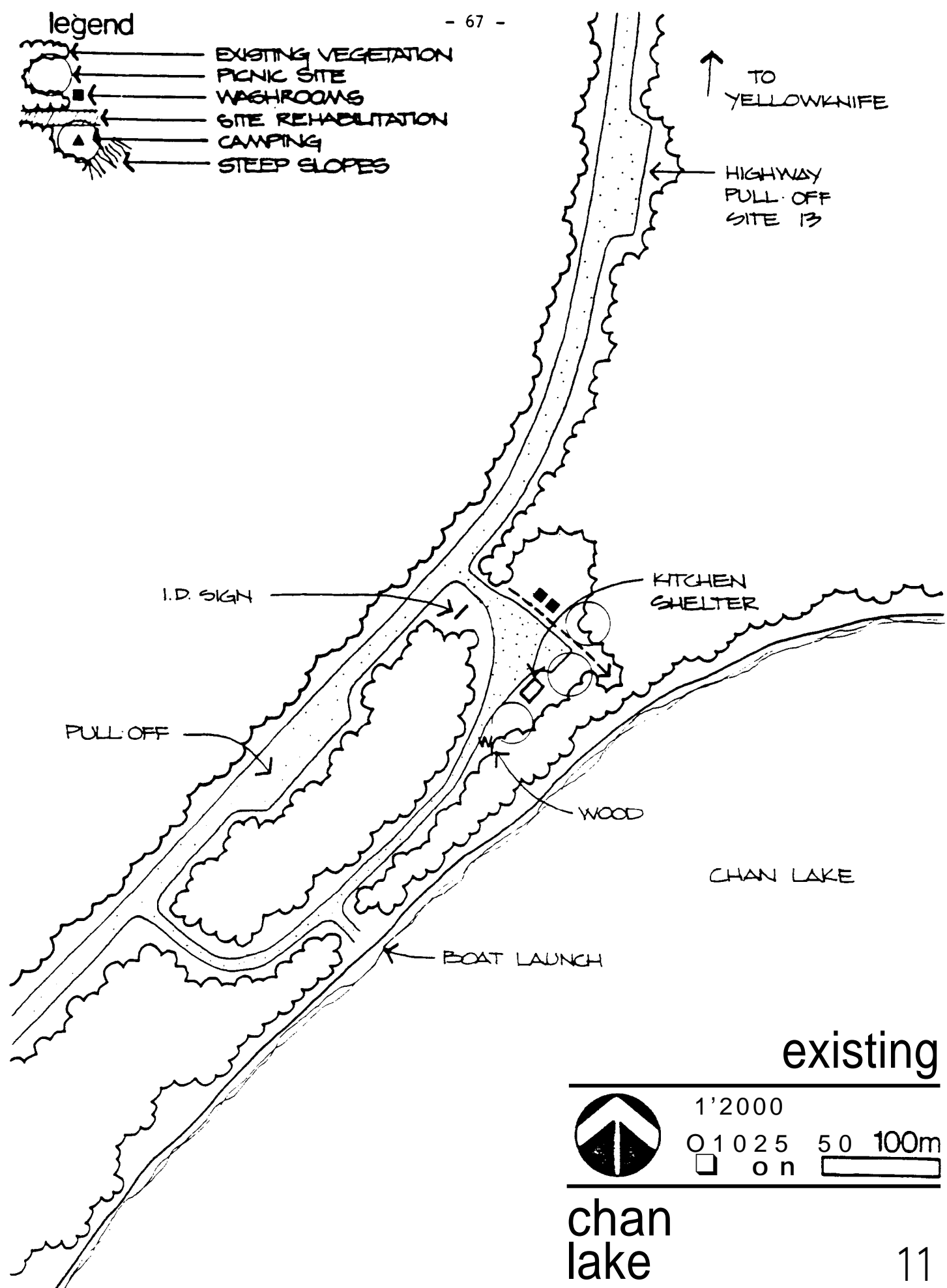
legend

- 67 -

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

↑ TO YELLOWKNIFE

← HIGHWAY PULL OFF SITE 13



existing



1'2000







0 10 25 50 100m

□ on

chan lake

11

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

↑ TO YELLOWKNIFE

← HIGHWAY PULL-OFF SITE 13

REHABILITATE and RECLAIM SAW REPLANTING

ADD GRAVEL and REGRADE PARKING AREA

NEW I.D. SIGN

RELOCATE EXISTING PIT PRIVYS

ELIMINATE GRAVEL PULL-OFF and USE GRAVEL FOR PARKING LOT UPGRADING

KITCHEN SHELTER

WATER WELL AND HANDPUMP

WOOD

CHAN LAKE

ACCESS FOR WATER TRUCKS and BOAT LAUNCH

I.D. SIGN

concept plan



1'2000

0 10 25 50 100 m

chan lake

11

site Name: PULL-OFF AREA

site Number: 12

Kilometre Point: 121.0 km

Type of Site: Pull-off

Site Description:

- pull-off area on hill north of Chan Lake (5)
- good view back towards the lake

Observations and Comments:

no need to upgrade given proximity to Chan Lake day use area

Existing Facilities:

- 2 garbage cans
- typical gravel pull-off

Concept Recommendations:

no need to upgrade, except possibly to add a small information sign identifying upcoming opportunities for stopovers (both directions)

Upgraded Items and Preliminary Cost Estimate:

- Site signage (Sign #26) \$500.00

Development Priority: Low

Service Priority: Low

121.0 km
site #12

PULL-OFF AREA



Site Name: NEW GRASSLAND

Site Number:

13

Kilometre Point: 155.5 km

Type of Site: Potential Opportunity

Site Description:

- grassland area on east side of road (5)

Observations and Comments:

possible opportunist;" to tell the story of the bison sanctuary and the area's natural history

Existing Facilities:

no facilities

Concept Recommendations:

- identify and describe the grasslands in a highway brochure
- identify this site's location at the next closest highway pull-off (both directions)
- possible longer range development of site (if it is unique in the region)
- low development priority

Development Priority:

Low

Service Priority:

Low

155.5 km
site #13

NEW GRASSLAND



Site Name: PULL-OFF AREA

Site Number: 14

Kilometre Point: 160.5 km
Type of Site: Pull-off

Site Description:

- pull-off area on side of road (5)

Observations and Comments:

- good place for basic information signage: where you are, what's coming up, etc. (see previous site)

Existing Facilities:

- 2 garbage cans
- typical gravel pull-off area

Concept Recommendations:

add basic information signage

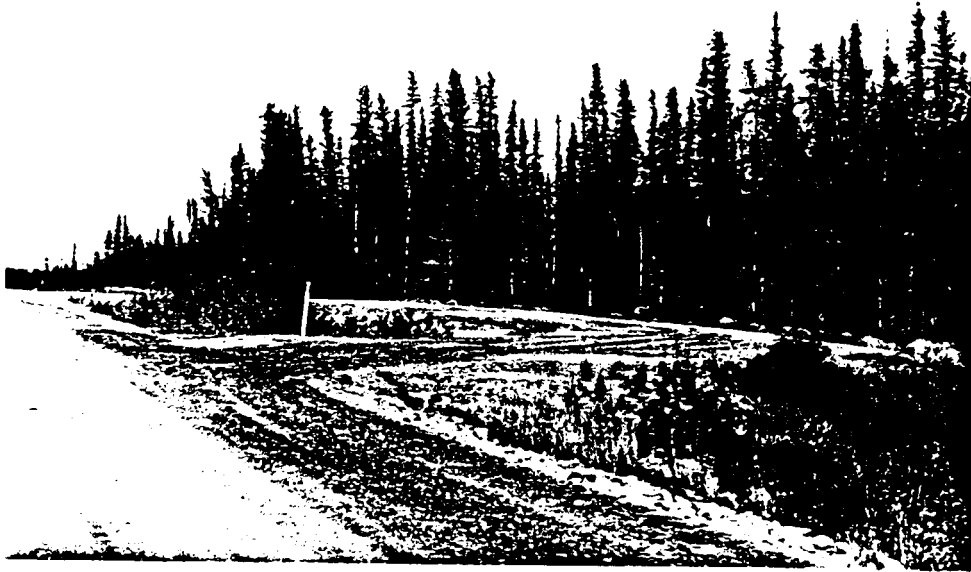
Upgraded Items and Preliminary Cost Estimate:

| | |
|-------------------------|-----------|
| Site Signage (Sign #31) | \$ 500.00 |
|-------------------------|-----------|

| | |
|-----------------------|-----|
| Development Priority: | Low |
| Service Priority: | Low |

160.5 km
site #14

PULL-OFF AREA



Site Name: MATURE JACK PINE STAND

Site Number: 15

Kilometre Point: 175.0 km

Type of Site: Potential Site - Previously Identified

Site Description:

- large mature jack pine stand adjacent to highway (1)
area is now burned out and has some regenerated growth (4, 5)

Observations and Comments:

- story of the area and regeneration process could be told in a brochure
- does not need a stopover area

Existing Facilities:

no facilities

Concept Recommendations:

story of area included in a brochure

Development Priority:

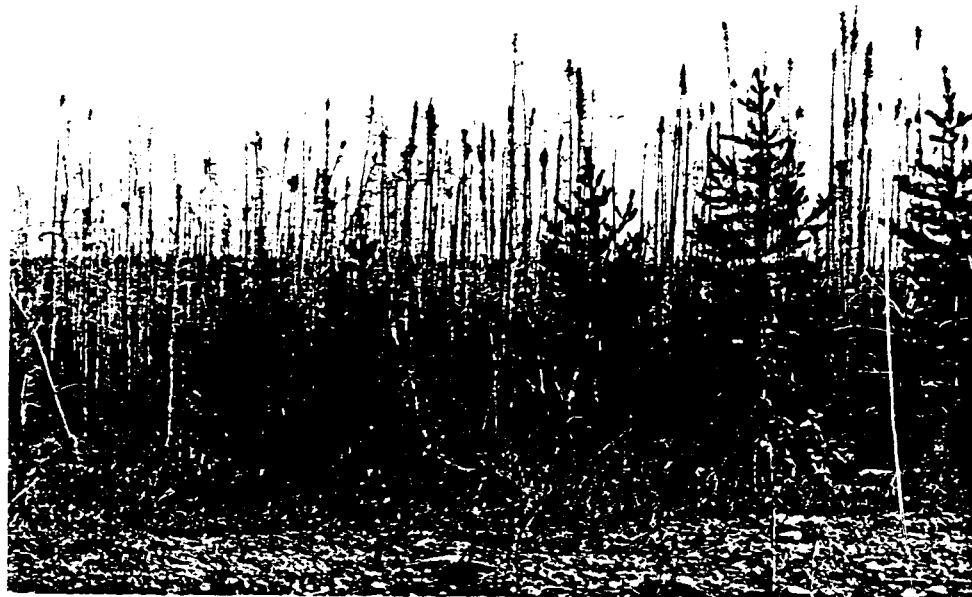
Low

Service Priority:

Low

175.0 km
Site #15

MATURE JACK
PINE STAND



Site Name: DRY LAKE

Site Number: 16

Kilometre Point:

Type of Site: Potential Opportunity

Site Description:

- large dry lake bed on south side of highway (6)
- 2 miles north of the Lac la Martre Road (6)

Observations and Comments:

mentioned as a favorite recreational area for local residents from Rae and Edzo (6)
open area allows wind to reduce mosquito numbers (6)
used by residents as a lookout for moose and caribou (6)

Existing Facilities:

- no facilities

Concept Recommendations:

- possible future day use area
more study of area and access is required

Development Priority:

Low

Service Priority:

Low

Site Name: OLD AIRPORT

Site Number: 17

Kilometre Point:

Type of Site: Potential Opportunity

Site Description:

- abandoned airstrip adjacent to north side of highway (6)

Observations and Comments:

- mentioned as a possible interpretive site (6)

Existing Facilities

no facilities

Concept Recommendations:

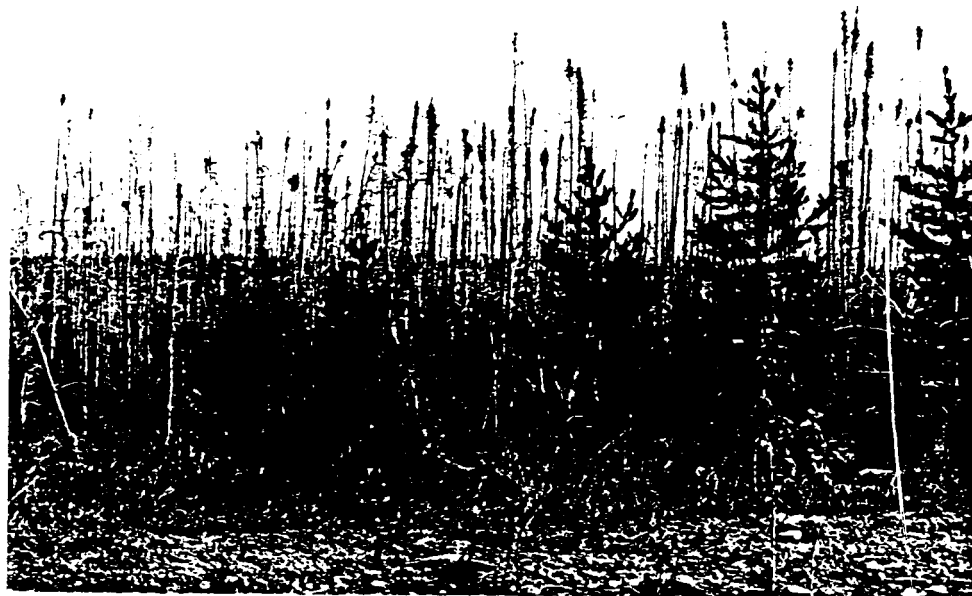
- describe site in highway brochure
- possible long term signing of site

Development Priority: Low

Service Priority: Low

175.0 km
Site #15

MATURE JACK
PINE STAND



Site Name: GYPSUM OUTCROP

Site Number: 18

Kilometre Point: 212.5 km

Type of Site: Potential Site - Previously Identified

Site Description:

- bedrock deposits of gypsum unearthed during borrow pit construction (1, 5)

Observations and Comments:

area of interest to geologists and rock collectors (1, 5)
close to the **Rae-Edzo** corridor attractions
there are a number of outcroppings of gypsum which are not
unique, nor is there any special crystallization (6)

Existing Facilities:

no facilities

Concept Recommendations:

include in a brochure as a point of interest (include exact
kilometre reading)

Development Priority:

Low

Service Priority:

Low

212.5 km
Site #18

GYPSUM OUTCRO.



Site Name: SPRING

Site Number: 19

Kilometre Point: 221.1 km

Type of Site: Potential Opportunity

Site Description:

small stream bed emerging from a grove of trees on the south side of the highway (6)

Observations and Comments:

the spring empties into Mosquito Lake and is used frequently by Rae residents as a water source (6)
water quality should be tested before signing or advertising the site

Existing Facilities:

- no facilities

Concept Recommendations:

possible signing of site or inclusion in highway brochure

Development Priority:

Medium

Service Priority:

Medium

Site Name: PULL-OFF AREA

Site Number: 20

Kilometre Point: 224.0 km

Type of Site: Pull-off

Site Description:

- pull-off area on side of highway (5)
- burned areas adjacent to the site (5)

Observations and Comments:

good site for information signage about the landscape changes along the highway: boreal forest to Canadian Shield landscape additional information could be provided on, adjacent forest fire damage and regrowth

Existing Facilities:

- 3 garbage cans
- typical gravel pull-off area

Concept Recommendations:

- provide interpretive signage about the landscape changes, and fire damage and revegetation in the area

Upgraded Items and Preliminary Cost Estimate:

Site Exhibit Signage (Sign #34) \$ 1,500.00

Development Priority: Medium

Service Priority: Medium

224.0 km
Site #20

PULL-OFF AREA



Site Name: MOSQUITO CREEK

Site Number: 21

Kilometre Point: 226.0 km

Type of Site: Potential Opportunity

Site Description:

- small creek running perpendicular to highway (1)
- a variety of wildlife and vegetation can be seen in area (4)
not an outstanding "scenic" area (1)
- abandoned borrow pit south of highway (5)
- actual use area has an upper and lower site (5)
- severe erosion problems on lower site access road (5)

Observations and Comments:

area is an important part of the local economy: muskrat trapping, pickerel fishing and hunting
need for parking facilities during peak periods of use by local fishermen during pickerel run each May
creek eventually enters lake near North Arm campground
change name to Pickerel Creek because "mosquit" is not encouraging for tourists (6)
replacing this park with a large park from North Arm to Mosquito Creek could be considered, with trails joining the areas (6)
could provide interpretation on the beaver dams in the area (6)
Mosquito Lake could also be included in the park (there are whitefish and jackfish in the lake); a road into a nearby gravel pit gives access to the lake area (6)
Mosquito Creek may be closed in the future or some strict regulations enforced to limit catches on the spring run; therefore development of this area should not be a high priority (6)

Existing Facilities:

| | |
|----------------------|-----------------------|
| 4 wood picnic tables | numerous ground fires |
| 1 garbage compound | 1 wood bench |
| 3 garbage cans | |

Concept Recommendations:

change name of area
formally establish site as a day use area (upper site only)
close off lower area with vehicle control barriers along the top of the bank; rehabilitate eroded roadway
rehabilitate/reseed abandoned borrow pit
provide site identification signage

MOSQUITO ~~CREEK~~ (con't)


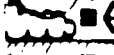




Upgraded Items and Preliminary Cost Estimate:

| | |
|--|-----------------|
| - Site Signage (Sign #36) | \$ 500.00 |
| - Upgraded Concrete Picnic Tables/ Culvert Fire Rings | 5,000.00 |
| - Vehicle Control Barriers | 4,000.00 |
| Rehabilitation/Reseeding | <u>1,000.00</u> |
| | \$ 10,500.00 |

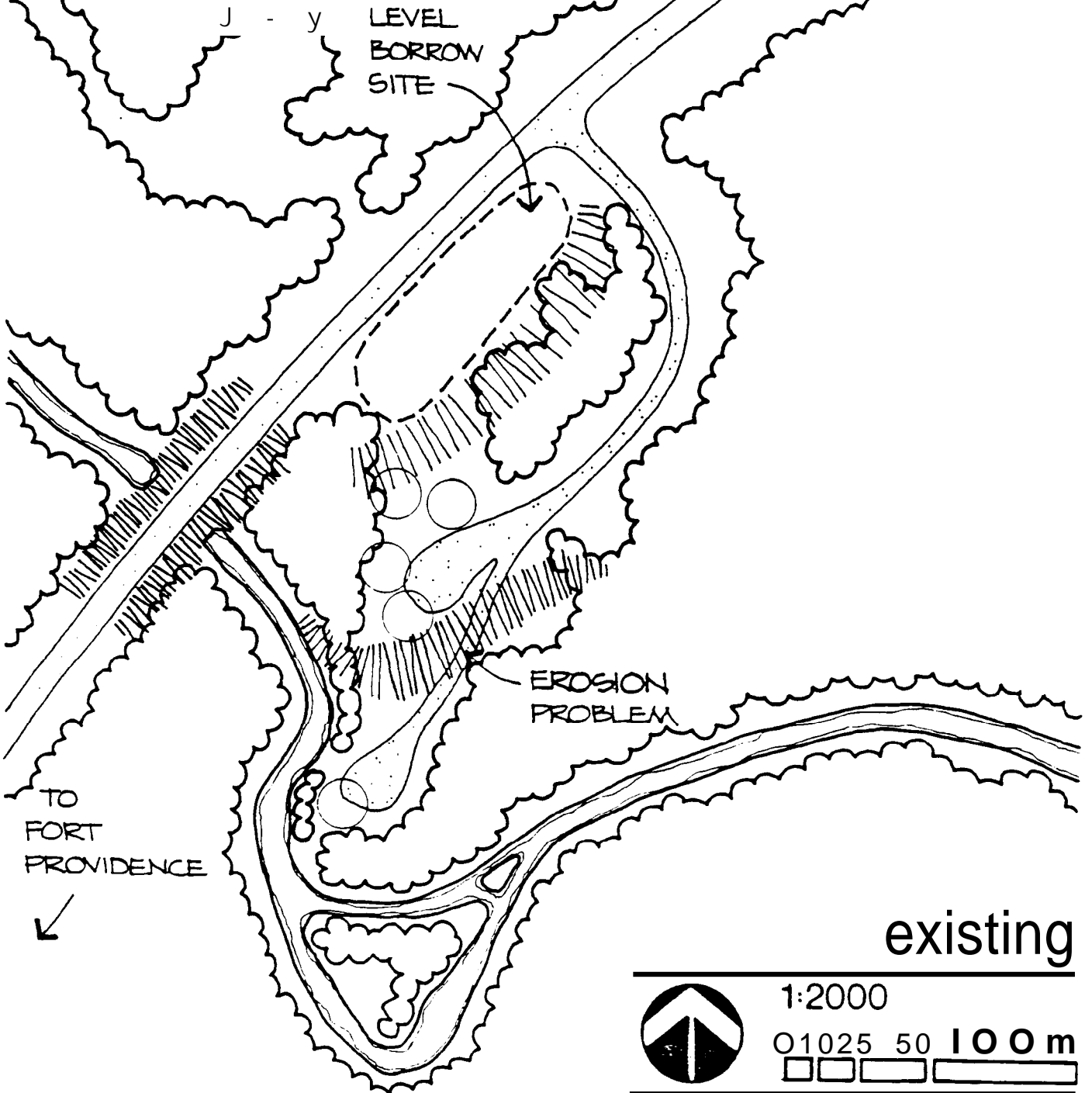
Development Priority:
Service Priority:

Low
Low

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

TO
YELLOWKNIFE



existing









1:2000

0 10 25 50 100 m

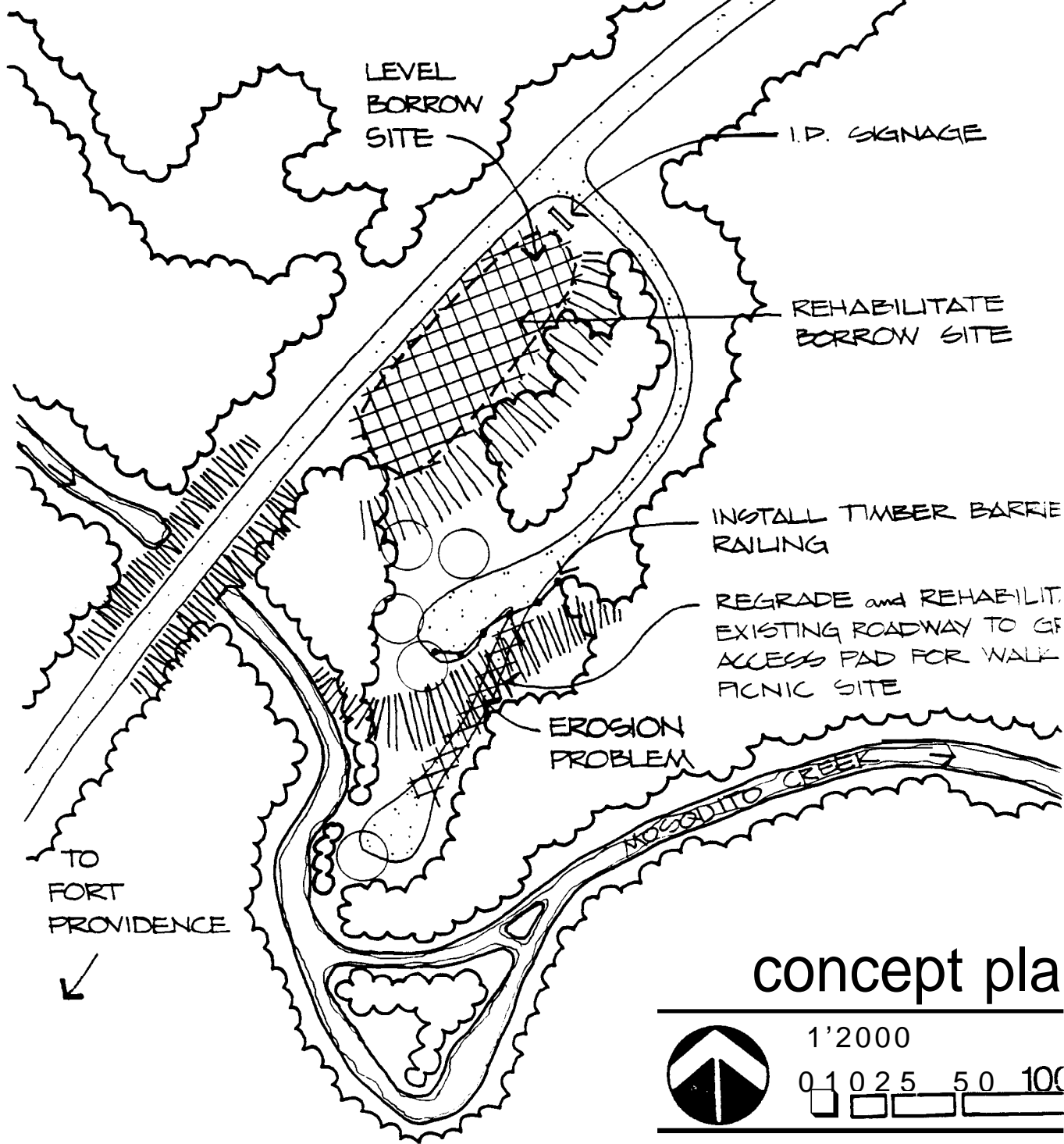


mosquito
creek

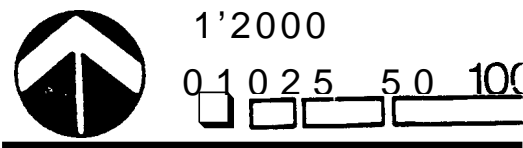
21

- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES

TO
YELLOWKNIFE



concept pla



mosquito creek

226.0 km
Site #21

MOSQUITO CREEK
(con t)

MOSQUITO CREEK

Lower Site

View to Creek
Crossing
Looking North



Upper Site



Site Name: **VIEWPOINT**

Site Number: **22**

Kilometre Point: 227.5 km

Type of Site: Potential Opportunity

Site Description:

potential viewpoint looking across the road and out over the north arm of the Great Slave Lake (first good opportunity to see the lake from the road) (5)

Observations and Comments:

- good view of the lake

Existing Facilities:

no facilities (abandoned borrow pit site)

Concept Recommendations:

- develop parking area for five cars
- provide orientation map on the importance of the changing landscape and viewpoint relationship to North Arm
- develop a small trail to a viewpoint (maximum 50m)
provide site identification signage
investigate feasibility of trail link to microwave tower hill viewpoint and North Arm Park

Upgraded Items and Preliminary Cost Estimate:

| | |
|-----------------------------|-----------------|
| - Site Signage (Sign #38) | \$ 500.00 |
| - Trail Development | 500.00 |
| - Gravel/Grade Parking Area | 4,000.00 |
| - Orientation Map | <u>2,000.00</u> |
| | \$ 7,000.00 |

Development Priority:

High

Service Priority:

Medium

227.5, km
Site #22
Viewpoint



Site Name: NORTH ARM TERRITORIAL PARK .

Site Number: 23

Kilometre Point: 231.0 km

Type of Site: Park Site

Site Description:

narrow strip of land located between the highway and Great Slave Lake (2)
used for boating, swimming, fishing, hiking and picnicking (3)
includes a major campsite area (5)

Observations and Comments:

first chance to approach the lake after seeing it from previous site
potential for trail development to north side of highway and microwave tower hill overlooking lake
good breeze, good maintenance, well utilized
could reroute entrance road to create additional campsites
best site location and potential of any campground along Highway #3
site could be closed in about five years and replaced with a larger park (6)
boat launch is used in the spring when people camp at the pickerel run; problem with shallow water in the fall - extending the spit is possible, but the cost is not warranted at this time (6)
small cabin on south side of park built in 1950s by Rae Hudson-s Bay manager (6)
many muskrat mounds are found just to the north of the park; they have interpretation possibilities (6)

Existing Facilities:

| | |
|-------------------|-------------------------------------|
| 6 picnic sites | 5 fireplaces |
| 1 kitchen shelter | 500 ft. roadway |
| 2 toilets | 13,500 ft ² parking area |
| 7 tables | 1 wood compound |
| 7 garbage cans | 5.18 hectares |
| sand beach | boat launch |

Concept Recommendations:

upgrade entire area to a major park site along Highway #3, between Mosquito Creek and the present park site
further study is required to establish extent of park development and program for facilities







Development Priority:

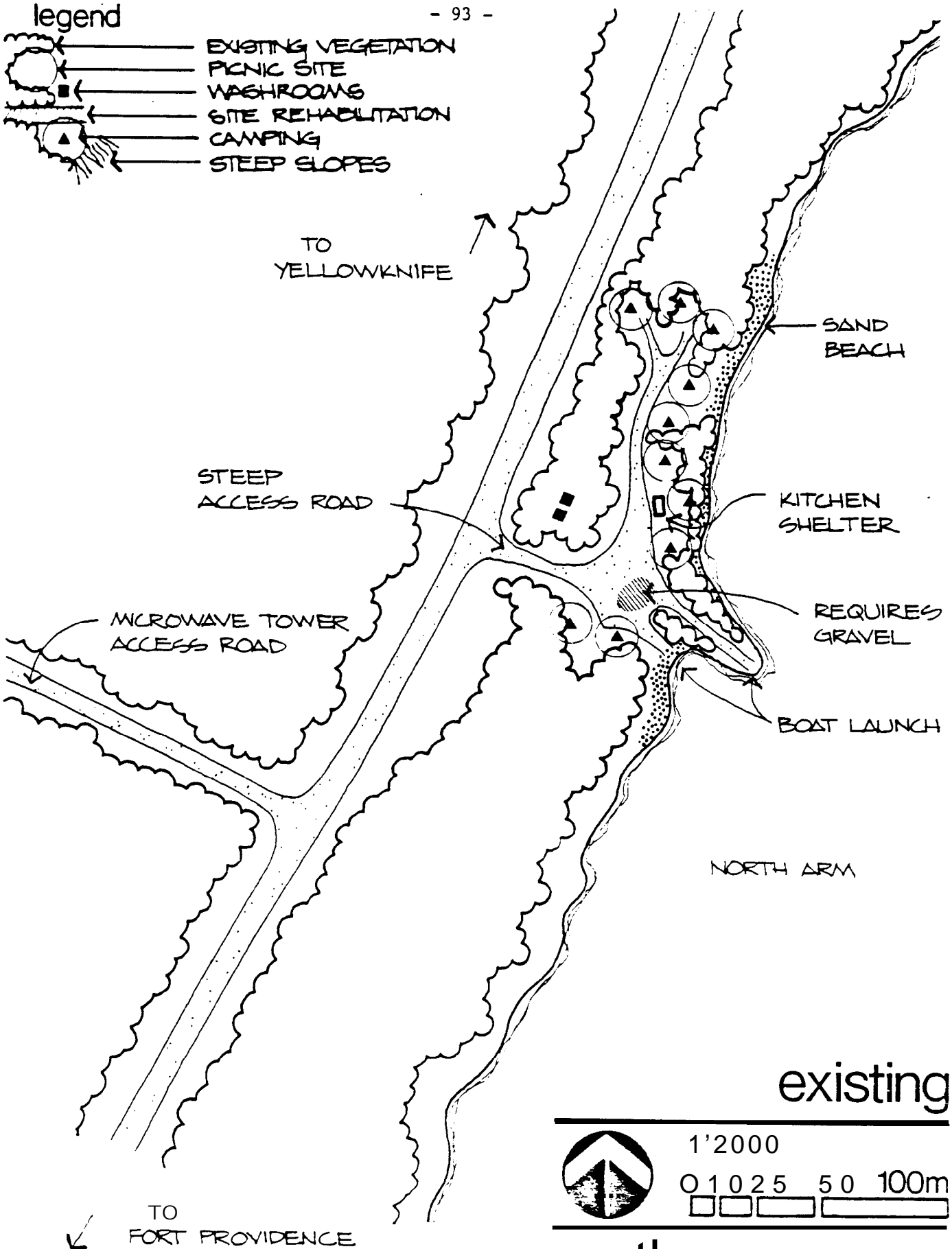
High

Service Priority:

Medium

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES



existing



1'2000







0 10 25 50 100m

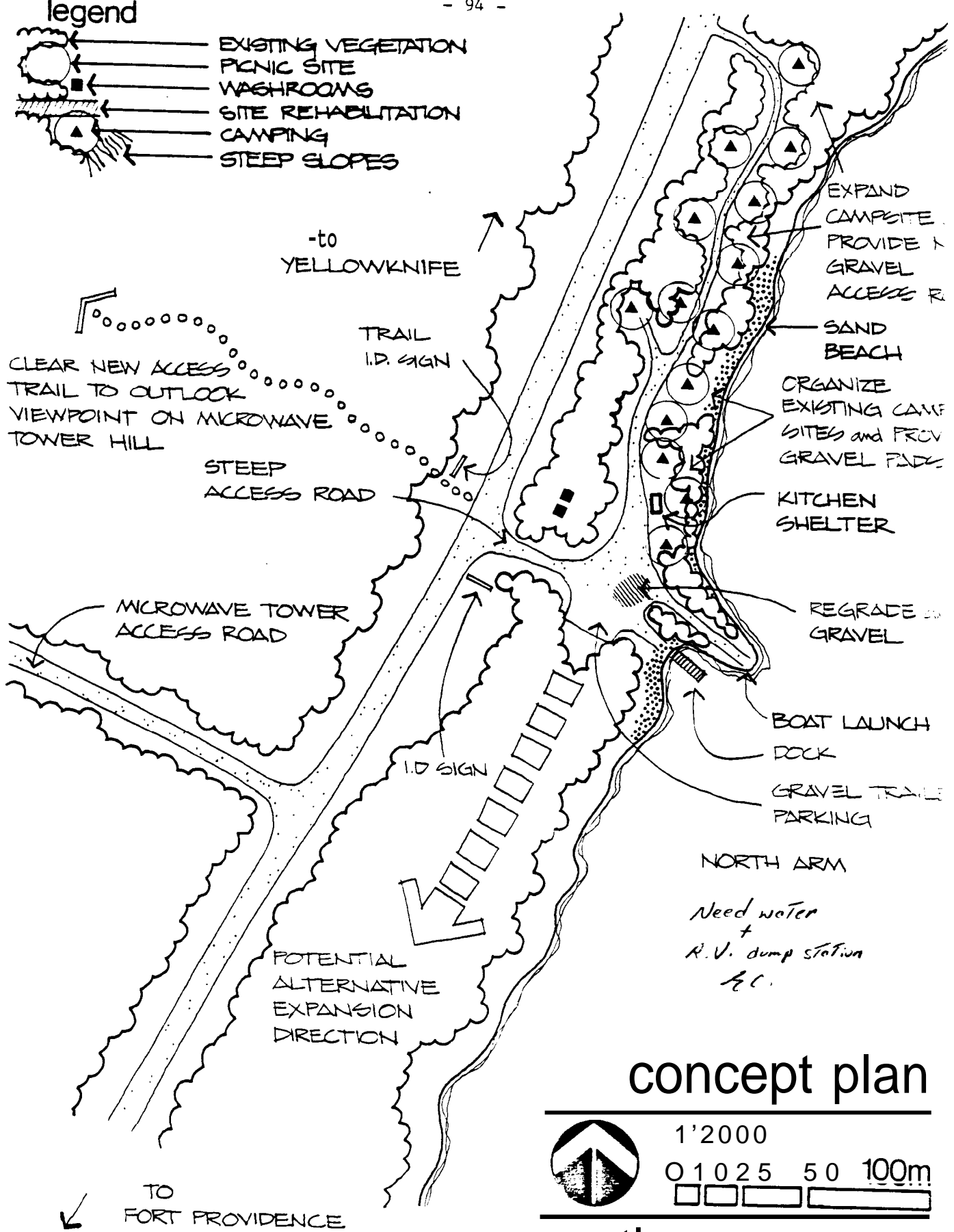


north
arm

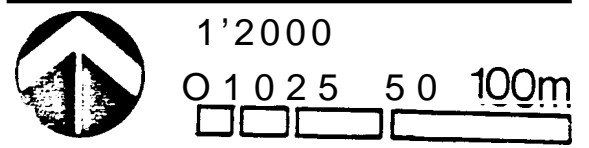
23

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES



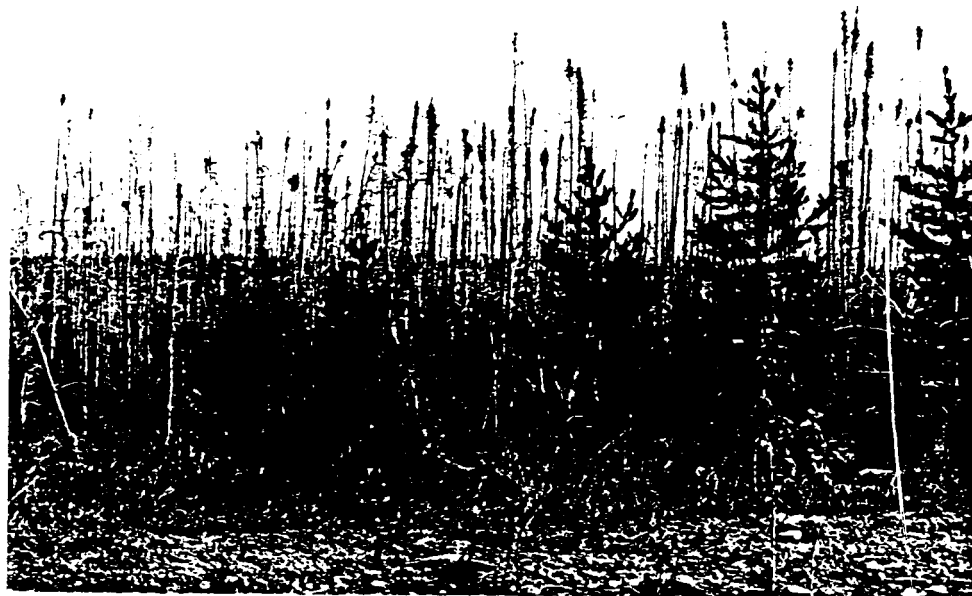
concept plan



north
arm

175.0 km
Site #15

MATURE JACK
PINE STAND



Site Name: GYPSUM OUTCROP

Site Number: 18

Kilometre Point: 212.5 km

Type of Site: Potential Site - Previously Identified

Site Description:

- bedrock deposits of gypsum unearthed during borrow pit construction (1, 5)

Observations and Comments:

area of interest to geologists and rock collectors (1, 5)
close to the **Rae-Edzo** corridor attractions
there are a number of outcroppings of gypsum which are not
unique, nor is there any special crystallization (6)

Existing Facilities:

no facilities

Concept Recommendations:

include in a brochure as a point of interest (include exact
kilometre reading)

Development Priority:

Low

Service Priority:

Low

212.5 km
Site #18

GYPSUM OUTCRO.



Site Name: SPRING

Site Number: 19

Kilometre Point: 221.1 km

Type of Site: Potential Opportunity

Site Description:

small stream bed emerging from a grove of trees on the south side of the highway (6)

Observations and Comments:

the spring empties into Mosquito Lake and is used frequently by Rae residents as a water source (6)
water quality should be tested before signing or advertising the site

Existing Facilities:

- no facilities

Concept Recommendations:

possible signing of site or inclusion in highway brochure

Development Priority:

Medium

Service Priority:

Medium

Site Name: PULL-OFF AREA

Site Number: 20

Kilometre Point: 224.0 km

Type of Site: Pull-off

Site Description:

- pull-off area on side of highway (5)
- burned areas adjacent to the site (5)

Observations and Comments:

good site for information signage about the landscape changes along the highway: boreal forest to Canadian Shield landscape additional information could be provided on, adjacent forest fire damage and regrowth

Existing Facilities:

- 3 garbage cans
- typical gravel pull-off area

Concept Recommendations:

- provide interpretive signage about the landscape changes, and fire damage and revegetation in the area

Upgraded Items and Preliminary Cost Estimate:

Site Exhibit Signage (Sign #34) \$ 1,500.00

Development Priority: Medium

Service Priority: Medium

224.0 km
Site #20

PULL-OFF AREA



Site Name: MOSQUITO CREEK

Site Number: 21

Kilometre Point: 226.0 km

Type of Site: Potential Opportunity

Site Description:

- small creek running perpendicular to highway (1)
- a variety of wildlife and vegetation can be seen in area (4)
not an outstanding "scenic" area (1)
- abandoned borrow pit south of highway (5)
- actual use area has an upper and lower site (5)
- severe erosion problems on lower site access road (5)

Observations and Comments:

area is an important part of the local economy: muskrat trapping, pickerel fishing and hunting
need for parking facilities during peak periods of use by local fishermen during pickerel run each May
creek eventually enters lake near North Arm campground
change name to Pickerel Creek because "mosquit" is not encouraging for tourists (6)
replacing this park with a large park from North Arm to Mosquito Creek could be considered, with trails joining the areas (6)
could provide interpretation on the beaver dams in the area (6)
Mosquito Lake could also be included in the park (there are whitefish and jackfish in the lake); a road into a nearby gravel pit gives access to the lake area (6)
Mosquito Creek may be closed in the future or some strict regulations enforced to limit catches on the spring run; therefore development of this area should not be a high priority (6)

Existing Facilities:

| | |
|----------------------|-----------------------|
| 4 wood picnic tables | numerous ground fires |
| 1 garbage compound | 1 wood bench |
| 3 garbage cans | |

Concept Recommendations:

change name of area
formally establish site as a day use area (upper site only)
close off lower area with vehicle control barriers along the top of the bank; rehabilitate eroded roadway
rehabilitate/reseed abandoned borrow pit
provide site identification signage

MOSQUITO ~~CREEK~~ (cont)

Upgraded Items and Preliminary Cost Estimate:

| | | |
|--|----|-----------------|
| - Site Signage (Sign #36) | \$ | 500.00 |
| - Upgraded Concrete Picnic Tables/ Culvert Fire Rings | | 5,000.00 |
| - Vehicle Control Barriers | | 4,000.00 |
| Rehabilitation/Reseeding | | <u>1,000.00</u> |
| | | \$ 10,500.00 |







Development Priority:

Low

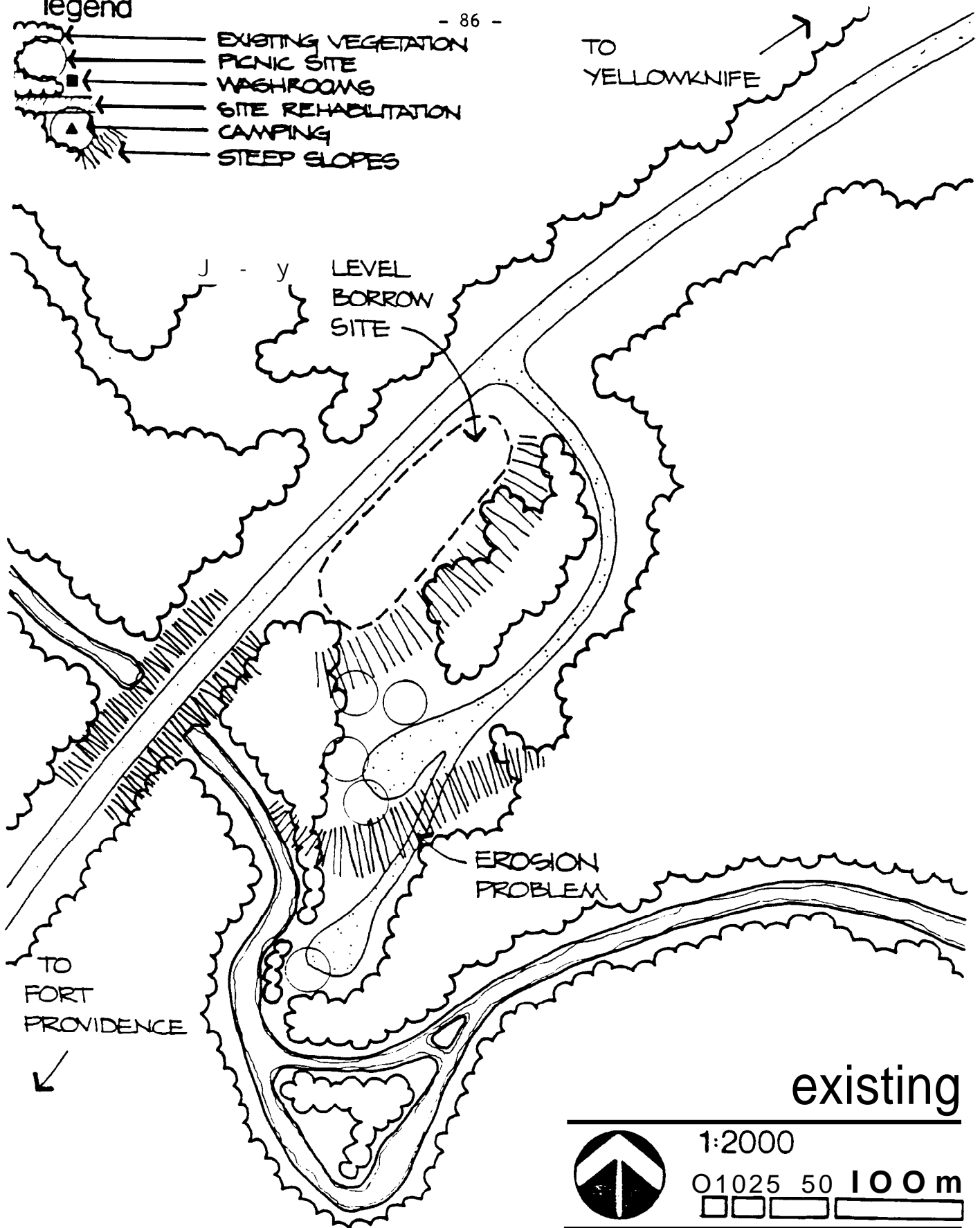
Service Priority:

Low

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES

TO
YELLOWKNIFE



existing









1:2000

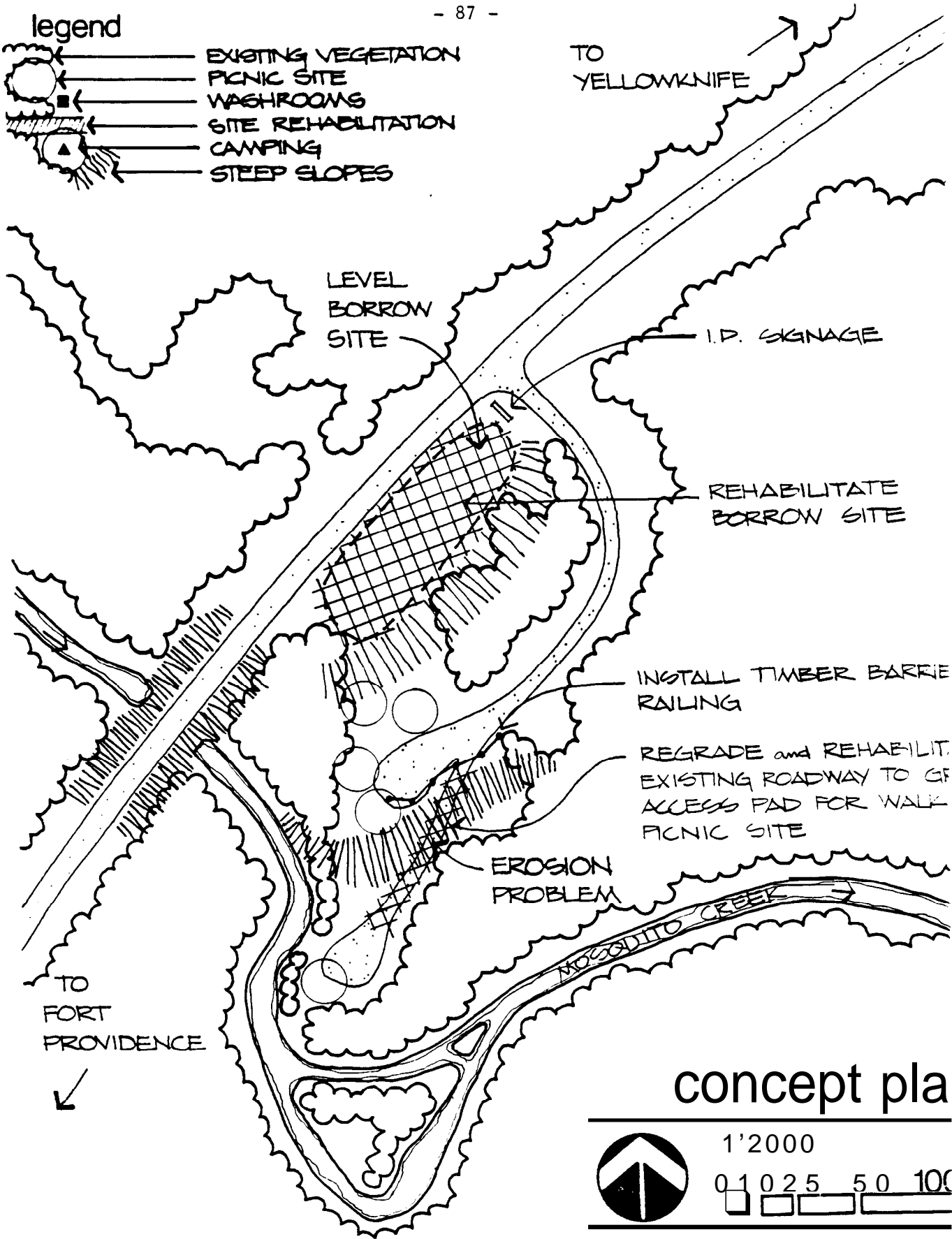
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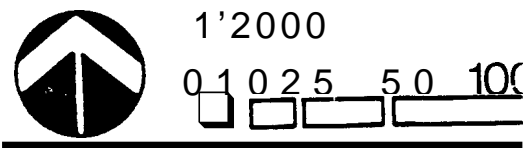
mosquito
creek

21

- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES



concept pla



mosquito creek 2

226.0 km
Site #21

MOSQUITO CREEK
(con t)

MOSQUITO CREEK

Lower Site

View to Creek
Crossing
Looking North



Upper Site



Site Name: **VIEWPOINT**

Site Number: **22**

Kilometre Point: 227.5 km

Type of Site: Potential Opportunity

Site Description:

potential viewpoint looking across the road and out over the north arm of the Great Slave Lake (first good opportunity to see the lake from the road) (5)

Observations and Comments:

- good view of the lake

Existing Facilities:

no facilities (abandoned borrow pit site)

Concept Recommendations:

- develop parking area for five cars
- provide orientation map on the importance of the changing landscape and viewpoint relationship to North Arm
- develop a small trail to a viewpoint (maximum 50m)
provide site identification signage
investigate feasibility of trail link to microwave tower hill viewpoint and North Arm Park

Upgraded Items and Preliminary Cost Estimate:

| | |
|-----------------------------|-----------------|
| - Site Signage (Sign #38) | \$ 500.00 |
| - Trail Development | 500.00 |
| - Gravel/Grade Parking Area | 4,000.00 |
| - Orientation Map | <u>2,000.00</u> |
| | \$ 7,000.00 |

Development Priority:

High

Service Priority:

Medium

227.5, km
Site #22
Viewpoint



Site Name: NORTH ARM TERRITORIAL PARK .

Site Number: 23

Kilometre Point: 231.0 km

Type of Site: Park Site

Site Description:

narrow strip of land located between the highway and Great Slave Lake (2)
used for boating, swimming, fishing, hiking and picnicking (3)
includes a major campsite area (5)

Observations and Comments:

first chance to approach the lake after seeing it from previous site
potential for trail development to north side of highway and microwave tower hill overlooking lake
good breeze, good maintenance, well utilized
could reroute entrance road to create additional campsites
best site location and potential of any campground along Highway #3
site could be closed in about five years and replaced with a larger park (6)
boat launch is used in the spring when people camp at the pickerel run; problem with shallow water in the fall - extending the spit is possible, but the cost is not warranted at this time (6)
small cabin on south side of park built in 1950s by Rae Hudson-s Bay manager (6)
many muskrat mounds are found just to the north of the park; they have interpretation possibilities (6)

Existing Facilities:

| | |
|-------------------|-------------------------------------|
| 6 picnic sites | 5 fireplaces |
| 1 kitchen shelter | 500 ft. roadway |
| 2 toilets | 13,500 ft ² parking area |
| 7 tables | 1 wood compound |
| 7 garbage cans | 5.18 hectares |
| sand beach | boat launch |

Concept Recommendations:

upgrade entire area to a major park site along Highway #3, between Mosquito Creek and the present park site
further study is required to establish extent of park development and program for facilities







Development Priority:

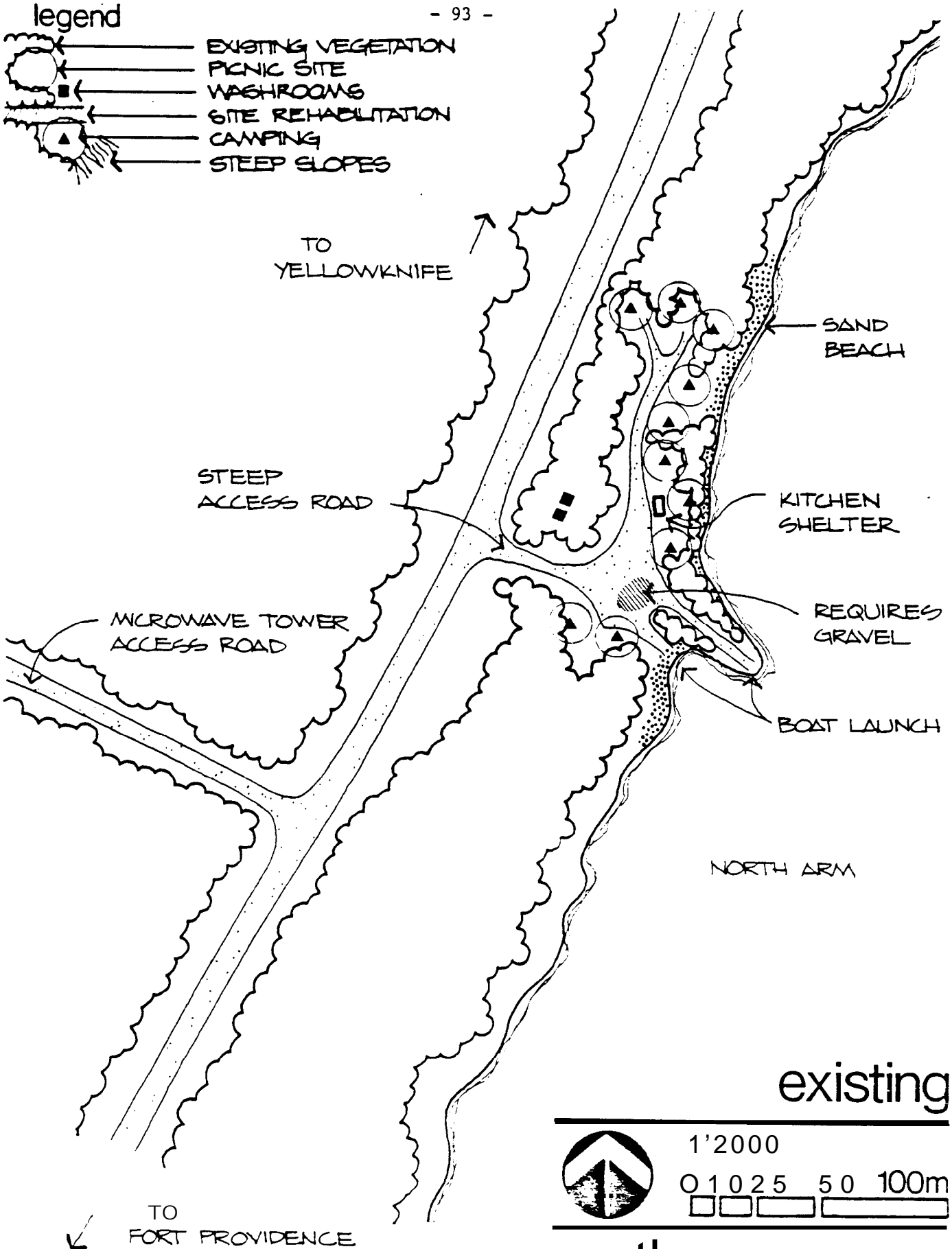
High

Service Priority:

Medium

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES



existing



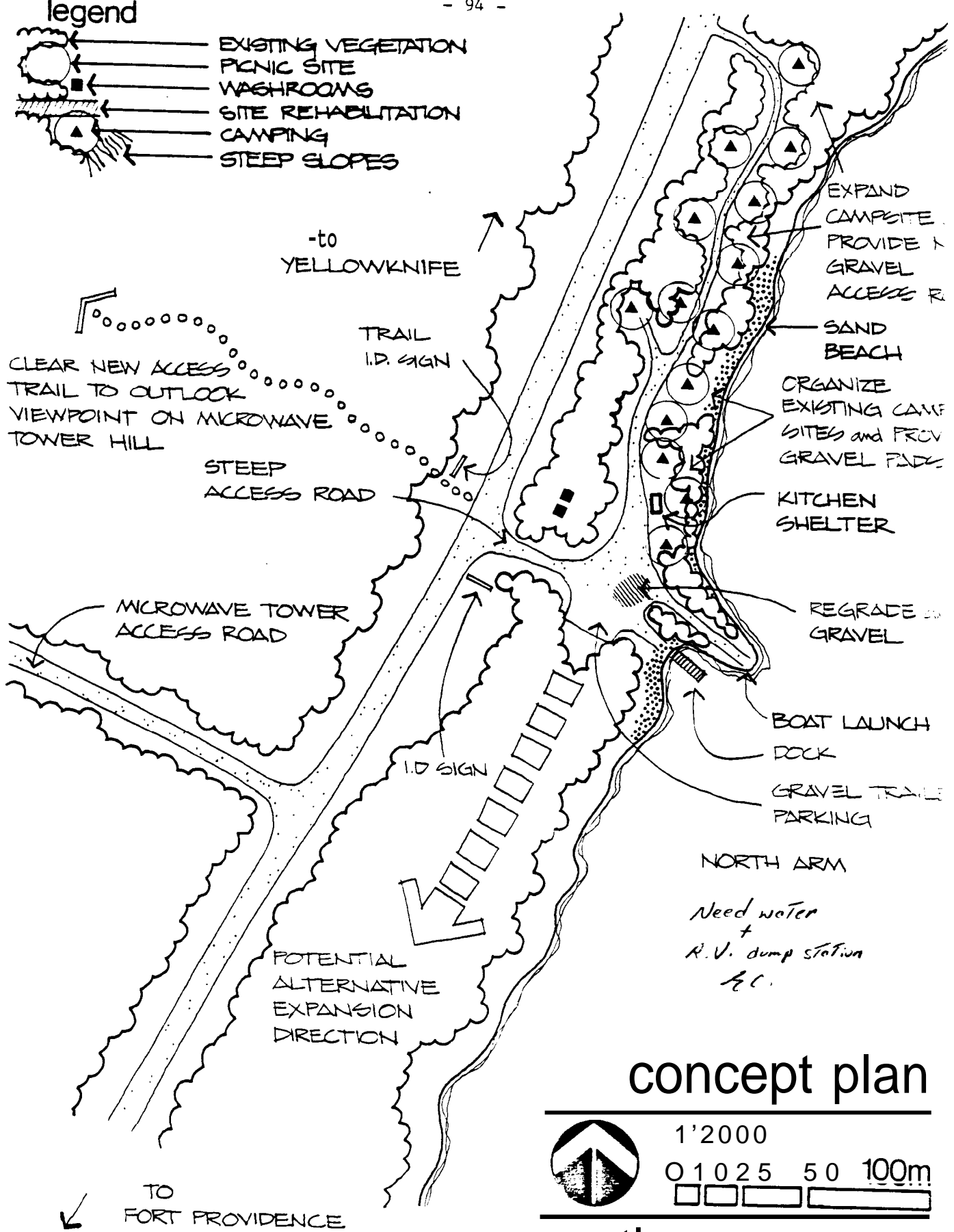
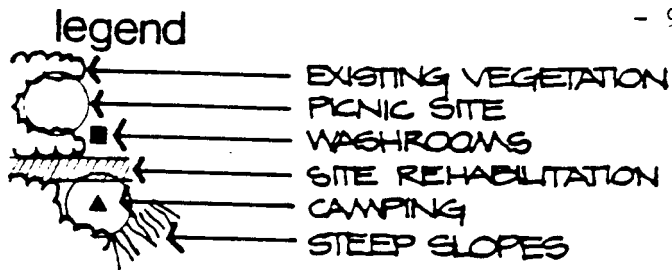
1'2000

0 10 25 50 100m



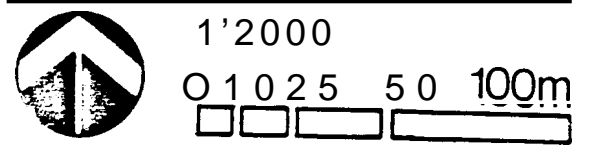
north
arm

23



NORTH ARM
*Need water
 +
 R.V. dump station
 etc.*

concept plan



north
arm

231.0 km
Site #23

NORTH ARM
TERRITORIAL L
PARK



NORTH ARM
TERRITORIAL
PARK
(con t)



Site Name: EDZO TERRITORIAL PARK

Site Number: 24

Kilometre Point: 238.5 km
Type of Site: Park Site

Site Description:

- 1.4 hectare park within Rae-Edzo (3)
- one campground loop with ten spur-type sites (2)

Observations and Comments:

not well utilized, overgrown, poor maintenance, poor signage,
and poor location well off Highway #3

Existing Facilities:

| | |
|----------------|-----------------------------------|
| 10 campsites | telephone |
| 2 toilets | 1500 ft. roadway |
| 5 tables | 1200 ft ² parking area |
| 5 garbage cans | 1 wood compound |
| 10- fireplaces | boat launch |

Concept Recommendations:

remove this park site from the system and reuse existing
furnishings for upgrading other sites in the system
downgrade site to simple boat launch access and two picnic
sites for use by local residents

| | |
|-----------------------|-----|
| Development Priority: | Low |
| Service Priority: | Low |

km

ED
RR
RK



Site Name: FRANK CHANNEL

Site Number:

Kilometre Point: 242.0 km

Type of Site: Potential @opportunity

Site Description:

"channel" of water flowing southeast under bridge to the north arm of the Great Slave Lake (5)
 on the left of the road before the bridge (driving from Edzo to Rae) is a chartered float plane base
 on the right of the road before the bridge (driving from Edzo to Rae) are some fishing shacks, low shrub growth and rock outcrops
 on the left of the road after the bridge (driving from Edzo to Rae) is an area used by the Frank Channel Forest Station
 on the right of the road after the bridge (driving from Edzo to Rae) is an area used as a gravel source

Observations and Comments:

the side of the road before the bridge (driving from Edzo to Rae) has the best site development potential
 the site on the right of the road before the bridge could be developed into a small day use area, and possibly include a boat launch (1, 5)
 the bridge and channel are a major landmark along Highway #3, compelling most visitors to stop and look

Existing Facilities:

see site description

Concept Recommendations:

develop a roadside pull-off on the south side of the highway, before the bridge; include visitor information services/signage promoting local tourism in the Rae-Edzo area (i.e. fishing, plane charters, native crafts, etc.)
 install vehicle control barriers to separate pull-off from picnic sites

Upgraded Items and Preliminary Cost Estimate:

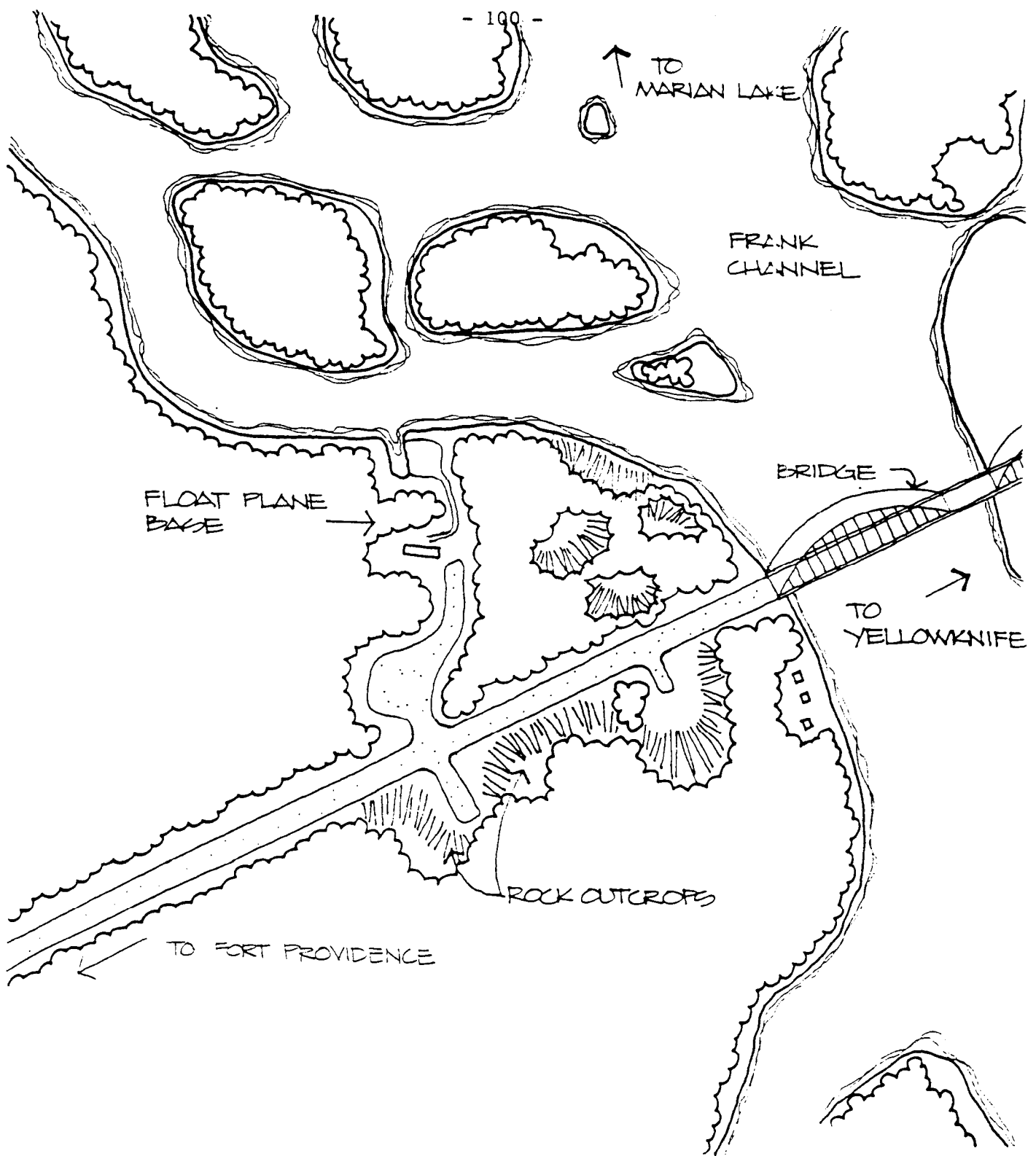
| | |
|-------------------------------|-----------------|
| Site Signage (Sign #46) | \$ 2,000.120 |
| Vehicle Control Barriers | 1,000.00 |
| Gravel/Grade Parking Pull-Off | <u>5,000.00</u> |
| | \$ 8,000.00 |

Development Priority:



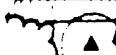



High

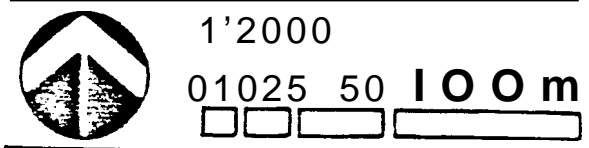
Service Priority:

Medium

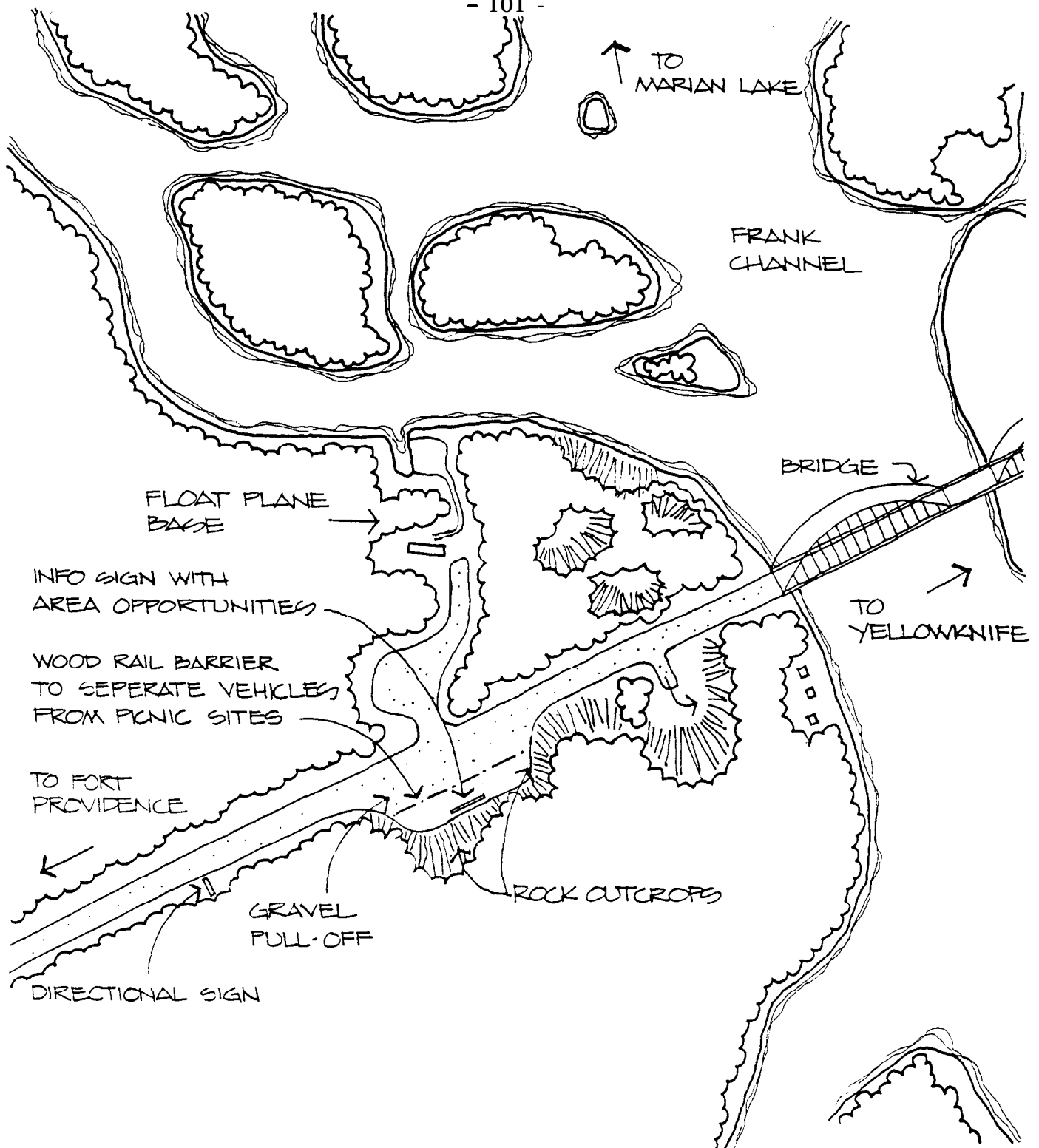


existing

- legend
-  EXISTING VEGETATION
 -  PICNIC SITE
 -  WASHROOMS
 -  SITE REHABILITATION
 -  CAMPING
 -  STEEP SLOPES



frank channel 25



concept plan

- legend**
- EXISTING VEGETATION
 - PICNIC SITE
 - WASHROOMS
 - SITE REHABILITATION
 - CAMPING
 - STEEP SLOPES



1'2000

0 10 25 50 100 m



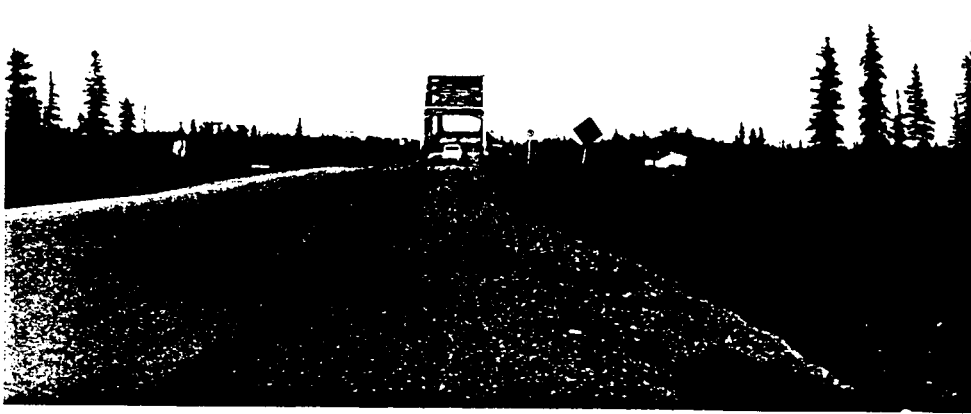
frank channel

25

242.0 km
Site //25

FRANK CHANNEL

Bridge Approach
from the South



View of north
arm of Great
Slave Lake
from Bridge



FRANK CHANNEL
(con t)

Pot ent ial
Picnic Site



Float Plane
Charter Area



Site **Name:** RUSSELL LAKE

Site **Number:** 26

Kilometre Point: Rae

Type of Site: Potential Opportunity

Site Description:

existing camping/day use area between a gravel pit and Russell Lake, just north of Rae and off the Rae access road (6)

Observations and Comments:

pleasant site with opportunities for a viewpoint and lake access (6)

- Rae community council has given preliminary approval to an **ATV/bike** "park" in the gravel pit area (6)

Existing Facilities:

- boat launch and dock
- random campsites

Concept Recommendations:

- further study is required for possible alternative park site to the existing **Edzo** site

Development Priority: Low

Service Priority: Low

Site Name: STAGG RIVER

Site Number: 27

Kilometre Point: 259.0 km

Type of Site: Potential Opportunity

Site Description:

- large creek flowing perpendicular to the highway (5)
new bridge created a waterfall, also a backwater pond area full of lilies (5)

Observations and Comments:

- opportunity for a small picnic area, and an interpretive sign telling the story of Rae-Edzo and the natural features in the area
- possibility of a canoe trip up Stagg River to Stagg Lake, or down the river to the Great Slave Lake
area is used for trapping beaver and muskrat, and for traditional camping (6)
- north side of site is more important for development (6)
no development can be planned for at least five years; Parks would have to acquire the land first (6)

Existing Facilities:

gravel roadway to water falls and fishing shack on south side of highway

Concept Recommendations:

upgrade site to a small day use area with two to three picnic sites
provide site identification signage
no boat launch is necessary as use of the river is limited to very small craft (e.g. canoes); could regrade existing "launch"

Upgraded Items and Preliminary Cost Estimate:

| | |
|-----------------------------------|-----------------|
| - Site Signage (Sign #50) | \$ 500.00 |
| - Upgraded Concrete Picnic Tables | 2,500.00 |
| - Regravel/Regrade Parking Area | <u>1,500.00</u> |
| | \$ 4,500.00 |

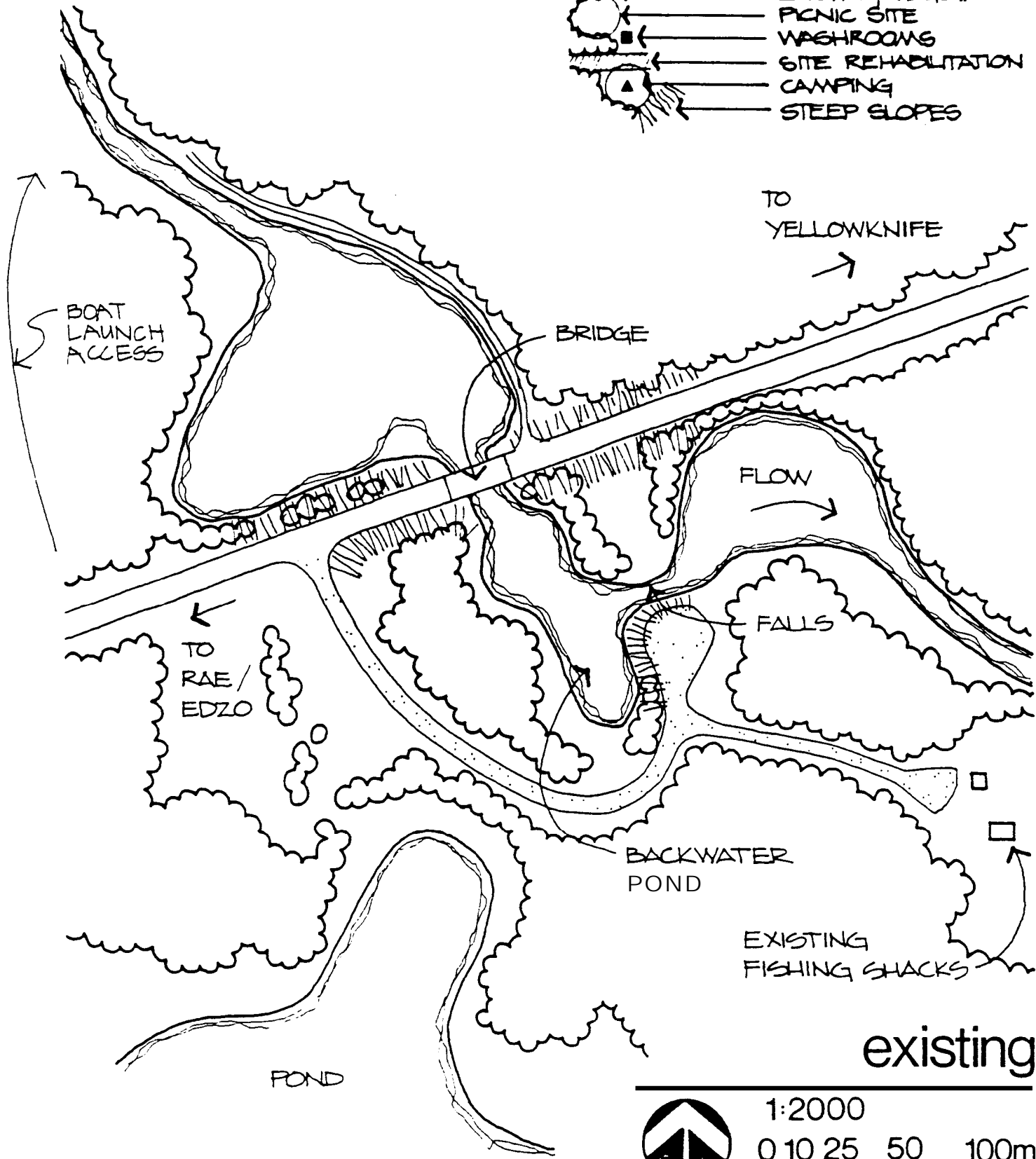
Development Priority:

Medium

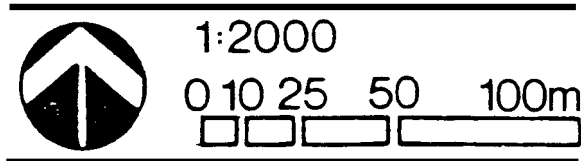
Service Priority:

Medium

- 106 - legend
- EXISTING VEGETATION
 - PICNIC SITE
 - WASHROOMS
 - SITE REHABILITATION
 - CAMPING
 - STEEP SLOPES









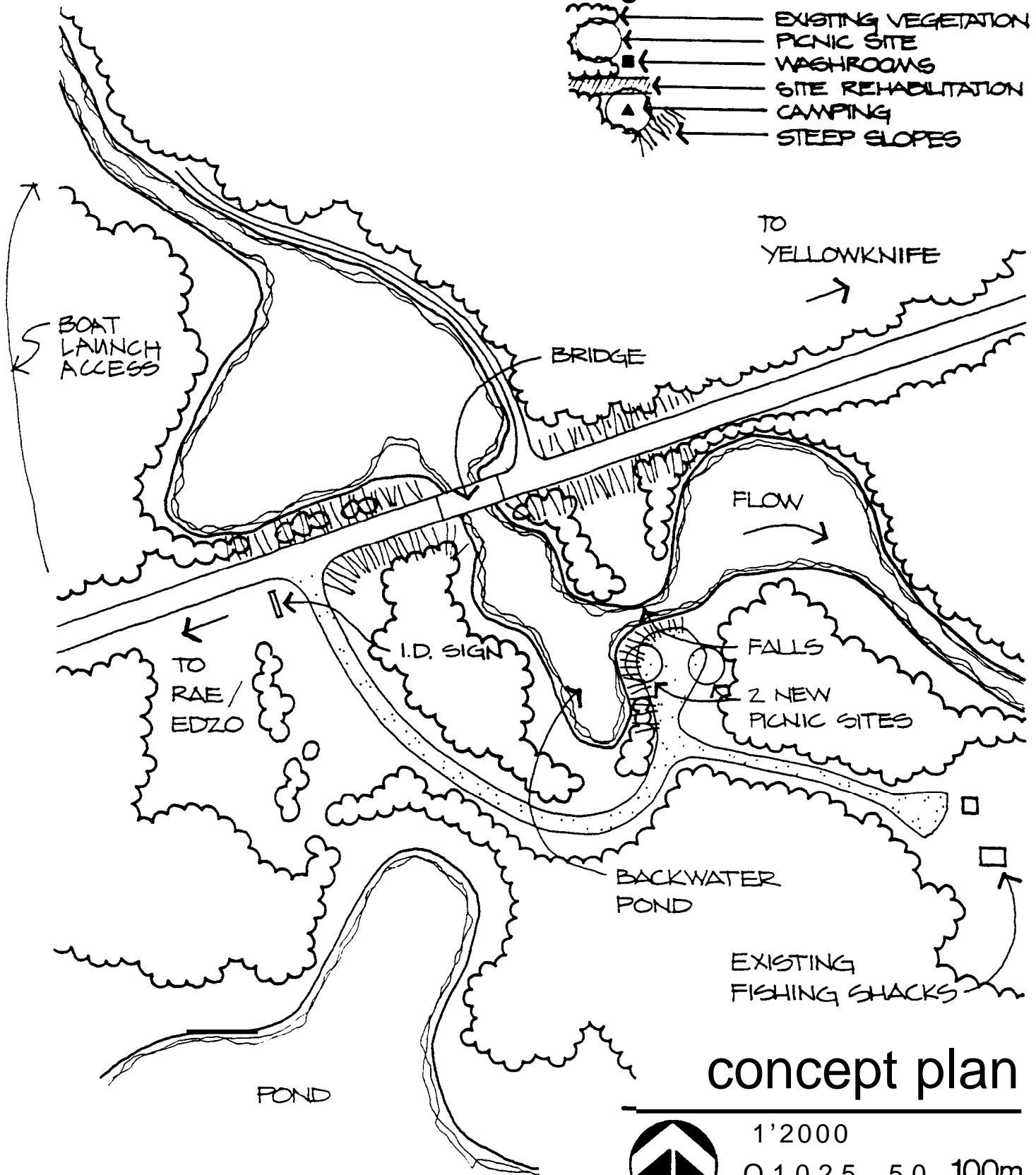
existing



stagg
river

legend

-  EXISTING VEGETATION
-  PICNIC SITE
-  WASHROOMS
-  SITE REHABILITATION
-  CAMPING
-  STEEP SLOPES



concept plan



1'2000

0 1 0.25 50 100m



stagg
river

259.0 km
Site #27

STAGG RIVER



Site Name: PULL-OFF AREA

Site Number: 28

Kilometre Point: 260.5 km

Type of Site: Pull-off

Site Description:

- pull-off area approximately one hour from Yellowknife (5)

Observations and Comments:

- good place to explain the Canadian Shield landscape and provide general information on the local geology

Existing Facilities:

- 1 garbage can
- typical gravel pull-off area

Concept Recommendations:

- include information signage on the surrounding landscape (i.e. vegetation, geology, wildlife)

Upgraded items and Preliminary Cost Estimate:

| | |
|-------------------------|-------------|
| Site Signage (Sign #51) | \$ 1,000.00 |
|-------------------------|-------------|

Development Priority:

Medium

Service Priority:

Medium

260.5 km
Site #28

PULL-OFF AREA



Site Name: **PULL-OFF AREA**

Site Number: **29**

Kilometre Point: 303.0 km
Type of Site: Pull-off

Site Description:

pull-off area approximately 1/2 hour from Yellowknife (5)
adjacent to a marsh and mixed vegetation

Observations and Comments:

adjacent to the Boundary Creek bridge and a scattered
residential building group
no significant features

Existing Facilities:

1 garbage can
typical gravel pull-off area

Concept Recommendations:

possibly add a small interpretive sign on the area's geology

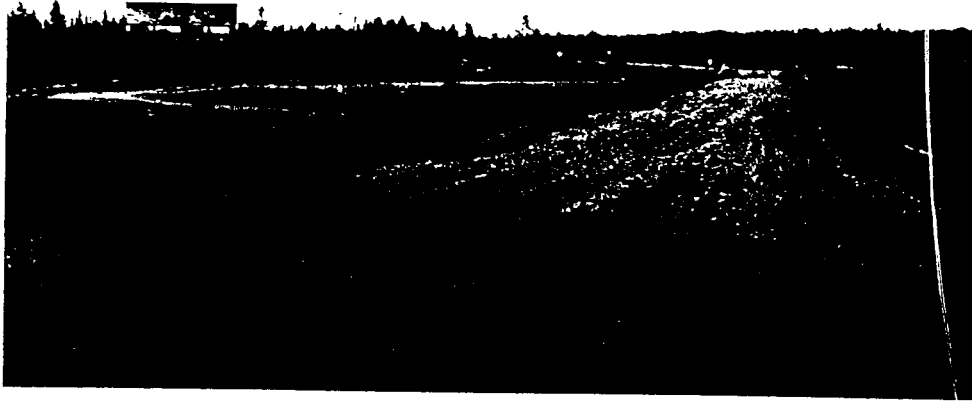
Upgraded Items and Preliminary Cost Estimate:

| | |
|---------------------------|-------------|
| - Site Signage (Sign #54) | \$ 1,000.00 |
|---------------------------|-------------|

| | |
|-----------------------|-----|
| Development Priority: | Low |
| Service Priority: | Low |

303.0 km
Site #29

PULL-OFF AREA



Site Name: **BOUNDARY CREEK** Site Number: **30**
 Kilometre Point: 308.0 km
 Type of Site: Potential Opportunity

Site Description:

area was a territorial park, but all facilities have been removed

Observations and Comments:

potential fishing and picnicking area
could be possible conflicts with existing adjacent land uses;
also may conflict with Ingraham Trail opportunities

Existing Facilities:

- gravel parking area

Concept Recommendations:

- low priority site for future upgrading to a small day use area, including two to three picnic sites and a vehicle control barrier

Upgraded Items and Preliminary Cost Estimate:

| | |
|---------------------------------|---------------|
| Site Signage (Sign #55) | \$ 500.00 |
| Upgraded Concrete PicnicTables/ | |
| Culvert Fire Rings | 2,000.00 |
| Vehicle Control Barriers | 1,000.00 |
| Regravel/Regrade Parking Area | <u>500.00</u> |
| | \$ 4,000.00 |

Development Priority: Low
 Service Priority: Low

appendix a

APPENDIX A - LIST OF PEOPLE CONTACTED

The following individuals were contacted during this study. We would like to thank them for their input and direction.

| <u>Individual</u> | <u>Position</u> |
|------------------------------|--|
| Karen LeGresley 873-7906 | Site Development Officer Economic Development and Tourism, G.N.W.T. |
| Peter Neugebauer | Head of Program Development Branch Tourism and Parks, G.N.W.T. |
| Dave Lapp | Tourism and Parks, G.N.W.T. |
| Maureen Bundgaard | Manager Northern Frontier Visitors Association |
| Mike Magean 873-7593 | Business Service Officer Economic Development and Tourism, G.N.W.T. |
| Rick Camire | Parks Officer, Maintenance and Operations Fort Smith Region |
| Larry Purcka | D.P.W.H. |
| Larry Edgar | Municipal and Community Affairs, G.N.W.T. |
| Fred Behrens 392-6500 | Hamlet Manager Rae-Edzo |
| Joanne Pilkey | Settlement Manager Fort Providence |
| Pat Jocko | Band Manager Fort Providence |
| Tracy Hall 874-3318 | Parks Officer Hay River Region |
| Don Moir | Regional Parks Supervisor Tourism and Parks, G.N.W.T. |
| Cathy Stephenson 873-7623 | Conservation Education Officer Dept. of Renewable Resources, G.N.W.T. |
| Ed Hall | Supervisor Dept. of Renewable Resources, G.N.W.T. |
| Don Boxer 872-7333 | Regional Supervisor Dept. of Renewable Resources, G.N.W.T. |
| Len Colosimo 873-775? | Supervisor, Resource Development Dept. of Renewable Resources, G.N.W.T. |
| Northwest Tel | |

appendix b

APPENDIX B - OH-SITE MEETINGS

I. Onsite Client Meetings

Meeting 1: On August 7th, we met with Peter **Neugebauer** (head of the Program and Development Branch for Tourism and Parks), Dave Lapp (Tourism and Parks) and Maureen **Bundgaard** (Manager of **Northern** Frontier Visitors" Association). In the discussion on the corridor approach at the meeting, we noted that the term "park" is a general description and all park areas should have signs to tell users what facilities exist at that park. It was also noted that **signage** is extremely important and should place a strong emphasis on both information as well as interpretation, stressing a functional and solid northern attitude toward **signage**. A caution was also noted in our follow-up discussions that an excess of signs on the highway should be avoided as they could create a cluttered highway view. Rather, interpretive signs could be located off the highway at rest stops.

It was emphasized that the ability to create packages for future construction is a main objective of the project. Another point was the need to enhance services to the traveling public and make it easier for the local people from **Yellowknife** and the other communities to use the facilities.

Community input **was** emphasized to get a clear direction set, "**on track,**" from the community as most important to help guide Tourism and Parks in their future implementation. It was also emphasized that Tourism and Park's needs should be met first, and that community needs should not be confused with the needs of the highway study area; they should complement each other.

Renewable Resources should be considered to enhance the bison sanctuary. It was mentioned that Len **Colosimo** (Director of Field Services for Renewable Resources) or **Cathy** Stephenson should be contacted in regard to the bison reserve and possible opportunities for interpretation.

appendix c

APPENDIX C - FOLLOW-UP DISCUSSIONS

We communicated with G. N.W. T. representatives to refine details of interpretation, **signage** and operations and maintenance:

1. **Signage** and Interpretation

We discussed **signage** with Dave **Lapp** and developed a system to integrate informational **signage** along the highway with interpretative, park and special **signage**. Using Dave **Lapp's** suggestions from his letter and our previous experience with **Ingraham** Trail and D.P.W.H., we expanded the system to include a full range of signs.

Regarding special **signage**, we talked with Maureen **Bungaard** of **N.F.V.A.** She identified the need to place a tourist zone sign stating 'Welcome' to the Northern Frontier Visitors Association **Zone**" along the highway. The back of the sign would say "**You** are leaving this zone, thank **you** for visiting **us**."

In **Maureen's** follow-up letter, she listed four comments and suggestions of the **N.F.V.A.** Board:

- a) A theme should be chosen for the highway; i.e. "Caribou Highway or Trail."
- b) **Signage** should be in keeping (shape and design) with the theme.
- c) Zone signs should be placed north of Fort Providence.
- d) Interpretive **plaques** should be placed at points of interest to match the "Rivers to **Roads**" brochure, as well as at existing or new pull-offs.

Other points suggested included; more frequent garbage cans, a trail to a lookout panorama point, and a plaque at North Arm on top of the Northwest Tel hill.

In our discussions with Cathy Stephenson and Ed Hall of Renewable Resources , they identified the need for a "Welcome you are entering the Mackenzie Bison Sanctuary" sign at both the north and south boundaries of the sanctuary.

The use of a special interpretiv signage plaque or cairn was discussed with Cathy Stephenson, Len **Colosimo** and Don Boxer of Renewable Resources, **G.N.W.T.** In our recent discussion with Don Boxer, Regional Supervisor, we talked about the location of their proposed **cairn**. All correspondence including letters and the Ten Year **Management** Plan, agree with the **Caen** Lake site (Site Number 9 at 88.7 km) because it offers the best interpretive potential on the sanctuary, and is where visitors are more likely to see bison. However, we learned that since Renewable Resources does not have a site development budget to upgrade the **Caen** Lake Site, they understandably are considering **Chan** Lake Territorial Park at 120.3 km, or one of the **D.P.W.H.** pull-off areas for placement of the interpretive plaque and cairn. In our discussion with Don, he preferred the **Caen** Lake site, however he indicated there are time and commitment constraints to place the plaque as soon as possible. Thus, they may have to use an existing site unless the plans of Renewable Resources and the site upgrading priority of Tourism and Parks can be coordinated to share funds to implement the **Caen** Lake site development.

2. Operations and Maintenance

Our follow-up discussions are summarized in Section 3.0 of the report, as part of the existing system, problems and suggestions for improvement.

In our discussion with Tracy Hall, Parks Officer in Hay River, she spoke of the problems at the Dory Point, Fort Providence and **Chan** Lake Territorial Park sites.

Regarding **Chan** Lake, she said it is hardly used and has drainage problems due to the clay base (it also requires additional gravel). In

addition to the bug problem, Tracy said the site is too far away and it is difficult to monitor its maintenance.

Regarding Dory Point, Tracy indicated that campsites **are** required to accommodate overnight users. Maintenance **of** the Dory Point **site is** done by contract tender to the lowest bidder. Tracy indicated problems dealing with difficult contractors and preferred to see **D.P.W.H.** doing the maintenance instead. She indicated signage and access problems at the park entrance, and the need for control to keep vehicles from entering the site at the corner curve in the highway.

Tracy was happy with maintenance at Fort Providence, and indicated that the site is well used by RVS. The second **loop** in **the** campground is wired for electrical hook-ups.

Overall comments regarding operations and maintenance made by Tracy identified problems in monitoring due to lack of time to police the site and length of response time to get a private contractor to react. She felt **D.P.W.H.** would get things done quicker. Additional comments included the need for an upgrading budget for protection fencing and general maintenance.

In our discussions with Don **Moir**, Regional Parks Supervisor, we received comments on **Chan** Lake, North Arm, Dory Point and Frank Channel, as well as overall comments on contracted and internal maintenance issues. In addition, we received written and sketch comments and specific suggestions for site **upgrading**, which we have integrated into our draft concept plans.

Chan Lake - Access is a problem due to steep slopes and a need for gravel; **D.P.W.H.** has created a ditch to help drainage; buildings get vandalized and abused; the picnic shelter and windows need to be fixed each year; the stoves destroyed by vandals need replacement; costs add up to approximately \$1000/year.

North Arm - There is a need to develop a minimum of ten campsites, including RV standards, back-in sites and tent trailer sites. Consideration should be given to expansion on the point approximately 1/8 mile north of the existing day use site. Longer term ideas should include phasing out the existing site in ten years to allow it to revegetate; a new park would be in place by that time.

Upgrading at North Arm should include planting of trees to screen from the wind, and an area with water access for local residents to go fishing at Mosquito Creek in the spring.

The day use area at North Ann should be upgraded with gravel and a fenced parking lot to separate cars from walk-in picnic sites.

The operations and parking problem at Mosquito Creek in the spring should be left as is, with the possible future addition of parking and fencing at a pull-off along the highway, and future upgrading of trail access to the creek for the pickerel run in the spring. Use of cans on the road could be a temporary technique to help keep cars from parking in the ditch.

Dory Point - This site is currently used as an emergency campground when the ferry is not operating. Upgrading is required for the shelters. A protective fence should be added, as well as an expanded campground area for five to ten (fifteen maximum) RV sites.

Frank Channel - Don mentioned the intent of the community to develop the southeast corner of the bridge and to rehabilitate the existing gravel pit into a major tourist site in the future. The proposal included a restaurant bar, motel and gas station, with access to the channel for swimming, fishing and canoeing. There was a conflict with motel and liquor problems which was unacceptable to the community, and also a problem of financing this size of development. Weeds in the channel are a problem for swimmers and recreational boaters. However, the other sites are limited in size for development of a major facility. Don commented that use of the southwest corner of the bridge

site for access could be a problem if **developemnt** occurs too close to the bridge abutment. There is also concern regarding a conflict with the existing residences at this site, if development occurs too close to the water.

Don's overall comments on the operations and maintenance issues included a discussion on options. He mentioned that **D.P.W.H.** is doing a detailed study of the global issues for the past three years. He felt the most logical approach would be for Tourism and Parks to contract **D.P.W.H.** to look after roads, buildings and all equipment, including annual painting and replacement and regular garbage collection. This would result in a few dollars for summer upgrading, and a couple of extra man-hours per week for **D.P.W.H.** The alternative of a private contractor would cost more, if the man-hour cost of a monitoring and reporting system were included with the private contract costs. Don felt that the alternative of contracting out operations and maintenance to a community would be realistic for nearby sites. Experience has shown that individual contractors, bidding at the lowest price, are less responsible than community representatives. The problem sites appear to be those outside of the communities, where the trip is too long and there are problems of checking, monitoring and reporting. These sites may be better served by adding an extension scope to **D.P.W.H.s** existing services.

appendix d

APPENDIX D - HIGHWAY DRIVING EXPERIENCE AND OBSERVATIONS

Starting at 0 km at the Highway #1 intersection, a number of observations were noted. In order to attract tourists and make them aware of the opportunities along Highway #3, the potential of better utilizing the **existing highway roadside pull-off** on Highway #1, one kilometre before the intersection with Highway #3, should be encouraged. This pull-off would be used by tourists traveling north from Hay River and Alberta. The addition of a map and information sign at the pull-off would help attract tourists to drive Highway #3. Another improvement to encourage additional visitors would be the paving of Highway #3, at least to the ferry crossing.

The driving experience from 0 km through to the 20 km point is flat and relatively straight. The highway is enclosed by trees on either side.

Approaching the 20.0 km point, the road makes a very sharp turn to the left (northwest), passing **Dory Point Territorial Park**. The first impression at Dory Point is a park sign and view down into the day use area from the road, right at the curve of the highway. This view has attracted many vehicles to drive off the highway at the corner, even though the entrance is 1/2 km further along the road. The entrance is not signed, and this creates the present access confusion. The Dory Point site itself is a day use area which is signed "Territorial Park". In our observations, we noticed one main picnic shelter and two groups of picnic tables and shelters (one group was being used for camping rather than day use). We also observed out-of-country visitors fishing just to the north of the day use area on the rocks. Our general impression would be to improve the access road and possibly add some camping sites separate from the day use and picnicking area. Dory Point is a very pleasant site which affords both physical and visual access to the Mackenzie River edge, one of the unique rivers along this route.

Leaving Dory Point and driving northwest along the road for 3 or 4 km, we noticed a number of abandoned buildings which were presumably used

for tourist facilities at one time. On the left hand side of the road is the maintenance yard area for the ferry and further on a turn in the road north to the ferry landing site. Arriving at the south shore of the **Mackenzie River ferry site**, vehicles line up waiting for the ferry, and people step out of their cars to stretch and look around. There is potential at this site for an orientation map to describe the importance of the Mackenzie River, illustrate upcoming sites along the highway and provide orientation to visitors about the upcoming drive. The ferry affords a very exciting opportunity to get away from the dust and the closed-view corridor of the road, as well as to view the open space of one of the largest, most important rivers in the north.

There is also an opportunity on the ferry for a tourist welcome sign and possibly an orientation map or place to dispense **pamphlets**. We felt that as the captive audience of the ferry is waiting to arrive on the north shore, the opportunity should be used to encourage tourists to stop at an information **centre** on the north shore point, after unloading from the ferry. A short distance past the ferry unloading area is an opportunity for an information **centre** site on an existing gravel area. The information "A-frame" kiosk in Fort Providence could be moved to this site, which would create opportunities for the native people to give out information brochures and answer questions for tourists. Providing an information kiosk at this site is preferable to the existing site in the town of Fort Providence as it would be more likely to attract tourists and encourage them to visit the town of Fort Providence, as well as make visitors aware of the tourist opportunities in the area. The importance of a site adjacent to the river for tourists should be a high priority.

One kilometre north of the ferry is a site proposed in the Baker Report (26.5 km) which has potential for interpreting the **Muskeg** area. It is our belief that muskeg is reasonably common in the region and that a site this close to the ferry landing would not necessarily attract tourists. As well, the costs incurred to develop this site for pull-off space would not be warranted. Therefore, we recommend deleting this site from immediate development priority.

Three kilometres further along the road, there **are** some **existing** buildings and the opportunity for boat ramp access off to the left. Since there are limited opportunities along the river for boating access because of the steep slopes, this is a future potential site that may be considered for **local** boat use. It could be an alternative to the government dock in the **town** of Fort Providence, however we feel it may be best suited for a private development rather than a park site.

Approximately 1 km from this site is the Big River **Motel** and **Shell** service station (**Kilometre** 30.0). At this point, the road turns sharply to the northeast. The visitor's view before making the turn focuses directly on the **Shell** station site. It is an **excellent** site that is visually and physically accessible from the highway. The service **centre** appears to be well used, particularly for gas and food. However, there are no orientation maps or tourist brochures of **any** sort at the service station or restaurant. A welcome information map could be located near the phone or alternatively, outside the building entrance could be coordinated with the owner.

Leaving the Big River Motel site and traveling north along the highway a very short distance (0.5 km), the intersection to Fort Providence is identified with a sign. As well, a series of other signs have been put up by the *town* at the intersection. These identify opportunities to attract tourists into Fort Providence. The community should be encouraged to promote itself, but should be aware that additional signs should be coordinated so as to avoid making the intersection too cluttered and confusing.

On the **6** km road into Fort Providence, there is an airfield entrance, followed by the entrance to the Fort Providence Territorial Park campground. This campground is a **well maintained** with very nice trees, and has large pull-through campsite loops. However, it is underutilized for the number of existing sites. **Maintaining** one of the two existing loops may be all that is necessary. The majority of users

are overnight users, and in the early evenings, **local** residents utilize the campsites along the river for picnicking. However, because the site is so high above the river and has steep, inaccessible slopes, there is concern expressed by the **community** about lack of river access. There has also been concern expressed about too many **mosquitos** on the site because of the tree enclosure. As **well**, the park does not provide day use opportunities, nor does it afford views out over the river. However, we were impressed with the high **level** of maintenance within the park. Overall, the park was a very pleasant experience with good signage.

Two **kilometres** past Fort Providence Territorial Park on **the** main road is the community of Fort Providence. The road has some excellent views to the left, across the bay of the river into the town toward the church (a tourist attraction). There is a new tourist information "A-frame" teepee set up in a park just opposite the **R.C.M.P.** building. This site has good potential for local day use and even tourist day use opportunities with picnic tables and a nice view of the river. In our discussions with the **local** man handing out brochures, he indicated that there are not very many tourists who came through to receive information here, and he felt that a location out on the highway would certainly attract more people. Therefore, our feeling is that this information kiosk should be moved to the north ferry site where it could be a stronger orientation point for more tourists.

Driving further into Fort Providence, there are some excellent views of the river. There have been some improvements along the river's edge for local day use opportunities, including benches and wood rails. The road leads to the church at the west end of town (which many tourists photograph) and continues up a **hill** above the existing government dock to a site which has two interpretive plaques: firstly, a religious *cross* with a plaque that identifies the grey nun's history in the area; secondly, a very **large** rock (which has been vandalized) with a Parks Canada plaque telling the story of the Mackenzie River; the plaque is difficult to see. There could be good potential on this site for further day use development for use by both tourists and residents,

including the possibility of providing tourist boating opportunities to complement the existing government dock. The site affords an open view to the river, and has a breeze which helps to minimize the **mosquitos**. However, the stagnant water of the back channel of the river creates a large bug population at the river's edge.

In summary, we felt that Fort Providence is a very clean and pleasant community which could provide opportunities for tourists to **see** the community and utilize **dayuse** facilities **along** the river.

At this point, our drive continued back to the main highway, and then proceeding northeast along it. A sign posted indicated 206 km to **Rae-Edzo** and 306 km to **Yellowknife**. A short distance beyond this is a second sign which indicated 312 km to next services (this distance is past **Yellowknife**). The combination of these two signs is confusing since they do not recognize any facilities between Fort Providence and **Yellowknife**. Perhaps if services could be created in the **Rae-Edzo** area, they could enhance the visitor-s driving experience and become a stronger orientation point **for** economic development potential, both at Frank Channel and in the community of Rae.

Driving further north to **Kilometre 44** at the Blue Fish River Crossing, there is no strong interest to stop; the river is more like a small creek at this point.

On the west side of the highway at **Kilometre 53.0** is a **grasslands area**, identified in the Baker report. This grassland has grown over since 1966, and was extremely difficult to find. Therefore, it should not be a high priority for development at this time. In addition, it should also be noted that "Rivers to Roads" brochure identifies the Mackenzie Bison Sanctuary at the 50 km point. In actual fact there is nothing at the 50 km point that would visually indicate the bison on the east side of the road as the trees form an enclosure rather than an open meadow view. **However**, potential may exist at this point or earlier for a sign to at least indicate that the Bison Sanctuary is in this area.

unique opportunities that could match the expectations of tourists traveling from the south to the **N.W.T.**

Leaving the Caen Lake area, turning right onto the main highway and continuing north, there is a microwave tower standing in the landscape at **Kilometre 93.7**. The "Rivers to Roads" brochure identifies the area between **Kilometres 90** and 98 as a potential interpretive site to tell the story of the old telephone lines in the area and the microwave tower which brings new **communications** technology to the north. The older telephone poles, from which the lines have been removed, are still standing to show the contrast between the **old** and new technology.

Continuing north past **Kilometre 96.4**, the Baker report notes a "rabbit browse **line.**" We found it extremely difficult to find this line because of the substantial regrowth that has occurred since 1966. It may have been obvious that snowshoe hares grazed the lower branches of the jack pine stands in winter 1961 and 1962, however with the regrowth, it does not appear to be significant today.

North along the highway is **Chan** Lake at 120.3 km. The site is currently signed "Territorial Park Picnic Area" and includes a nice view of the lake which is easily accessible from the highway. However, the entrance roadway requires additional gravel to improve its grade and drainage. The level of maintenance on this site was very low. Perhaps this site is too far away from existing **community** areas as all parks in the community areas are reasonably well maintained, thereby indicating the more isolated sites may need special consideration. This implies there should be fewer sites to maintain in the outlying areas. In summary, **Chan** Lake is a pleasant site in a convenient location for a lunch time stopover along the drive between Fort Providence and Rae-Edzo. The lake is not very large, but it may afford small boating opportunities.

Leaving **Chan** Lake, the drive continues north along the highway approximately 1 km to an existing **D.P.W.H.** pull-off area at 121.0 km.

North at approximately 170 km, there is another microwave tower, which reinforces the communications technology in the north. At **Kilometre 175.0**, there are **mature jack pines** along the road, which are identified in the "Rivers to Roads" brochure as a story to be told. Continuing along to the 180 km point up the hill from the jack pines, there is an area of burned-out jack pines. Recent regenerated growth is occurring across the landscape. The story of the jack pine cones can be told in more detailed in a brochure to supplement the "Rivers to Roads" brochure. We do not think a specific stopover site is necessary, but if a stopover site was to be considered in this area, **Kilometre 175** would be a better location. It could include a pull-off for cars and a short walking trail to observe the mature jack pine stand.

Continuing north from **Kilometre 180**, the next point of interest is a considerable distance away. There are additional burned areas along the route at 196 to 198 km. The road continues, turns to the northeast, and at **210.0 km**, the Baker report identifies a sinkhole formation on the east side of the highway which could be an interesting point of interest. We did not find the sinkhole, after looking in several locations. However, it may be possible that the highway has been relocated or that this area is not easily accessible from the road. Therefore, we suggest that this point of interest be deleted from priority development potential at this time.

At **Kilometre 216.0**, there are several pond areas, one which attracts attention because of the white rock formations which are a **gypsum** outcrop described in the Baker Report. Our feeling is that this site is not high priority for development as a stopover as it is too close to the **Rae-Edzo** corridor and Frank Channel opportunities. However, it may be of interest to tourists and specialists interested in geology, and should have a detailed assessment done by a geologist to comment on its significance.

Continuing the drive north past **Kilometre 220**, there are additional burned areas on the right side of the road. At 224.0 km, there is another **D.P.W.H.** pull-off area. Since this pull-off is approximately

two hours from Fort Providence, we believe that it has good potential for signage to interpret the vegetation which has been seen along the highway (such as the jack pine regeneration), and to introduce the upcoming changes in the landscape that will be occurring as the drive proceeds from the gravel pine landscape into the Canadian Shield. Thus, an orientation map showing upcoming opportunities would help promote parks and **economic** development opportunities for the Rae-Edzo area.

North from this site at **Kilometre 226.0**, the road dips into the **Mosquito Creek** area and crosses the creek. A turnoff to the right accesses a small day use area at Mosquito Creek. We understand this area is important as an essential part of the local economy, including trapping of muskrat, fishing during pickerel runs and hunting. It is described in the "Rivers to Roads" brochure as a perfect place for animals to live and raise their young. We understand that during peak periods such as the pickerel run, this site is heavily impacted by parked cars and the need for locals to gain access to the creek and the north arm of the Great Slave Lake. This **creates** traffic problems along the highway. However, since the area is **only** used at the end of **May** for a short peak period, improvement should be a low priority.

Continuing along the highway from Mosquito Creek to **Kilometre 227.5**, we identified a potential viewpoint along the west side of the road which has an excellent view across the road out over the north arm of the Great Slave Lake. This is the first opportunity the tourist has to see the lake from the road. We would suggest developing an area for a few parked cars and creating a viewpoint; it should include an orientation map which would help to promote other opportunities in the area and give the visitors an orientation to the importance of the changing landscape as one enters the Canadian Shield.

Continuing past the potential viewpoint site, the road drops in elevation to **Kilometre 231.0** where there is a sign for **North Arm** Territorial Park. We found arrival at this park to be an exciting opportunity for a view out onto the lake and to be able to access the

shoreline of the lake at this point. The site itself includes a picnic area, and we felt there is potential for additional development and upgrading. There is potential for a hiking trail, cleaning up the beach, additional signage, separating the picnicking from the camping, and adding additional campsites and a boat launch as part of a comprehensive upgrading program. There is also the opportunity to link the hiking trails to the northwest to allow hikers the opportunity to get even higher onto the microwave tower hill adjacent to the site, where there is a spectacular vista of the landscape from the north arm of the Great Slave Lake, right across to Marion Lake. Our observations of North Arm Territorial Park include: good maintenance, a nice breeze, good access to water, minimum of mosquitos, and it appears to be very well utilized, even though people were camping in day use areas. The sound of the water and waves is particularly pleasant after traveling many miles on a dusty road. The power of the Great Slave Lake can be felt with strong waves and the wind at this point. It may not be an ideal place for swimming and there could be some question on it being a good place for a boat launch, but there are many other opportunities. The entrance road is fairly steep and could be rerouted to create the opportunity for additional campsites and a separation between the day use and camping areas.

North along the road from North Arm Territorial Park is the access road to the Edzo campground at Kilometre 238.5. Currently there is no sign which identifies the campground in Edzo. However, we did drive into the campground, and our assessment confirmed our previous discussions that this site is underutilized and undesirable because of the mosquitos. Thus it is overgrown, and should be deleted from further development. Better opportunities could be gained by focusing on the development opportunities at North Arm and Frank Channel, rather than the Edzo campground.

A short distance north of Edzo is the bridge at Frank Channel, Kilometre 242.0. There is excellent potential for development at this site to assist in the economic development of the community and create new opportunities. On the right of the road before the bridge, there

is potential for developing a small day use and picnic area which could access the north arm of the Great Slave Lake. A boat launch could possibly be included. On the right of the road before crossing the bridge is an existing opportunity for chartering float planes and helicopters for tourists to be able to access other hunting and fishing areas in the region. These two opportunities have the compatible potential of linking public and private tourist **services** and facilities.

Continuing the drive north over the bridge, there are excellent views to the right of the north arm of the Great Slave Lake from the bridge, as well as to the left over Frank Channel towards Marion Lake. On the left side of the road after the bridge is a site currently being used by the Frank Channel Forestry Station, and on the right side of the road after the bridge is a gravel area; these are not major tourist attraction, and we felt the tourist would continue his drive along the highway.

A short distance past Frank Channel is a turnoff to the community of Rae, with a sign indicating a 10 km drive. We believe there are some interesting opportunities in Rae for tourist attractions, including the cafe at the **Nishi-kon building** and the townsite of this Dene community. However, priority should at this time focus on development at Frank Channel to encourage tourists to stop and be aware of the opportunities in the area. At some time in the **future** when Frank Channel is developed and as the community develops, tourists would be attracted to the additional opportunities provided in Rae to complement Frank Channel.

Continuing along the highway to **Kilometre 259.0**, the new bridge at **Stagg** River comes into sight. **Stagg** River is identified for upgrading and rehabilitation in the Baker report (1966). We noticed there were facilities there at one point, but at present there are none since a new bridge has been recently completed and changes have occurred. The existing site has a **gravel** access road off the highway which allows tourists the opportunity to park in a small gravel area and get out of

their cars and walk to the creek 's edge. The new bridge changes the creek-s alignment and creates a small waterfall as well as a backwater pond area of lilies. We felt that this site could be upgraded to a small picnic area, possibly with an interpretive sign telling the story of the original Fort Rae located on the mouth of the creek and the north arm of the Great Slave Lake, near the site.

Past **Stagg** Creek bridge at **Kilometre 260.5**, there is a **D.P.W.H. pull-Off**. It has excellent potential to interpret the geology of the area through a sign to explain the Canadian Shield landscape found between this location and **Yellowknife**. Since this highway pull-off area is approximately one hour from **Yellowknife**, it creates one of the last opportunities the tourist has to stop before driving into **Yellowknife**.

Leaving the one-hour pull-off, the drive continues on towards **Yellowknife**. At **Kilometre 263** the "Rivers to Roads" brochure identifies geological points of interest at several good places along the road. Since there is no sign to tell the tourist that information, perhaps the story can be told at the pull-off further ahead.

Continuing the final portion of the drive, the only interesting features along the road are the rocks and geology, since there are no views of the Great Slave Lake and most of the landscape is relatively flat and uninteresting, with very short views into small pond areas. Aside from the potential to develop informal layby stops along the route to take a closer look at the rocks (such as those in the **Kilometre 285-286** area), there are really no reasons to stop on the drive from **Stagg** River until **Kilometre 303.0**, which is the **pull-off** area 1/2 hour from **Yellowknife**. This area is within visual sight of Boundary Creek, and adjacent to it is a marsh area with mixed vegetation. One opportunity envisioned for this pull-off might be a small interpretive sign describing vegetation and the landscape of the marsh area in the Canadian Shield.

A short distance across the new Boundary Creek bridge is a small access road to a gravel pad at Boundary Creek (**Kilometre 307.8**). This area

may have potential for development as a local picnicking and fishing area. However, we felt that since it is very close to the D.P.W.H. pull-off, there could be a possible conflict with adjacent landuse buildings, and better opportunities exist east of Yellowknife along the Ingraham Trail, we did not see potential for developing this site. Therefore, we recommend that it be deleted from priority development. However, possible uses could continue to be monitored to assess future demand for this site.

Continuing towards Yellowknife, there is a point of interest identified in the Baker report at Kilometre 323.0. This site includes a D.P.W.H. site gravel operation and rock cliff, identified as Chalcopyrite rock. D.P.W.H. has placed a blockade on this site, which implies a private area and that tourist use should not be encouraged. However, we recommend that an assessment be made by a geologist of the interpretive potential of the site and if potential exists, coordinate that opportunity with D.P.W.H. for public access, possibly a sign and parking area and maybe a trail to that area. However, our observations and feelings are that it is not a high priority site from a tourist point of view as it is very close to the Yellowknife area, and most tourists at this point would be more interested in their destination point. Thus, the site's potential as a point of interest may include residents and visitors to Yellowknife as opposed to visitors traveling into Yellowknife.

The drive continues past Fiddle Lake which has a horse riding area. It should be identified in a brochure, particularly for residents and visitors from Yellowknife on day trips. Towards Yellowknife, there are enticing views of Long Lake from the road. The rock forms and landscapes around Yellowknife are very interesting and are a welcoming introduction to the city. These opportunities would be an attraction that might stimulate interest by tourists and residents to return to sites such as Long Lake during their stay.

The final opportunity along the highway can be seen at Fred Henne Municipal Park. This site affords the opportunities, noted in "Rivers

to Roads" , for walking an interpretive geological trail and participating in ongoing organized tours.

The final destination should be noted in a brochure, and a "Welcome to Yellowknife" sign should be erected to highlight the visitor information cabin beside City Hall, as well as to highlight the Travel Arctic information office in the Nova building for economic development and tourism information. These information centres provide the visitor with a good orientation and information on opportunities in the Yellowknife region, such as the Ingraham Trail, and outfitters, including the Northern Frontier Visitors Association and other tour groups.

appendix e

APPENDIX E - SITES DELETED FROM DEVELOPMENT PRIORITY

The sites listed in this appendix have been deleted from development priority for various reasons.

A description of each site and the recommendations for each is included.

Site Name: **MUSKEG**
Kilometre Point: 26.5 km
Type of Site: Potential Sites - Previously Identified

site Description:

Muskeg - interpretation of **muskeg** is valid and interesting, but given its proximity to other attractions and since the **muskeg** is surrounded by trees and bushes, this is not an appropriate interpretive stop (1, 6)

Boat Launch - small area that could be used for a boat launch on the river at 29.5 km (5)

Shell Service Station - existing service station and Big River Motel on easily accessible site beside the highway at 30 km (5)

Observations and Comments:

Muskeg - not really interesting as **muskeg** is very common in area (5)

Boat Launch

- banks of river are quite steep
- potential area for a private boat launch development
- possible alternative to the government dock in Fort Providence

Service Station - potential for area promotional information

Existing Facilities:

no facilities at the **muskeg** or boat launch site
there is a gas bar, restaurant and motel at the Shell Service Station site

Concept Recommendations:

- delete **muskeg** site or downgrade it to low priority, given its proximity to other attractions
- identify boat launch with a sign and list in an area attractions brochure to inform tourists of an accessible public launch site on the river
- add orientation maps and promotional brochures at service station



26.5 km

MUSKEG

Muskeg Area
North of Road



Boat Launch Sit



Service Station

site Name: GRASSLANDS

Kilometre Point: 53.0 km

Type of Site: Potential Site - Previously Identified

Site Description:

- large area of land on west side of highway covered 80% by various grasses and 20% by **small** shrubs, surrounded by small trees (1)
area is now very overgrown and the grassland is not obvious (5)

Observations and Comments:

- very difficult to find due to recent roadside tree/shrub growth (5)

Existing Facilities:

no facilities

Concept Recommendations:

- delete from development priority



Site Name: BROWSE LINE

Kilometre Point: 96.5 km

Type of Site: Potential Site - Previously Identified

Site Description:

- browse line where **wildlife grazed heavily** on the lower branches of the vegetation in the winter of 1961-62 (1)

Observations and Comments:

- difficult to identify because of substantial roadside regrowth since 1961
not significant today

Existing Facilities:

no facilities

Concept Recommendations:

- delete from development priority

Site **Name:** **LINEAR** FEATURES

Kilometre Point: 132.0 km

Type of Site: Potential Site - Previously Identified

site Description:

series of linear beach ridges along the side of the highway,
covered on the crests with stands of mature jack pine (1)
- swampy area between the ridges (1)

Observations and Comments:

not readily observable from the ground; needs an aerial
photograph or view (1)
would not be understood by the average **traveller** without a
description, possibly in a brochure (5)

Existing Facilities:

- no facilities

Concept Recommendations:

no site development or **signage** on the highway is necessary
include a description of the linear feature in a brochure

Site Name: SINKROLE

Kilometre Point: 210.0 km

Type of Site: Potential Site - Previously Identified

Site Description:

- large sinkhole filled with dark water and surrounded by willows and a black spruce forest (1)

Observations and Comments:

could not locate the sinkhole (looked in a number of locations)
(5)

Existing Facilities:

no facilities

Concept Recommendations:

- delete site from development priority

Site Name: ROCK CLIFFS

Kilometre Point: 323.0 km

Type of Site: Potential Site - Previously Identified

Site Description:

- D.P.W.H. site operation rock cliff and gravel pit of chalcopyrite rock adjacent to the highway (1, 5)

Observations and Comments:

- people driving north to Yellowknife probably would not stop as this site is too close to their destination
 - point of interest more for residents and people traveling from Yellowknife on a day trip
- an assessment done by a DIAND geologist has determined that these rock cliffs are not unique nor particularly interesting for rock hounding

Existing Facilities:

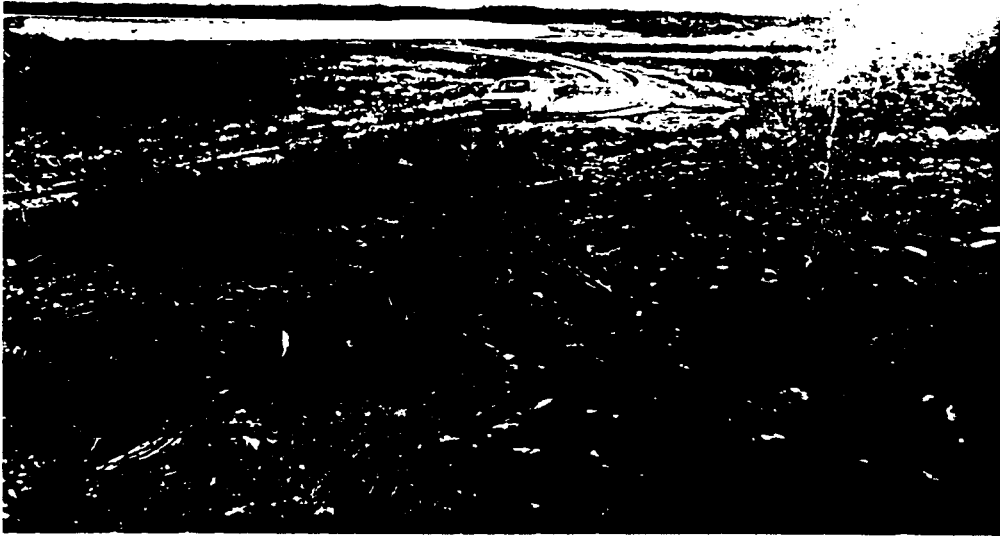
- gravel access road to a controlled gravel crushing plant

Concept Recommendations:

- delete as a development item as not unique or very interesting for rock hounding

232.0 km

ROCK CLIFFS



appendix f

APPENDIX F - REVIEW COMMENTS ON DRAFT PLAN

General Comments:

- DPWH should consider hydroseeding the ditches all along the route.
- More dust-free zones (especially at washrooms).
- Selective clearing of trees for breeze or view would be good.

"Keep the number of interpretive signs, pull-offs and all other man-made improvements to very few or none. The stretch of highway is unique (in the true sense of the word) in western Canada in that it has very few improvements. Its appeal is its nothingness or wilderness. With improvements it **will** be just another piece of highway. I for one love the long uninterrupted stretches of nothing." This sentiment was repeated by Renewable Resources and others.

Signs:

- Each sign suggested for a specific purpose (travel zones, bison sanctuary) should be passed to the appropriate agency for approval.

"Distance to next campground" signs to be installed by DPWH if we so request.

"Next 200 km - caribou crossing" (or moose or bison) signs will give tourists a better idea of what to look for (game for children). Rae residents suggest caribou crossing between Birch and Mosquito Creeks.

Renewable Resources would like signs marking the Bison Sanctuary at both boundaries (not part way through, as shown on the Sign Plan). One never actually enters the Bison Sanctuary since the western boundary of the sanctuary follows the easterly right-of-way of the highway, so the sign should not say "Entering . . . "

- Better signage directing tourists to the information cabin in Yellowknife is necessary.

Exhibit signs should be unobtrusive, i.e. not roofed kiosks, but approximately waist height signs. They can be on the edge of existing pull-offs.

- DPWH is looking at changing the "Next Services" in Fort Providence and Yellowknife so that Rae is not ignored. Work needs to be done by Travel Industry Association and Tourism and Parks to determine what level of service is required before a "service" is signed.

Highway Themes:

"Great Slave Highway" was suggested, but the highway is not particularly close to the lake.

- **Denendeh** Highway" was approved at all communities by the majority of participants.
- A letter from the Minister of ED&T to the Minister of DPWH requesting a change of name of this road to **Denendeh** Highway will be required.

Interpretation:

- Need an **overall** interpretive **theme** to tie everything together, **giving** a framework to "**hang**" all information. Exhibits or pamphlets should not be isolated "events", but should lead to one another.
- Need more cultural/historic stories and information (e.g. map showing aboriginal locations of Dogrib and **Slavey**, etc.); what is story behind Rae Lakes; why does road wind so much between Rae and **Yellowknife** vs. Fort Providence to Rae (**geology, hydrology** - picking an economical route); when was road built; why no pavement; why so many seismic cut lines between Fort Providence and **Caen** Lake, and so few elsewhere; how people (especially natives) **travelled** between Fort Providence, Rae and **Yellowknife** before the highway was constructed, "trail" to Lac **la Martre**; old airport 32 km south of Frank **Channel**; how were places named (e.g. **Caen** Lake, **Chan** Lake).
- **Rae is the most** northerly community on the highway.
- Fred Behrens said he would have a discussion about possible stories put on the next Rae council's agenda. He suggested they should be able to provide us with a history of the trails around the area and other possible stories for use in brochures, etc.
- Inspire thoughts, entice further discovery, don't just give out facts.
- Any extra brochures should not just be a repeat of the highway signs or the Rivers to Roads brochure; keep paper down.

Small ponds are important to breeding ducks and muskrat; since the ponds are numerous and obvious, they should be mentioned. There is a study being done by Canadian Wildlife Services on the importance of these ponds. Contact Rick Cole (920-8532). Could be **a point** of interest for **birdwatchers**.
- Make more of the river; its a very impressive system that even school children have heard about (e.g. handout at ferry or at the teepee).

- **NFVA** would like to see a boreal forest interpretation centre. Perhaps this could tie in **with the bison sanctuary centre.**

Operation and Maintenance:

- There is an extra half-person/year available next fiscal year; possible for a Park Officer Coordinator or a Park Officer out of Fort Providence.

Pull-Offs (general):

Many **comments** from the **public** asked for *more* outhouses at **pull-Offs**.

In conversations with Jim Richardson (Traffic Engineer, Hay River), **DPWH** is interested in developing further the standard pull-off concept to include an outhouse, **mapboard** or interpretive sign, garbage cans, and picnic tables (if desired).

Outhouses should be off gravel pad by about **10m** or so; sign could be on edge of pad.

Main problem is operations and maintenance. **DPWH** feels that it would be best if Parks contracted out the operations of facilities at rest stops (e.g. emptying garbage containers, upkeep of outhouses) . This type of operation is so low on **DPWH's** list of priorities (compared to grading and repairing the roads) the tasks would likely not get done. This will obviously require some negotiations re: budgets.

Winter maintenance is a big issue. Unlike our parks, these **pull-offs** are used in the winter, and we have no means of maintaining the pull-offs all "off-season." Perhaps a deal can be worked out with **DPWH** that Parks are responsible for operations and maintenance from **May** through September, and **DPWH** are responsible for the remainder of the year.

Another option would be for Parks to take over all these pull-offs as "Wayside Parks."

Probably the pull-offs with **interpretive** signs should be the highest priority for additional services (rather than trying to do all of the pull-offs).

Even if a deal cannot be worked out with **DPWH** with respect to maintaining outhouses, etc., **DPWH** is willing to have signs installed and would maintain them.

Pull-Off Area (Site #1)

- Agree to "cartoonish" orientation sign.
- This is the only pull-off in this corridor with an emergency cabin. Perhaps a sign **on/in** the cabin stating the use of these cabins is for winter **survival** in case of **vehicle** trouble could be provided. These cabins are **relics** of the **60s** and are no longer necessary because of the steady traffic, and may be an interesting historic story. They are **still useful**, however, when the Mackenzie **River** is impassable and after midnight (when there is little traffic).

Dory Point Territorial Park (Site #2)

- Private **campground** will be done nearby, therefore this is on hold (no campsites).
- Paths between parking lot, shelters, toilets and **down** to the river are needed.
- Do not remove picnic shelters.

Ferry Crossing (Site #3)

- "yes" to map, but not another orientation one necessarily; should include history of river and stories/facts about the ferries (e.g. how much they draw, weight carried, something about the martens that nest every year on the ferry) .
- Describe ice bridge (e.g. approximately Nov. 10 the Mackenzie River freezes solid, so ferry travel is impossible. Resourceful Northerners have found ways around this dilemma. Holes are cut into the ice, and water pumped onto a "road" to strengthen it for truck traffic. The ice bridge is phased in. Prices are high when the ice bridge is out in the spring and the ferry does not run, ...).
 - Marine Operations (**Russ Wiggs**) and Highway Maintenance (Gary Hoffman), both **will allow** the booth to be moved to the suggested location.
 - Sign directing people back to Dory Point if they miss a ferry (washrooms, etc. available there).
 - **BRTA** is **concerned** that if the Fort Providence "teepee" is moved to this site, it will delay what is truly needed, namely a proper information booth where trinkets and fast food can be sold, as well as information given out.

Muskeg Area

- Even if this **muskeg** site is deleted, it should be described elsewhere, since this is a phenomena Southerners know only by name, yet it is the main vegetative condition of much of the north.
- When describing it, humanize the story by adding, for instance, the difficulties of building southern type structures on it, and the ingenuity of designs to overcome the problems.
- No signing of boat **launch** as not a ED&T facility.

Fort Providence Territorial Campground (Site #4)

- Though addition of playground equipment was mentioned, not a high priority since the bugs would likely discourage most kids.
- Agree to reducing the number of bays (block one **loop**).
- A shower facility was suggested by Fort Providence; not in immediate plans since it would require virtually full-time supervision; perhaps in five years.
- Clear some brush so there are better views to the river.
- Should try to get access to river; could put in a stairway that is pulled up in the spring (near rapids, and if left in all year, would get knocked out by ice in the spring).
- Suggestion made at Fort Providence open house to add warning sign that river is swift, but if we add a sign there, we would also have to add many right across the system. Conclusion: no sign.
- Agreed to new signage.
- Add another wood compound.
- Proper boat launch below church.

Fort Providence Day Use Area (Site #5)

This site is a low priority.

- BRTA thinks a tourist booth at the Providence access road is required (even if there is a visitor information **centre** at the ferry), and should also have some place for information in town; something simple if there is a more major facility at the **ferry/access** road. These would be the responsibility of BRTA or the community.

May include a sign about the road into Horn Plateau area.

Pull-Off Area (Site #6)

- Donet repeat stories given at **Caen** Lake.

Marl Delta, Caen Lake (Site #8)

- Band Economic Development Committee in Fort Providence is sponsoring a feasibility study (by **Thorne** Stevenson Kellogg) on the possible uses (e.g. guided tours, harvesting buffalo) of the Bison Sanctuary.
- The Band suggested a coffee shop midway between Providence and Rae - perhaps at an interpretation **centre in** the Sanctuary.
- Band would like to build the observation platform if it is approved.
- There is a cabin at the Marl Delta - authorized? ("Lawrence's cabin").
- Boardwalks and footbridges may be needed along the trails.
- Will require access **permit** from **DPWH** if site is developed.
- Renewable Resources agrees with immediate controls/restrictions .
- Agree that **Caen** Lake is a good place for bison interpretatioxi; **like** idea of tower and hiking trail.
- Linear beach strands could tie in with geology theme at **Caen** Lake.
- New grasslands story could be included in **Caen** Lake interpretation.

Chan Lake (Site #n)

- Third pit privy has been removed; please show change on plan.
- Put in a well and hand pump.

Pull-Off Area (Site #12)

- No sign at this site in the near future (due to proximity to **Chan** Lake and desire to keep **signage** within bounds).

Pull-Off Area (Site #14)

- **No signage necessary** at this time; OK to have pull-offs with no signs.

Sinkhole

- Perhaps this site **could** be **found** by air or located by **DIAND** geology; it would be an interesting site if found.

Gypsum Outcrop (Site #18)

- **DIAND** geologist has reviewed the area; consists of a number of outcroppings of **gypsum** which are not unique; no special **crystallation**.
- Include in brochure only.

Mosquito Creek (Site #21)

- Could the name be changed, e.g. to Pickerel Creek, because the "mosquito" is not encouraging for tourists.
- Perhaps a large park from North Arm to Mosquito Creek could be considered, with trails joining the areas (suggested at Rae meeting) .
- Interpretation of beaver dams on Mosquito Creek a possibility.
- Mosquito Lake might also be included in the park. It is the headwaters of the creek. A road into a nearby gravel pit gives access not directly to the lake, but close to it. There are, according to Rae residents, whitefish and **jackfish** in the lake.
- Mosquito Creek may be closed in the future, or some strict regulations enforced that **limit** the catch **during** the spring run, therefore we suggest not spending a lot of money to upgrade the roadside stop for this peak period.

Viewpoint (site #22)

- OK to tie into North Arm.
- Parking and trail on "lower" hill to be requested of **Northwestel**.
- Can see old Fort Rae from the microwave tower hill.

North Arm Territorial Park (Site #23)

- Aim to close site in about five years; to be replaced by a more major park.
- Boat launch used in spring, when people camp in this area at the pickerel run. There is a problem with the shallow water,

particularly **in** the fall. Extending the spit is possible, **but** level **of** use and distance of shallow water does not warrant it at **this** time. **May** be investigated further when large park concept **is** reviewed.

- According to Rae residents, a cabin was built in the 50s on the south side of the park **by** the former Rae Hudson's Bay **manager** (land was granted to him for years of service?). Cabin still exists.
- **Many muskrat mounds just to the north** of the park; interpretation possibility.

Frank Channel (Site #25)

- Geological contact and story of Fort Rae/Edzo.
- Picnic area at Frank **Channel** seems redundant to North Arm park; just need a pull-off with signage.

Edzo Territorial Park (Site #24)

- Retain park until other facilities are available (e.g. North Arm campsites).
- Could change site to Russell Lake; community council has given preliminary approval to an **ATV/bike** "park" in the gravel pit area.

Stagg River (Site #27)

- No boat launch is necessary since the use of the river is limited to very small craft (e.g. canoes, 12-14' boats), though could regrade existing "launch."
- Area used for trapping beaver and muskrat and traditional camping. Therefore, don't make a campground or extend the parking lot, but existing parking is needed, since used by a lot of canoeists and boaters for weekend trips.
- North side more important for development; show on site map.
- No action for at least five years; Parks would have to acquire land first.

Rock Cliffs

- Assessed by **DIAND** geologist as not unique and not particularly interesting, therefore delete.

Other Sites:

Amethyst deposits about nine miles outside of Yellowknife.

Caves near Mosquito Creek?

Jackfish Lake: Fort Providence council said it was a deep lake with clear water and sandy beaches, suitable for camping. During our foggy visit, no beaches were visible, but the site **may** warrant further investigation in the future.

Spring emptying into Mosquito Lake (km 221.1) used frequently by Rae residents as water source. Water quality should be tested before signing/advertising the site.

Two miles north of the Lac la **Martre** Road is a site used by Rae residents as a lookout for moose and caribou, called "Dry Lake" locally. Good breeze because it is so open.

appendix g

Highway # 3: Corridor Study
 Fort Providence to Yellowknife
 park
 page 1 of 8 date Nov. 86
 approved

message

sign number
 existing
 proposed
 sign category
 traffic speed
 character size (sign face)

| | | | | | | |
|----|---|-----------------------|--|--|--|--|
| 1. | X | MAP | | | | HWY #3 INDEX MAP (site #1) points of interest (site #1) |
| 2. | X | INFORMATION 15' 60 KM | | | | GUIDES / DIRECTIONAL HWY #3 TRAFFIC SIGN CAMPING / 1 KM DORTA POINT (site #2) CAMP SITE AREA |
| 3. | X | PARK 15' 60 KM | | | | |
| | | WARNING | | | | |
| 4. | X | PARK I.D. 15' 60 KM | | | | |
| | | WARNING | | | | |
| 5. | X | PARK 15' 60 KM | | | | |
| | | WARNING | | | | |
| 6. | X | MAP | | | | HWY #3 INDEX MAP locate all family areas |
| 7. | X | INFORMATION 15' 60 KM | | | | VISIBILITY INDICATOR for visitor centres (site #3) |

sign schedule

Highway 43: Corridor Study
 Fort Providence to Yellowknife
 park
 page 2 of 8 date NOV. 84
 approved _____

message

Character size
 (align face)

traffic speed

sign category

proposed

existing

sign number

| sign number | existing | proposed | sign category | traffic speed | Character size (align face) | message |
|-------------|----------|----------|----------------------|---------------|--------------------------------|---|
| 8. | X | | INTERP. | — | | POINT OF INTEREST • Mackenzie River stay. at visitor centre |
| 9. | X | | MAP | — | | Hwy #3 INDEX MAP at visitor centre |
| 10. | X | | MAP | — | | Hwy #3 INDEX MAP (COMMERCIAL) at Big River service station • supplement with "Explorer's Map" COMMUNITY SERVICES SIGNAGE • Fort Providence, |
| 11. | X | | INFORMATION 15-60 KM | | | WELCOME TO (Y) ADMINISTRATION FORT PRINCEDENCE (site #4) |
| 12. | X | | SPECIAL 15-60 KM | | | • composite • vehicle bumper sign • potential water play • playground. |
| 12 | X | | PARK 10-15-60 KM | | | GUIDE / DIRECTIONS • Hwy #3 Home sign |
| 14 | X | | INFORMATION 15-60 KM | | | |

sign schedule

Highway 3: Corridor Study
 Fort Providence to Yellowknife
 park page 3 of 8 date NOV. 84
 approved _____

message

Character size
 (sign face)

Traffic speed

sign category

proposed
 existing

sign number

| | | | | | |
|-----|---|--------------------|----------|-----------------------------------|--|
| 15 | X | SPECIAL | 15-60km | MACKENZIE WOOD BISON SANCTUARY | . you are entering sign |
| 16. | X | INTERP. | — | EXHIBIT (site # 6) | wood bison sign |
| 17. | X | INTERP. WARNING | 15-60 km | POINT OF INTEREST WARNING | . view point / 1 km |
| 18. | X | INTERP. | 15-60km | FORESTRY VIEWPOINT (site # 7) | man deposit / 3 km |
| 19. | X | INTERP. | 5-60km | POINT OF INTEREST (site # 8) | . MACKENZIE BISON SANCTUARY . MAZI Delta. |
| 20. | X | INTERP. | — | EXHIBIT | . WOOD BISON |
| 21 | X | INTERP. | — | EXHIBIT | . MAZI Delta |
| | X | INTERP./WARNING | km | | |

sign schedule

message

sign number
 existing
 proposed
 sign category
 traffic speed
 character size (SIGN FACE)

| | | | | | |
|-----|---|----------|----------|--|--|
| 22. | X | CAM | — | | |
| 23. | X | INTERP. | 15-60km | | POINT OF INTEREST WARNING . NADW DEPOSIT / 1 km . viewpoint / 3 km |
| 24. | X | PARK | 15-60 km | | PICNIC SITE / 1 km |
| 25. | X | PARK ID. | 15-60 km | | CHAIN LAKE (SITE # 11) PICNIC SITE |
| 26. | X | INTERP. | — | | EXHIBIT (SITE # 12) . CULTURAL HISTORY OF AREA. |
| 27. | X | PARK | 15-60km | | PICNIC SITE / 1 km |
| 28. | X | SPECIAL | 15-60km | | WACKENGIE WOLFF BEGUN SANCTUARY . YOU ARE ENTERING SIGN. |

park Fort Providence to Yellowknife
 page 5 of 8 date NOV. 84
 approved

message

sign number
 existing
 proposed
 sign category
 traffic speed
 character size (SIGN FACE)

| | | | | |
|-----|---|-----------------|----------|---|
| 29. | X | SPECIAL | 15-60 KM | TOURIST ZONE SIGNAGE entering Northern Frontier Visitors Attr. Zone |
| 30 | X | SPECIAL | 15-60 KM | TOURIST ZONE SIGNAGE entering Big River Tourist Attrs Zone. |
| 31. | X | INTERP. | — | EXHIBIT (site # 14) study of area vegetation |
| | X | INTERP./WARNING | 1 KM | — mature jack pine |
| 32. | X | MAP | — | INDEX MAP |
| 33. | X | INTERP. | 15-60 KM | POINT OF INTEREST natural spring |
| 34. | X | INTERP. | — | EXHIBIT (site # 20) |
| | X | INTERP./WARNING | 1 KM | — study of adjacent area forest fire |

sign schedule

Character size
 (sign face)

Traffic speed

sign category

Proposed

existing

message

| sign number | Proposed | existing | sign category | Traffic speed | Character size (sign face) | message |
|-------------|----------|----------|---------------|---------------|-------------------------------|---|
| 42. | X | | SPECIAL | 15-60 km | | WELCOME TO RAE / EDZO |
| 43. | X | X | PARK I.D. | 15-60 km | | EDZO BOAT LAUNCH (site #24) |
| 44. | X | | INFORMATION | 15-60 km | | GUIDE / DIRECTIONAL <small>WY 13 HAVE SIGN</small> |
| 45. | X | | WAY | | | WY 13 INDIAN WY |
| 46. | X | X | INFORMATION | 15-60 km | | COMMUNITY SERVICES SIGNAGE <small>. RAE.</small> |
| 47. | X | | INFORMATION | 15-60 km | | GUIDE / DIRECTIONAL <small>WY 13 TRUNK WY 11</small> |
| 48. | X | | SPECIAL | 15-60 km | | WELCOME TO RAE / EDZO |
| 49. | X | | PARK | | | PICNIC SITE / 1 km |
| | | | WARNING | 15-60 km | | |

Highway #3: Corridor Study

Fort Providence to Yellowknife

park

page 8 of 8 date NOV. 86

approved

message

character size
(sign face)

traffic speed

sign category

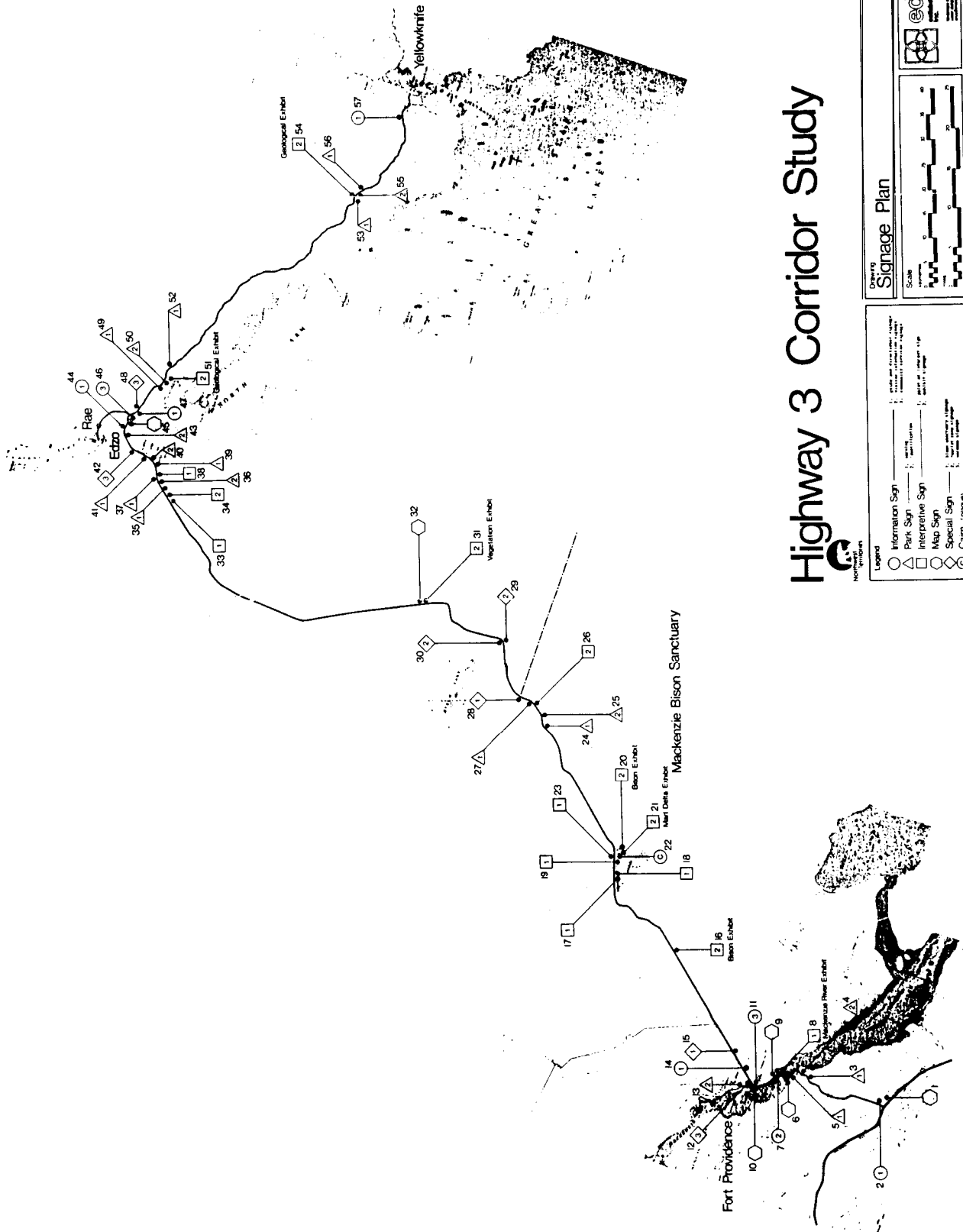
proposed

existing

sign number

| sign number | proposed | existing | sign category | traffic speed | character size (sign face) | message |
|-------------|----------|----------|-----------------|---------------|-------------------------------|---|
| 50 | X | | PARK I.D. | 15-60 km | | STACKS RIVER · picnic site (site # 27) |
| 51 | X | | INTERP. | — | | EXHIBIT · geologic history of area #1 (site # 28) |
| | X | | INTERP./WARNING | 1 km | | |
| 57 | X | | PARK | | | PICNIC SITE / 1 km |
| | | | WARNING | 15-60 km | | |
| 58 | X | | PARK | | | PICNIC SITE / 1 km |
| | | | WARNING | 15-60 km | | |
| 54 | X | | INTERP. | — | | EXHIBIT · geologic history of area #2 (site # 29) |
| | X | | INTERP./WARNING | 1 km | | |
| 55 | X | | PARK I.D. | 15-60 km | | BOUNDARY CREEK · picnic site (site # 30) |
| 56 | X | | PARK | | | PICNIC SITE / 1 km |
| | | | WARNING | 15-60 km | | |
| 57 | X | | INFORMATION | 15-60 km | | GUIDE / DIRECTIONAL · NOV 86 THESE START |

sign schedule



Highway 3 Corridor Study



Legend

- Information Sign
- △ Park Sign
- Interpretive Sign
- ◇ Map Sign
- ⊕ Special Sign
- ⊙ Cairn (shown)

Scale

Scale: 1:10,000

eda

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Drawn: [Name]

Checked: [Name]

Approved: [Name]

Draw No. **C**