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***Highways 2, 5 & 6 Corridor Study: Site
Developments And Interpretive Plan -
Executive Summary
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**HIGHWAYS 2, 5 & 6
CORRIDOR STUDY: SITE DEVELOPMENTS AND
INTERPRETIVE PLAN**

EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

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* Photograph on cover courtesy of the Provincial Archives of Alberta.

1.0 EXECUTIVE SUMMARY

1.1 SUMMARY

The Highways 2, 5 and 6 Corridor Study recommends the recreational and interpretive development of 11 new sites and the upgrading of an additional 14 sites along these three highways in the southern region of the Northwest Territories below Great Slave Lake.

The area is one that is often bypassed by travellers driving to or from Yellowknife - statistics indicate that 3 out of 4 vehicles turn west at Enterprise rather than north into the region and towards Great Slave Lake.

On highway

The purpose of this study has been to explore the recreational and interpretive potential along these routes working towards improving the driving experience, attracting and retaining tourists in this region for lengthier and more enjoyable visits.

This area is one of the most easily accessible areas of NWT and it has both natural and cultural features capable of attracting significantly more tourists than it does now.

Refer to the first of the two folded maps at the back of this report for an overview of the geographic area, potential points of interest, descriptive comments and existing developments. Refer to the second map - Proposed Concept Plan - for both the overall pattern and type of site developments proposed along the routes.

The region has been broken into two travelling routes that we feel will be an exciting and marketable concept for the driving public. The Great Slave Route covers the area from the 60th Parallel Visitors Centre to Enterprise, north to Hay River and then east to Fort Resolution. It follows the Hay River north then parallels Great Slave Lake. The Wood Buffalo Trail covers the area on Highway 5 south of The Great Slave Route and down through Wood Buffalo National Park to Fort Smith.

The following information is presented in point form to give a quick summary of the recommendations put forward for this region. The following is proposed based on the type of site:

(For a definition of site types refer to the Proposed Concept Plan in the map pocket.)

CAMPGROUNDS

Paradise Gardens	- coordinated signage.
Vale Island, Hay River	- upgrade.
Polar Lake	- upgrade.
Mission Island	- new development.
Sandy Lake	- new development.
Little Buffalo Falls	- polish.
Thebacha	- coordinated signage.
Queen Elizabeth Campground	- upgrade.

DAY-USE DEVELOPMENTS

Hay River Golf Course	- expanded development.
Vale Island, Hay River	- upgrade.
Dene Settlement Day-Use Area	- coordinated signage.
Polar Lake	- upgrade.
Pine Point	- new development.
Mission Island	- new development.
Sandy Lake	- upgrade.
Angus Fire Tower	- upgrade.
Little Buffalo Falls	- expand development.
Salt Plains Overview	- expand development.
Bell Rock	- new development.
Queen Elizabeth Campground	- upgrade.
Slave River Rapids	- new development.

ROADSIDE PULL-OFFS

Paradise Gardens Pull-off	- new development
Buffalo River Crossing	- upgrade.
Paulette Bay Pull-off	- upgrade.
Nyarling River	- upgrade.
Wetland Viewpoint	- new development.
Salt Mountain Pull-off	- new development.
Fort Smith Pull-off	- new development.

REGIONAL ORIENTATION PROGRAM

In addition to increased opportunities to stop for recreational or interpretive reasons, we are proposing a series of regional orientation maps. These are located at decision points and cover the entire region, graphically depicting the highways and what to do and see along the routes. They are located at the 7 following locations.

Enterprise	- expanded development.
Junction of Highways 2 & 5	- new development.
Hay River Tourist Cabin	- expanded development.
Junction of Highways 5 & 6	- new development.
Fort Resolution	- new development.
Fort Smith Pull-off	- new development.
Queen Elizabeth Campground	- upgrade.

1.2 SITE ASSESSMENTS

Figure 4.1 illustrates a list of all the sites that were examined in this project. The chart indicates their location, mileage, servicing available and needed, as well as the proximity of the attraction to the Highway. The chart also summarizes information on recreation potential and our assessment of the interpretive potential.

MAJOR INTERPRETATION OPPORTUNITIES

Vale Island Campground	- Transportation History
Buffalo River Crossing	- Forest/People
Pine Point	- Boom & Bust
Fort Resolution	- Transportation History
Mission Island	- Settlement History
Sandy Lake	- Dune Ecology
Angus Fire Tower	- Karst
Wetland Viewpoint	- Whooping Crane
Salt Plains Overview	- Salt/People
Bell Rock	- Transportation History
Fort Smith	- Transportation History
Slave River	- Transportation History

MAJOR RECREATION OPPORTUNITIES

Vale Island Campground
Polar Lake
Paulette Bay
Fort Resolution
Mission Island
Sandy Lake
Bell Rock
Queen Elizabeth Campground
Slave River

1.3 DEVELOPMENT STRATEGY

The development strategy involves three issues.

The chart on the following page lists the sites in recommended order of development and indicates approximately how many years the project might take based on the phasing and field seasons etc.

DEVELOPMENT STRATEGY CHART

FIGURE 7.1

Sites are listed in recommended order of development.

SITE	YEAR 1	2	3	4	5
LITTLE BUFFALO FALLS					
REGIONAL MAP PROGRAM					
ENTERPRISE					
HAY RIVER TRAVEL INFO					
JUNCTION 2 AND 5					
JUNCTION 5 AND 6					
FORT RESOLUTION					
FORT SMITH PULL-OFF					
Q.E. CAMPGROUND					
CONSTRUCTION					
PARADISE PULL-OFF					
JUNCTION 2 AND 5					
JUNCTION 5 AND 6					
FORT SMITH PULL-OFF					
SALT PLAINS PULL-OFF					
ENTERPRISE					
BUFFALO RIVER CROSSING					
PAULETTE BAY PULL-OFF					
POLAR LAKE					
VALE ISLAND					
FORT RESOLUTION TOWNSITE					
MISSION ISLAND					
PARK ENTRANCE SIGN					
ANGUS FIRE TOWER					
WETLAND VIEWPOINT					
NYARLING RIVER					
SALT PLAINS OVERVIEW					
HAY RIVER GOLF COURSE					
SANDY LAKE					
BELL ROCK					
PINE POINT					
SLAVE RIVER RAPIDS					
Q. E. CAMPGROUND					

IMPACT ASSESSMENT

The Final Report breaks each site down into a year by year phasing strategy which has then been used to suggest combinations of projects that could be administered together. These are grouped together on the Development Chart and have been structured to streamline:

- duplication in planning or design contracts,
- construction timing and geographic location,
- prevention of overlap in community input between projects,
- cost savings in either consulting travel and expenses.

A 5 year time frame has been proposed. Most of the sites are small developments and individually will not elicit a major change in the habits and decisions of the driving public. The strength of this proposed concept and hence its simultaneous development of many sites is the increased quality and attractiveness that will be found all along the Highways in the region making the region as a place to explore the destination experience.

The regional orientation map program is felt to be critical and a format has been developed that will allow for installation of inexpensive temporary signs that can be replaced as developments occur so that visitor orientation is not a component of the program that is deferred until the end of development, hence its special graphic notation on the Development Chart.