



**HAMLET OF ARVIAT**  
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**FACSIMILE TRANSMISSION**

Date: October 20, 2003

To: Nunavut Water Board  
Gjoa Haven, Nunavut

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Number of pages to follow: 2

Subject: Project summary

Here is the project summary for our application NWB4ARV. If you have any questions or comments, feel free to contact me. Thank you.

*Handwritten signature*

031020NWB4MAG Project Summary - ILAM.

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Nunavut Water Board  
P.O. Box 119  
Gjoa Haven, Nunavut X0B 1J0

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RE: All-season road from Arviat to Maguse Lake

The Hamlet of Arviat is proposing to extend the all-season road from Arviat to Maguse Lake. The road now connects Arviat and Itigugjuaq, an esker about 11 miles north of Arviat and at the limit of the municipal boundary. This makes it almost half the way to Maguse Lake.

Maguse Lake is the place where the Inuit hunt, fish, and camp all year round. There are at least 15 cabins the southeast end of the lake and a number of more cabins scattered through out the vicinity of the lake. The existing ATV trail runs along the eskers beyond the road. The construction of the road was brought forward to allow Inuit to travel easier due to the rough and muddy terrain.

The proposed route would go along or close to the existing ATV trail that is mainly on the eskers. The approximate width of the road would be about 5 metres. Removal of boulders and large rocks will only be needed on the eskers and hauling granular material will only be required on lower parts between the eskers. One existing bridge would be upgraded and one placed in between two eskers to go over a small creek.

The Hamlet of Arviat will employ at least 2 people as heavy equipment operators. A temporary shelter is to be used when going back to Arviat after each day is inefficient. Any garbage or waste produced by the construction would also be brought back to the local dump. Only be 2 drums of fuel will be used, transferred by a hand-powered pump and refilled at Arviat and no more than 10 drums when the road is further out.

This project would likely take at least 3 to 5 years to complete, depending on funding and the duration of construction season. The construction of the road would also prevent any further damage to the land caused by trails being rerouted when it gets too rough.

