



ᖴИКИᖅᑕАЛУК CORPORATION

ROAD BETWEEN THE HAMLET OF CLYDE RIVER AND CAPE CHRISTIAN

Annual Report 2010 Season

Licence No. 8BW-CLY0810

Presented to:

Manager of Licensing

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1 Summary of Work

Qikiqtaaluk Logistics upgraded the existing road between the Hamlet of Clyde River and Cape Christian from July to September 2010. In 2009, due to extremely muddy conditions, a portion of the road could not be stabilized and had to be re-routed on to higher, drier ground. Culverts were installed at all the water crossings and a permanent steel free-standing bridge was constructed over the Clyde River. Because most of the water bodies crossed by the road were either determined to be fish bearing or were inferred to be, several habitat compensations measures were implemented.

In 2010, a small section of the road around crossing 3a was completed as well as some certain fish habitant enhancement and reclamation measures.

Figure 1 illustrates the re-routing of the road and the approximate location of several of the crossings.

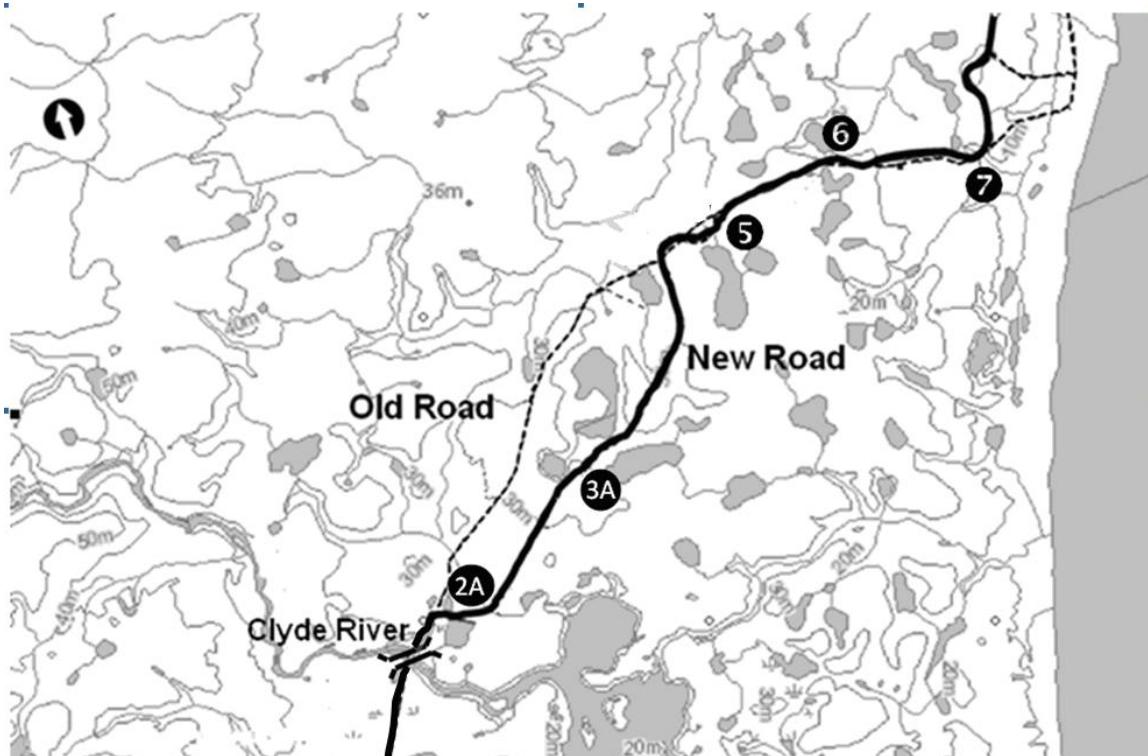


Figure 1: Approximate Location of the New Road

2 Construction Activities

2.1 Crossing 9

On July 5-6, 2009 four 48 inch culverts were installed at crossing 9 and covered with geotextile and soil. The clean up of Cape Christian was completed at the end of September 2010. The culverts and all material were removed; the geotextile was discharged in the landfill. Note that the culverts were removed while the river was frozen.



Figure 1 : view of the water crossing 9 after dismantlement



Figure 2 : view of the water crossing 9 after dismantlement



Figure 3 : river channel after removal of culverts at crossing no9

2.2 Crossing 10

Crossing 10 was constructed on July 6, 2009. A 24 inch culvert was placed and held in place with a geotextile and soil cover. In late September 2010, the culvert was removed. The crossing allows the flow of the upstream pond into the large downstream pond across the roadway.



Figure 4 : Crossing 10 dismantled

2.3 Crossing 11

At Crossing 11 a 24 inch culvert was placed across the stream in July 9, 2009 and kept in place with a geotextile and soil cover. At the end of September 2010, the culvert was removed and the granular material was recovered. Gentle slopes were left in place to minimise erosion.



Figure 5 : crossing 11 after removal of the culvert

3 Reclamation Work

The installation of culverts along the 16 km upgraded road resulted in an estimated fish habitat loss of 438 square meters. Several fish habitat compensation and restoration measures were implemented between the Hamlet of Clyde River and Cape Christian, both along the original road and the re-routed section of the upgraded road.

3.1 Crossing 2

At former crossing 2, rocks were placed in the river bed to minimize damages when citizens from Clyde River use this passage with their ATVs.



Figure 6 : view of crossing 2

3.2 Crossing 5

At former crossing 5, the slopes were stabilized with the placement of rocks to prevent the runoff of sediments into fish bearing water.



Figure 7 : view of crossing 5

3.3 *Mitigation*

In 2009, Qikiqtaaluk did some mitigation works which were described in the annual report dated March 2010. In summary, on the area 6, the channel between the lake and the river was opened and the silt fence was removed. Also, the area 17 was completed in 2009 when the channel was opened (when frozen) and rip rap was placed in the bottom to attenuate any future passage by ATVs.

In 2010, a large portion of area 3, area 4 and area 5 were mitigated by using an excavator and cut and fill to fill the ditches and any holes and to landscape the areas to match the surrounding terrain. The pictures below illustrate the results of the mitigation work done in August 2010.



Figure 8: view of the mitigated section in area 3



Figure 9: view of the mitigated section in area 4



Figure 10: view of the mitigated section in area 5

As mentioned, Qikiqtaaluk Corporation will complete the work during the 2011 field season as per the abandonment and restoration plan submitted.

4 Unauthorized Discharges

No unauthorized discharges occurred during the 2010 work season.

5 Spill Contingency Plan Update

The following contact information was added to the Spill Contingency Plan:

Nunavut 24-hour Spill Report Line	Telephone: (867) 920-8130
	Fax: (867) 873-6924

6 Monitoring Program

6.1 Waste Locations

All waste associated with the 2010 operations were discharges in the Clyde River landfill facility. Waste mainly consisted of waste culverts and geotextile. Authorization from the municipality was obtained as shown below.

Hi Philippe,

It can be disposed in our solid waste site, please notify our works manager David Arreak for the proper site.

Thank you,

Steven Aipellee
Acting SAO
Municipality of Clyde River
(867) 924-6220

Annual Report: Road between the Hamlet of Clyde River and Cape Christian

From: Philippe Simon [<mailto:psimon@genv.ca>]
Sent: Wednesday, August 25, 2010 11:07 AM
To: Steven Aipilee
Cc: 'Jeremiah Groves'; 'Jeremiah Groves'; greg.johnson@genv.ca
Subject: Cape Christian

Hi Steven,

We are pretty much done collecting and landfilling all non-hazardous waste from the site and we will have started closing and capping the landfill site at Cape Christian. Through the completion and demobilization of the project, we will however be generating minor amounts of non-hazardous waste. Could you authorize Qikiqtaaluk Logistics to utilise the Municipality's landfill site to dispose of these inert waste somewhere in September?

Thanks in advance,

Philippe Simon
Cape Christian Site superintendant