



# Inuvik - Tuktoyaktuk Highway Update

May 29, 2018

Government of  
Northwest Territories

# ITH Update – 29 May 2018

- Aim: **To provide an update on the ITH project.**
- Agenda:
  - History- Benefits and Risks
  - Status at opening 15 Nov 2017
  - Current Status 29 May 2018
  - Observations and Key Next Steps
  - Conclusion and Questions



# ITH - History

- \$299m budget shared with Canada (\$200m from Feds)
- Construction began Fall 2013 - 138 kms
- Up to 600 people employed with avg 74% Northern/Region
- Trained over 120 people in additional skills
- \$90 million in sub-contracts into local area
- Officially opened to public traffic November 15, 2017
- traffic count 60-70 vehs/day reducing to avg 20



# ITH - History

- Very challenging ground and weather conditions
- Designers and permafrost experts consulted- risks known
- IRC and Communities involved in all aspects
- Corridor Working Group provided oversight throughout the project and were updated regularly
- Northern Contractor from Inuvik and Tuk undertook construction
- Regulators (WSCC, DFO ECCC) inspected



# ITH - History

- **Risks**

- Challenging conditions - permafrost, organic and very wet
- Challenging construction materials (local pits used)
- Climate change regime and long rang predictions
- Environmental challenges- cold/warm/rain/snow
- Worked to reduce the risks - research and monitoring
- Three key time risks identified

- **spring sun on the surface/ freshet and rain /late Aug warmest time**



# ITH – Benefits

- Reduced cost of living – stabilize groceries/fuel other goods
- Increased tourism opportunities – other businesses (hotels)
- Additional opportunities for families- social, recreational
- Improved access to health care, education, and economic opportunities
- Training provided for 120 people in various courses
- Additional 45 days of road access for Tuktoyaktuk vs ice road 2017/18 season



# Status- at Opening 15 Nov 2017

- Project **Substantially Complete** - deemed safe for public traffic by the Independent Engineer – knowing unfinished contract work and deficiency list remained to be completed – funds held back to deal with all the issues
- Due to freezing temperatures, the Contractor did not complete final graveling and compaction in the sections km 21-44 and from 122-138 to design specifications
- Highway performed well through first winter season of operations- some closures due to blizzards such as we do with Highway 8
- Average daily traffic of 60 to 70 vehicles in the early part then reduced to 20-30 vehicles per day in the winter of 2018
- A Deficiency List produced at the time of Substantial Completion - work to take place over summer and fall 2018



# ITH – Status – Current 29 May 2018

- Restricted traffic 27 April - traffic on the hwy midnight to noon and no traffic noon to midnight. Worked until unauthorized vehicles rutted road causing safety concerns
- Temporarily closed 12 May for safety and preservation
- 4 sections, totaling 5.5km, in the area km 21-44 remain soft
- All other areas performing very well
- INF staff and Contractor working on the areas





Good Dry Area



Soft Areas with Some Rutting



Compacting the Gravel Surface



Water Accumulation & Soft Areas



Good Dry Area



Drying Out the Wet Surface



# ITH – Status – Current 29 May 2018

- Km 122-138 - slippery when wet but trafficable
- Once these repairs completed and weather remains dry the highway can be reopened with restrictions
- Expected date of reopening is 31 May 2018 if weather conditions permit



# ITH – Works Remaining

- **Unfinished Contract Work**
  - Km 21-44 gravel laying/compaction- seals the road
  - Km 122-138 gravel laying/compaction
  - Signage – delineators/Information and Educational signs
  - Final grading and shaping of the embankment
- **Deficiency List**
  - Rip rap at culverts and bridges to reduce erosion
  - Painting of steel on bridge parts
  - New Signage – Information and Educational



# ITH – Observations- Next Steps

- Complete the repairs of soft sections and open the road to public traffic as soon as possible
- Complete the Contract Work - expect lane closures and equipment/workers on the hwy throughout the summer/fall
- Inspect and monitor road surface and surrounding watershed areas
- Ensure public fully aware of conditions in timely manner



# ITH – Observations- Future

- Manage snow/water accumulation - install snow fences - blow snow away and drain water from ROW
- Additives to surface gravel to assist in shed water - calcium and possible other additives to bind the clay and silty soils
- Challenging year due to some unfinished sections
- All other sections to date performing well
- To date embankment performing as designed
- Can expect some restrictions in the spring and will likely impose road bans as we do on all other hways in the NWT but do not expect road closures



# Communications - Public Awareness

- Updates on INF website, the 1-800 highway conditions number, and the INF Twitter account
- Encourage travelers to check sources before commencing travel
- Electronic message signs to be installed
- Barriers and patrolling to be increased





# ITH – Conclusion

- Complete all remaining works as soon and as safely as possible
- Complete the gravel surfacing
- Manage water (in all forms)
- Risk areas known and understood
- Monitor and continue to research methods to reduce risks and improve performance of the highway
- Keep public well informed



## Bridge Inspection



## Rip Rap Adjustment



# QUESTIONS

