

7 August 2019

### **Brief Spill Contingency Plan**

### **Cambridge Bay, NU. Upgrading of the Existing Freshwater Creek Crossing**

#### **Project Description**

The Work on this Project consists in Upgrading the Existing Freshwater Creek Crossing located on the road to the Cemetery some 2.5 km to the NW of town.

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. The entire Work on the removal of the Causeway and Berm would be completed with less than ten productive working days. The under-water portion of the work would be completed within two to three productive working days.

Heavy Construction Equipment involved in the Work would include a large excavator a large loader and two dump trucks.

This Work is considered Alteration of the Riverbed with potential for temporary siltation of the watercourse downstream from the crossing. 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.

#### **Mitigation measures related the use of fuel and lubricants required for the Project**

In order to minimise the risk of fuel spill and to comply with the Government Regulations the following mitigation measures will apply during Work:

1. No fuel and lubricants will be kept on site.
2. The construction equipment will be refueled on a daily basis from a 350 liter steel tank mounted on pick-up truck and equipped with electric pump.
3. The refueling will take place in a contained area located not less than 50 meter away from the river, beyond some 2 meter high existing road embankment. The capacity of the contained area is estimated at many hundreds of cubic meters.
4. Contact Person responsible on site will be our Foreman Kuzman Jivkov, T:867 446 4493. He has nearly 20 year experience in Bridge Construction Works in NWT and NU. Kuzman has experience and is properly instructed in dealing with site contamination, spills, safe equipment operation, etc...



5. Spill Control Kit will be kept on site and Workers and Operators will be instructed to use it.
6. In the unlikely case of Fuel Spill over 100 liters, all appropriate authorities and spill line 867-920-8130 will be immediately notified.
7. Construction equipment operating near the River will be in good working condition and will be inspected on a daily basis for leaks of fuel and lubricants.
8. The excavator will be deployed on shore during excavation. Only the bucket and part of the excavator's boom will be dipped in the river to retrieve material.

Prepared by:

A handwritten signature in black ink, appearing to read "D. P. Pionw".

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