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ᓂᓂᓴᓴᓂᓴ ᓂᓂᓴᓴᓂᓴ: New

ᐱᓚᓂᓴᓂᓴᓂᓴ ᓂᓂᓴᓴᓂᓴ: ᐱᓚᓂᓴᓂᓴᓂᓴ

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

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ለሥራ ለማግኘት የሚያስፈልጉትን ደረጃ ያሳውቁ

ስም	የፍጥነት ለውጥ ስም	የፍጥነት ደረጃ	የሥራው ዓይነት	የሥራው አይነት	የሥራው ቦታ
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 the work area	work site located 2.5 km to the north of Cambridge Bay

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የሥራው ስም	የሥራው ሰጪ	የሥራው አይነት	የሥራው ቀን
የፍጥነት ለውጥ	Jim Meachern	Municipal Government	2019-08-12

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

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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.

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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

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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

Temporary siltation of the stream during dredging

Temporary siltation of the stream during dredging

Cumulative Effects

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.

