



MR. FREDERICK BLAKE  
MLA, MACKENZIE DELTA

APR 03 2018

**Oral Question 253-18(3) Ice Road Operations**

This letter is in follow-up to the Oral Question you raised on March 13, 2018 regarding Aklavik ice road operations.

The construction of ice roads in the Northwest Territories is based on best practices established by the Department of Infrastructure (INF) in the Guidelines for Safe Ice Construction, which was last updated in February 2015. INF and its contractors use multiple criteria to determine ice integrity and whether an ice road is safe for public use, including Gold's Formula to calculate the load bearing capacity of ice. INF's standard practice is to open the road to public traffic when the ice integrity and capacity is considered safe for 5,000 kilograms Gross Vehicle Weight. This practice has not change.

On Friday, March 9, 2018, staff from INF Beaufort Delta Region noticed overflow at kilometre 86.5 of the Aklavik Ice Road during an inspection. This is the same location that experienced open ice during the spring of 2017, resulting in an early closure of the road. As a precaution, INF staff profiled the ice at this location and conducted three passes with ground penetrating radar. As of March 19, 2018, there are no concerns with the safety of the ice road and it remains open to traffic up 45,000 kilograms.

Although INF aims to keep ice roads open as long as possible, ice roads must be closed when public safety and the environment are compromised. Melting of ice cover, degradation of the ice road surface and increasing overflow where the condition of the surface can no longer be determined most often lead to the closure of an ice road for the season.

ORIGINAL SIGNED BY  
Wally Schumann

Wally Schumann  
Minister  
Infrastructure

c. Clerk of the Legislative Assembly

Legislative Coordinator  
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