



- : Tetra Tech has been retained by the community of Chesterfield Inlet, NU, to conduct a geotechnical investigation of the intertidal beach area proposed for the future development of an expanded sea lift laydown area for the community. The Subsurface geotechnical information will be a required input to the design of the proposed new sealift laydown expansion program. Tetra Tech will conduct a field and laboratory program consisting of: Subsurface investigations (4 to 6 test pits) will be completed at low tide at the existing sealift ramp and proposed expanded laydown area to assess the subsurface conditions and collect representative samples of marine sediments for laboratory testing. The Community will provide the equipment and operator (i.e., backhoe) to complete the test pit program. Visual assessment of the in-situ materials. Will be conducted and Laboratory testing of soil samples, including classification and grain size distribution. will be undertaken. Project Timeline The proposed Geotechnical program is expected to be conducted during the period September 30 to October 30, 2023. If NIRB Screening has not been completed, the sampling program will be delayed until July 2024
- : Tetra Tech a été retenu par la communauté de Chesterfield Inlet, au Nunavut, pour mener une étude géotechnique de la zone de plage intertidale proposée pour le développement futur d'une zone de dépôt de transport maritime élargie pour la communauté. Les informations géotechniques souterraines seront un apport nécessaire à la conception du nouveau programme d'expansion du dépôt de transport maritime proposé. Tetra Tech mènera un programme sur le terrain et en laboratoire comprenant les éléments suivants : Des études souterraines (4 à 6 fosses d'essai) seront réalisées à marée basse à la rampe de transport maritime existante et à la zone de dépôt élargie proposée pour évaluer les conditions souterraines et recueillir des échantillons représentatifs de sédiments marins pour tests en laboratoire. La Communauté fournira l'équipement et l'opérateur (c'est-à-dire une pelle rétrocaveuse) pour mener à bien le programme de fosses d'essai. Évaluation visuelle des matériaux in situ. Seront effectués des tests en laboratoire d'échantillons de sol, y compris la classification et la distribution granulométrique. sera entrepris. Calendrier du projet Le programme géotechnique proposé devrait être mené entre le 30 septembre et le 30 octobre 2023. Si l'examen préalable du CNER n'est pas terminé, le programme d'échantillonnage sera retardé jusqu'en juillet 2024.
- : Inuktitut Translation to be provided ASAP

#### **Personnel**

Personnel on site: 3

Days on site: 5

Total Person days: 15

Operations Phase: from 2023-09-30 to 2023-10-30

Operations Phase: from 2024-07-15 to 2050-09-30

Post-Closure Phase: from to

General_Sealift_Laydown_Expansion_Area	Sampling sites	Marine	the sampling area is located adjacent to the existing community sealift laydown area	No archaeological material is expected to be present in the adjacent beach area	the project area is located immediately adjacent to the existing community
ESRI shapefiles	Sampling sites	Marine	sampling sites are located in the intertidal zone immediately adjacent to the existing sealift laydown area	No known archaeological sites are located in the marine area	approximately 200 m from the nearest community infrastructure

	Mr. John Ivey	SAO of Chesterfield Inlet	2023-03-01
	Mayor Tony Amauyak	Mayor of Chesterfield Inlet	2023-03-01

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	Letter of Advice	Active		
,	Scientific Research Licence	Active		

**Project transportation types**

Transportation Type		Length of Use
Air	Tetra Tech to travel to site via commercial air services	

**Project accomodation types**

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Community Backhoe	1	89x27x45 inches	to excavate and backfill 6 shallow holes in the beach at low tide

Diesel	fuel	1	50	50	Liters	diesel fuel used to operate the community backhoe which will be used to excavate 5-10 holes for geotechnical investigation and sampling
Diesel	fuel	1	50	50	Liters	fuel for backhoe
No hazardous chemicals	hazardous	0	0	0	Liters	Not applicable

0	No water will be used. the geotechnical sampling of the test pits will take place in the dry at low tide	Not applicable

Sampling sites	Other, No wastes will be generated. backfilled material will be returned to test pit as soon as geotechnical sampling has been completed	0	Not applicable, not required	Not applicable

No environmental impacts are anticipated to occur as a result of the proposed geotechnical test pit sampling program. the test pits will be excavated in the dry at low tide and will be backfilled as soon as sampling has been completed at each test pit.

## **Additional Information**

**SECTION A1: Project Info**

**SECTION A2: Allweather Road**

**SECTION A3: Winter Road**

**SECTION B1: Project Info**

**SECTION B2: Exploration Activity**

**SECTION B3: Geosciences**

**SECTION B4: Drilling**

**SECTION B5: Stripping**

**SECTION B6: Underground Activity**

**SECTION B7: Waste Rock**

**SECTION B8: Stockpiles**

**SECTION B9: Mine Development**

**SECTION B10: Geology**

**SECTION B11: Mine**

**SECTION B12: Mill**

**SECTION C1: Pits**

**SECTION D1: Facility**

Not Applicable at this time, the proposed Sealift laydown area expansion project is subject to future government funding. The Community is applying for Federal funding to through the Oceans Protection Plan Safety Equipment and Basic Marine Infrastructure Initiative to advance this project.

**SECTION D2: Facility Construction**

Tetra Tech anticipates undertaking the analysis and design of the project during 2023, with the tendering and construction anticipated during the spring and summer of 2024 (pending receipt of regulatory approvals).

**SECTION D3: Facility Operation**

Once constructed the Sealift laydown area expansion project is anticipated to operated for the foreseeable future

**SECTION D4: Vessel Use**

**SECTION E1: Offshore Survey**

**SECTION E2: Nearshore Survey**

**SECTION E3: Vessel Use**

**SECTION F1: Site Cleanup**

**SECTION G1: Well Authorization**

**SECTION G2: Onland Exploration**

**SECTION G3: Offshore Exploration**

**SECTION G4: Rig**

## **SECTION H1: Vessel Use**

Proposed enhancements to the barge ramp will improve vessel operations and safety in the nearshore area

## **SECTION H2: Disposal At Sea**

No disposal at sea is required for this project

## **SECTION I1: Municipal Development**

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Chesterfield Inlet's climate is noteworthy for its windiness, since the inlet is aligned with prevailing winds from the northwest, which are remarkably strong in winter (mean velocity 8.7 m/s, reaching 36 m/s) and constant, blowing on average 20% of the time. The mean annual temperature is approximately -11°C, with a summer mean of 4.5°C and a winter mean of -26.5°C. The mean annual precipitation ranges between 200-300 mm.

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The proposed geotechnical program will take place in the upland foreshore and low tide areas of the proposed sealift laydown expansion area. The intertidal zone in this area is subject to natural seasonal ground ice and ice scouring activities, which result in a low level of macro flora and fauna productivity in this area. The Western Hudson Bay is an important Arctic Char (*Salvelinus alpinus*) migration corridor and marine feeding region, and a Beluga Whale (*Delphinapterus leucas*) aggregation area

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The Inuit name for Chesterfield Inlet is Igluligaarjuk – “place with few houses.” For thousands of years, the Thule ancestors of modern Inuit lived around Chesterfield Inlet. Over time, they established large settlements of sod houses, one of which still stands just outside Chesterfield Inlet today. From the mid 1800s to the beginning of this century, whalers visited the area regularly and often overwintered here. They counted on local Inuit to hunt for them and to man their whale boats. Today, the Hamlet of Chesterfield Inlet is a predominantly Inuit speaking Hamlet where approximately 93% (2006 Census of Population - Statistics Canada), of the population is Inuit. Only seven (7%) percent of the population claim English as their mother tongue.

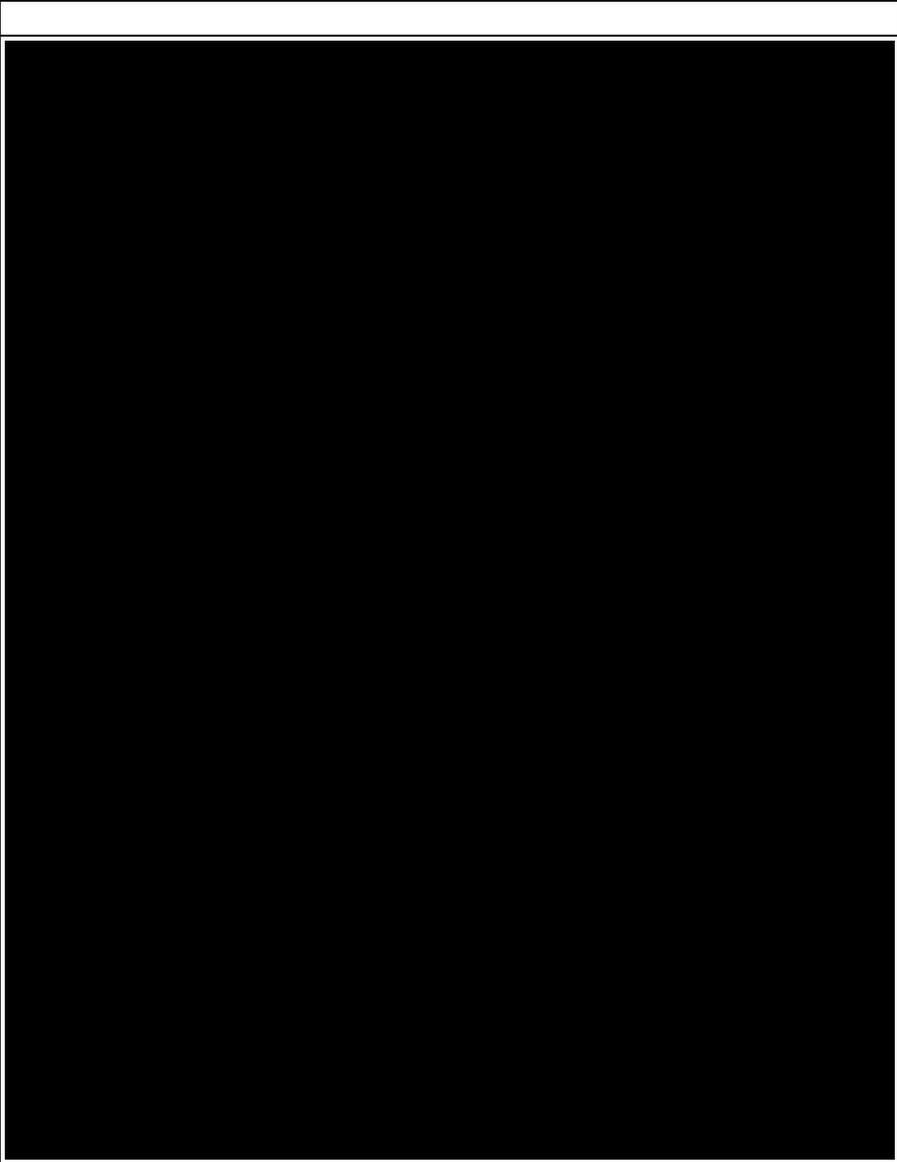
## **Miscellaneous Project Information**

No environmental impacts are anticipated to occur as a result of this short term and immediately reversible project.

## **Cumulative Effects**

No environmental impacts are anticipated to occur as a result of this short term and immediately reversible project.





List of Project Geometries

1	polygon	General_Sealift_Laydown_Expansion_Area
2	polygon	General_Sealift_Laydown_Expansion_Area
3	polygon	General_Sealift_Laydown_Expansion_Area
4	polygon	ESRI Shapefile
5	polygon	ESRI Shapefile
6	polygon	ESRI shapefiles
7	point	Point 1 - Latitude: 63.34035 Longitude: 90.697982
8	point	Point 2 - Latitude: 63.3403 Longitude: 90.694888
9	point	Point 3 - Latitude: 63.339538 Longitude: 90.694949
10	point	Point 4 - Latitude: 463.339588 Longitude: 90.698043
11	point	complete

