



Demande de la CNER faisant l'objet d'un examen préalable #125480

Cambridge Bay, NU. Freshwater Creek Riverbed Restoration

Type de demande : New

Type de projet: Chemin d'accès

Date de la demande : 8/13/2019 4:06:55 PM

Period of operation: from 0001-01-01 to 0001-01-01

Autorisations proposées: from 0001-01-01 to 0001-01-01

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DÉTAILS

Description non technique de la proposition de projet

Anglais: The Hamlet of Cambridge Bay, NU is upgrading, in stages, the Existing Freshwater Creek Crossing located on the road to the local Cemetery some 2.5 km to the NW of town. Presently, there is a 30 m long Bailey Bridge on the crossing. The east end of this bridge rests directly on a high river bank. The west end is supported on a gravel-rock fill Causeway projecting into the river and blocking nearly one third of the Natural River Channel. This Causeway is subject to progressive yearly erosion, and associated siltation of the river, with need for significant repairs every several years. The last major washout was in 2010 when the bridge was closed for traffic for a few weeks. In the last few years the Hamlet has gradually installed a 45 m long New Bridge alongside the existing one. The abutments of the New Bridge are located beyond the High Water Mark of the Natural River Bed. The remaining Work on the Bridge Upgrading includes:

- Removal of the existing Bailey Bridge:
- Excavation-Removal from the Causeway, and the adjacent upstream Buffer Berm some 1,600 cubic meters mixture of gravel and rock. This Work is considered Alteration of the Riverbed. During Work, temporary siltation of the watercourse downstream from the crossing will take place. The Plan is to carry out the work this fall, at low water, within a time window established by the NIRB, DFO, NWB and other appropriate Regulators. The Long Term Impact of the proposed Alteration is highly positive. The erosion of the Riverbanks and Riverbed will be practically eliminated and 600 sq m fish habitat will be recovered. ** In addition to the scope as described above the following additional works form part of the project: - All material excavated and removed from the river will be incorporated in the road approaches to the new bridge. Equipment and labour hours for this work are included in the original application. - Timber deck and galvanised rail will be installed on the new bridge. The work will be completed in parallel with the road upgrading. Equipment and labour hours are included in the original application.

Français: Not Available

Inuktitut: Not Available

Inuinnaqtun: Ikaluktutiak, Nunavummi. Nuna Immap Attanni, Kuraan'ngmi igaqvik Hannahiman'nahuat iniqtiqluruKugaaq Miqhanun NaonaitqutHamletkut Ikaluktutiammi, Ikaaquin'nmiq Hanahimang'nahuat kuran'ngmi, utqaup illuhikviq hanaianni. Tadjja kuraap ikan'ngnia takitjuta 30m. Ikaaqlik Kivaatani king'ngitqijauyuq uatamin. Ikaaqlik uataami illijauhijamuk kan'nganut ujaqait. Ujarait niruqhipkaqtijuq kugaaq ingilrapjuta, Kuraap immam haquriqammi nuna illuviup illarija kuranmun'ngaqpakpak ihuqtitivaqpuqlu. Taimailirang'ngammi kuraaq imma, hanajauqatainaktuk nuna. 2010mi kuraap imma king'ngqhiraluarammi, ikaaqlik ummiqhimavaktuk, Hamletkut nuttavjangmik ikaqvingmik illiriramiik, takitjuta 45m. Hanianiituk Ikaqvingmi. Kivataani, Uataamilu kingitqijauyuq. Hanajauhijamang'nahuq imma: •Unguvaqtinnahuaktut tamna Baileymik ikarvik attiqhimayuq. •Unguvaqtihihaman'nahut ujangmik, hirangminglu kurangmin, ukumaitjuta 1600 kiqqaritjuttaKuraap Nuna imma hanahiman'nahuaramiuq ihuqtitiniangmiuq. Immaiqtilliriangmirummi kuraak havaqhimangnuhaqtat hamlet-kut havaaktit. Hapkuat NIRB, DFO, NWB allaitlu katimariyait taima havaquramiik ikaarvingmik. Hivullihapqut nagutqhiniq taimma. Nuna kuraap attanim illuviuplu nuna kattaralangilimain'niarunnaq. Imma 600 kiqqaritjuta, ikaluitlu ingilrajuta hanaiyauhimanahuq.

Personnel

Personnel on site: 6

Days on site: 10

Total Person days: 60

Operations Phase: from 2019-09-08 to 2019-09-23

Activités

Emplacement	Type d'activité	Statut des terres	Historique du site	Site à valeur archéologique ou paléontologique	Proximité des collectivités les plus proches et de toute zone protégée
Location of existing and new bridge also location of river bed restoration	Dredging	Municipal	th work consists in removal of causeway and buffer berm built long time ago in association with the old bridge	no site of such values are known in te work area	work site located 2.5 km to the north ob Cambridge Bay

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Cambridge Bay	Jim Mceachern	Municipal Government	2019-08-12

Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Kitikmeot

Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Office des eaux du Nunavut	General Water Licence	Applied, Decision Pending		
Pêches et Océans Canada	Authorisation for window of Work in the river	Applied, Decision Pending		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Air	Contractor's crew will travel to and from Cambridge Bay on scheduled flight	
Land	Crew will travel to and from site with pickup truck using existing access road	

Project accomodation types

Collectivité

Autre,

Utilisation de matériel

Équipement à utiliser (y compris les perceuses, les pompes, les aéronefs, les véhicules, etc.)

Type d'équipement	Quantité	Taille – Dimensions	Utilisation proposée
Large Excavator	1	5m x 5m	To be used for excavation of imported material from the riverbed. Equipment will be deployed on shore. Only bucket will be in contact with water
Large wheeled Loader	1	5m x 5 m	Used for removal of the excavated material and place it on the adjacent road approach
Dump Trucks	2	3m x 8m	To haul out excavated material

Décrivez l'utilisation du carburant et des marchandises dangereuses

Décrivez l'utilisation de carburant :	Type de carburant	Nombre de conteneurs	Capacité du conteneur	Quantité totale	Unités	Utilisation proposée
Diesel	fuel	1	350	350	Liters	daily refueling of equipment

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0	N/A	N/A

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Dredging	Déchets non combustibles	Estimated less than 10 cu m	During dredging some silt will be washed out and deposited into the Bay	No additional treatment considered

Répercussions environnementales :

The continuous erosion and repairs of the existing causeway, as well as the need for fording the will be eliminated. Some 800 sq. m. fish habitat will be recovered.

Additional Information

SECTION A1: Project Info

The Work consists in restoration of riverbed to its original condition. No alternative site was considered

SECTION A2: Allweather Road

No presence of deleterious material is anticipated.

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

SECTION D2: Facility Construction

SECTION D3: Facility Operation

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

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

Description de l'environnement existant : Environnement physique

The Existing Crossing features 30 m long Bailey Bridge. The east end of the Bailey rests on 3.0 meter high river bank. The west end is supported on a gravel-rock fill Causeway projecting into the river and constricting nearly one third of the Natural River Channel. This causeway is subject to progressive yearly erosion, and associated siltation of the river, with need for significant repairs every several years. The last major washout was in 2010 when the bridge was closed for traffic for a few weeks. In the last 6 years the Hamlet has gradually installed a 45 m long Bridge alongside the existing one. The abutments of the New Bridge are metal Bin-walls located beyond the High Water Mark of the Natural River Bed. At no point heavy equipment or bridge elements have been in contact with the river flow during construction, or otherwise. The remaining Work on the Bridge Upgrading is related to restoration of the riverbed to its original width and depth and includes: •Removal of the existing Bailey Bridge, •Excavation-Removal from the Causeway, and the adjacent upstream Buffer Berm some 1,600 cubic meters mixture of gravel and rock. Nearly half of this material is located above the water level, and the other half is below.

Description de l'environnement existant : Environnement biologique

The fall fish run is estimated to be over by September 15. The dredging will take place within a time window authorised by the DFO

Description de l'environnement existant : Environnement socio-économique

The Existing Bridge is designed for light traffic only, i.e. pickup trucks and four-wheelers. Heavy trucks, retrieving gravel on the other side, frequently ford the river a few hundred meters upstream from the bridge crossing, causing siltation and general contamination.

Miscellaneous Project Information

N/A

Identification des répercussions et mesures d'atténuation proposées

Temporary siltation of the stream during dredging

Répercussions cumulatives

The continuous erosion and repairs of the existing causeway, as well as the need for fording the will be eliminated. Some 800 sq. m. fish habitat will be recovered.

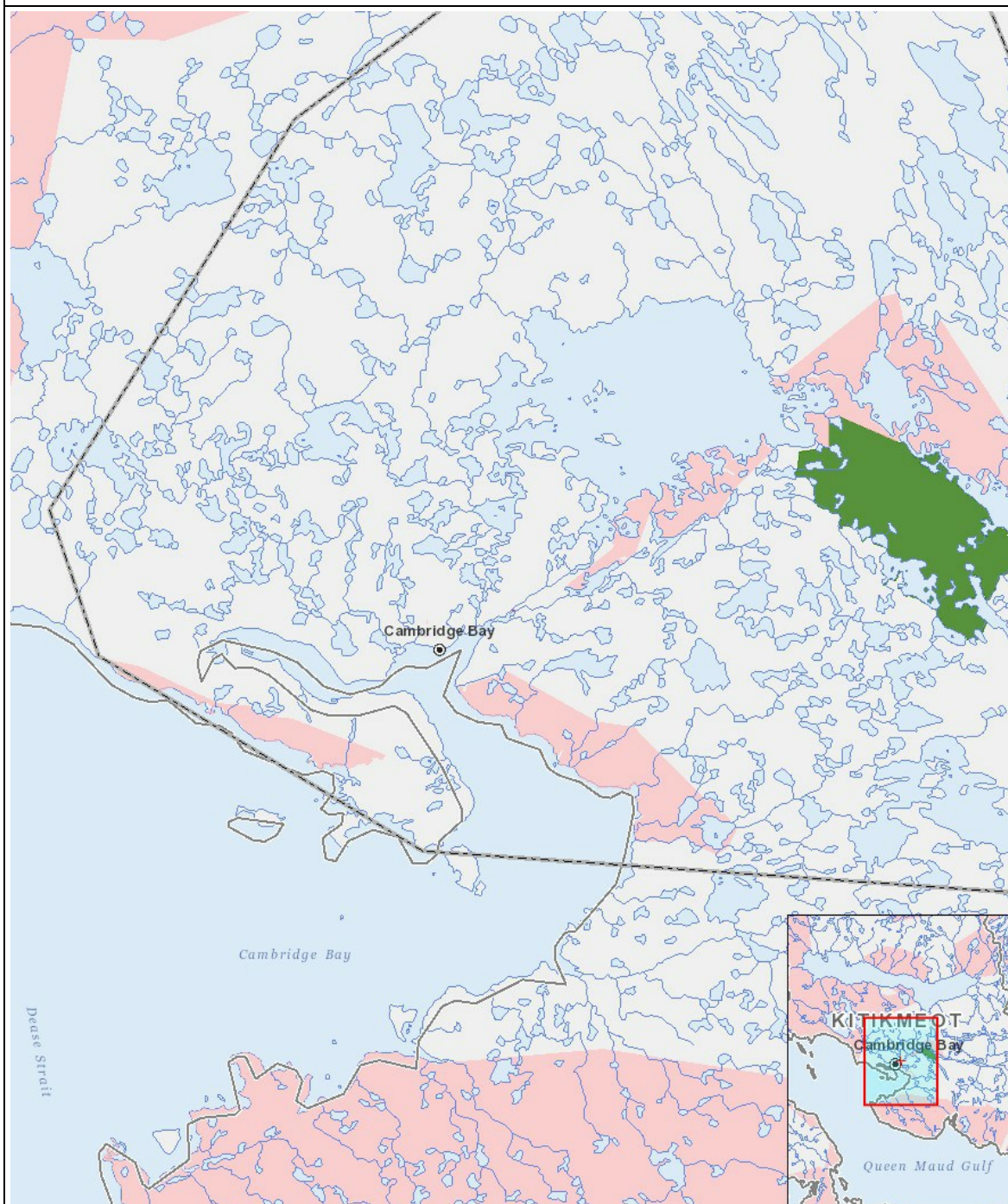
Impacts

Identification des répercussions environnementales

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exploitation																									
Dredging	-	-	P	-	-	P	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	P	-	-	-
Désaffectation																									
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(P = Positive, N = Négative et non gérable, M = Négative et gérable, U = Inconnue)

Site du projet



Liste des géométries de projet

- 1 polyline Location of existing and new bridge also location of river bed restoration