

**PROPONENT:**

(I) Name of Corporate Body

Department of Works, Services and Transportation  
Government of Newfoundland & Labrador

(ii) Address

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(iii) Principal Contacts for the Purpose of Environmental Assessment

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## **THE UNDERTAKING:**

(I) Name of the Undertaking

William's Harbour Access Road.

(ii) Nature of the Undertaking

The construction of a two lane gravel surface highway for an approximate distance of 20.3 km connecting William's Harbour, Labrador to the Pinsent's Arm Access Road.

(iii) Purpose / Rationale

The proposed William's Harbour Access Road will connect this community to the recently constructed Trans Labrador Highway (Red Bay To Cartwright). This will allow the residents of William's Harbour to enjoy the benefits associated with having a fixed transportation link with other communities on the South East Coast of Labrador.

In 1999, Phase II of the TLH (Red Bay To Cartwright) was released from the Environmental Assessment (EA) process. During the EA process a comprehensive Environmental Impact Statement (EIS) including component studies was completed by Jacques Whitford Environmental Ltd. This study focussed on Avifauna, Moose, American Marten, Freshwater Fish and Fish Habitat, Historic Resources, Land and Resource Use, Services and Infrastructure, Employment and Business, and Tourism. Construction of Phase II began shortly after it's release from the EA process and is completed.

## Description of the Undertaking

### (I) Geographic Location

The proposed routing begins on the Pinsent's Arm Access Road approximately 5.5 km from the town and proceeds south east, for 20.3 km before arriving at William's Harbour.

### (ii) Physical Features.

The highway will be constructed to a Rural Local Undivided 60 km / hr. (RLU 60) design standard and hold a posted speed limit of 60 km/hr. This is a lower standard of highway than the Trans Labrador Highway. An 8.5 m wide top will be provided and the surface will be gravel. The right-of-way width of an RLU 60 is 30 m. Normally the clearing width is 20 m; however, this will be reduced wherever possible especially around watercourses. The grubbing width will be 20 m.

Attached is a 1:50,000 overview map outlining the proposed route and stream crossings. A detailed 1:5000 map is also attached showing the location of the causeway in the channel. There is a 40m bailey bridge with a 4m clearance proposed for this site. A 3000mm aluminum culvert will be placed in the secondary channel. The secondary channel is not used for navigation purposes.

All water crossing sites will be examined in greater detail as soon as field survey information is obtained; however, for environmental protection purposes all crossings will be deemed to have significant fish habitat. Any crossing modifications required to provide fish passage, such as fish baffles, will be implemented in the field. There will be a total of 45 culverts along the route with the majority being on small drainage courses with no fish habitat. There are three 2000mm pipes in the larger

streams along the right-of-way. All pipes in fish-bearing streams will be countersunk and placed at the lowest grade possible corresponding with topography.

All stream crossing structures are designed to withstand a minimum of 1:100 year flood events. Special attention will be given to erosion and scour protection at inlet and outlet control areas.

The road will cross a total of three (3) larger streams:

Crossing #	Location (km)	Proposed Crossing Type
1	~7.5km	2000mm Corrugated Steel Pipe
2	~8.0km	2000mm Corrugated Steel Pipe
3	~9.5km	2000mm Corrugated Steel Pipe

These pipes are indicated on the 1:50,000 map.

The Department of Works, Services and Transportation will consult with the Water Resources Division of the Department of Environment to ensure that the best available data is utilized to design stream crossing structures and storm drainage structures. The Water Resources Division’s Environmental Guidelines for work around watercourses will be used during the design and construction phases.

These guidelines include:

<b>Chapter</b>	<b>Title</b>
3	Watercourse Crossings
4	Bridges
5	Culverts
6	Fording
7	Diversions, New Channels, and Major Alterations
9	Pipe Crossings
13	General Construction Practices

Stream crossing structures will be designed and constructed in consultation with Fisheries and Oceans Canada (DFO). An assessment of fish habitat along upstream and downstream areas adjacent to significant stream crossings will be carried out. Stream crossing structures will be designed and constructed at locations which have minimal impact on fish and fish habitat and in accordance with:

- DFO's Guidelines for Protection of Freshwater Fish Habitat in Newfoundland and Labrador (1998);
- DFO Fact Sheets for environmental protection measures; and
- fish passage guidelines and other applicable guidelines.

### Construction

Road construction will be performed by contract forces. The construction will be carried out over a one year period with construction beginning in the spring of 2004. The construction will involve:

#### Road

- (a) field surveys;
- (b) right-of-way clearing;
- (c) grubbing;
- (d) subgrade construction;
- (e) stream crossing structures; and
- (f) clean-up and rehabilitation.

The potential sources of pollution during construction would be limited to the possible siltation of various watercourses during grubbing operations, stream crossing work and subgrade construction. In addition, the potential exists for hydrocarbon spillage from temporary fuel storage facilities. Contractors will be advised of the environmental requirements for stream crossings and for hydrocarbon spill reporting and the necessity of strict compliance.

An **Environmental Protection Plan (EPP)** will be prepared for the project and it will form part of the tender documents. The EPP will be a field usable document which will outline the environmental protection measures to be implemented during construction. The EPP will clearly outline the location of any environmentally sensitive areas which are known and specify any restrictions on the timing of construction due to wildlife/fisheries/water resources/historic resources/native concerns, etc. Rehabilitation measures for areas such as borrow sites and quarries will be clearly outlined.

Prior to any construction, representatives of the contractor’s employees including any subcontractors will be required to attend an **environmental awareness session**. The session will focus on the environmental protection measures which will be detailed in the EPP and the contract documents.

**APPROVAL OF THE UNDERTAKING**

The following is a list of the permits, licences, approvals which may be necessary for this project:

**MAJOR REGULATORY APPROVALS BY TYPE AND AGENCY**

<b>Type of Permit</b>	<b>Agency</b>
1. Stream crossing approvals	Dept. of Fisheries & Oceans, Goose Bay
2. Wood cutting permits	Dept. of Forest Resources and Agrifoods, Goose Bay
3. Burning permits	Dept. of Forest Resources and Agrifoods, Goose Bay
4. Fuel storage & handling	Government Service Centre, Goose Bay
5. Solid waste disposal	Government Service Centre, Goose Bay
6. Water supply/sewage disposal for construction camps	Government Service Centre, Goose Bay
7. Borrow/quarry site approvals	Dept. of Mines and Energy, St. John’s
8. Navigable Waters Approvals	Dept. of Fisheries & Oceans, St. John’s

## **FUNDING**

The value of the project is \$6.5 million with the Provincial Government funding the full cost.