

Environmental Preview Report

***X-treme Promotions - Recreational
Motor Sport Park***

**Location:
St. John's, Newfoundland and Labrador**

Submitted to:
Environmental Assessment Division
Department of Environment and Conservation

Submitted by:
X-treme Promotions Inc.

Date Submitted:
May 9, 2007

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1.0 NAME OF UNDERTAKING

Outdoor Motor Sport Park (Recreation Facility)

2.0 PROPONENT:

- (i) Name of Corporate Body: X-treme Promotions Inc
- (ii) Address: 270 Portugal Cove Road, St. John's, NL, A1B 4N6
- (iii) Chief Executive Officer:

Name: Barry Parsons

Official Title: President

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3.0 THE UNDERTAKING:

3.1 Nature of Undertaking:

The proponent proposes a modern Motor Sport Park, catering to a variety of outdoor recreational interests, including snowmobiling, motocross and competitive pedal bike events. The project will require the construction of a parking lot and the construction of a snowmobile and bike track.

3.2 Purpose/Rationale/Need for the Undertaking:

Presently this type of Motor Sport Park does not exist in the St. John's area. The development of this park would cater to both the leisure rider, and the competitive racing enthusiast by providing a park that would attract all parties. The competitive racer will enjoy the professionally designed race courses if he or she is into snowmobiles, bicycles or dirt bikes.

The steadily growing interest in track competitions in this area indicates a need for a challenging course venue for properly supervised and safe competition. It is the intention of X-treme Promotions Inc. to provide a flexible design incorporated into the course, thus ensuring that any number of course layouts could readily be achieved.

From a public perspective, a designated motor sports park that provides a controlled and safe racing/riding environment will entice riders to utilize this facility rather than the current practice of riding in unauthorized areas that causes disturbance to other residential/business ventures in the surrounding area.

Motocross and Snowmobiling have many dedicated participants and fans, but currently lack a formal site for the related activities to take place. It is an untapped market in this region. Recreational sports parks are extremely popular across North America, and these parks provide much economic benefit, including tourism promotion and development of local businesses.

4.0 DESCRIPTION OF THE UNDERTAKING:

4.1 Geographical Location:

- The proposed Park is located on Northern Pond Road (parallel to the Trans Canada Highway), adjacent to the northern boundary of Cochrane Pond Park.
- The proposed site is over 3 km. away from Southlands with the 190 meter contour line running between the two sites. **Appendix A**
- There are three houses located on Duffetts Road, along with Frontline Paint Ball Park. The closest of the three houses is at a distance of over 1.2 kms from the proposed Motor Sport Park. **Appendix A**
- The Eastern Trail Riders Holyrood to St. John's snowmobile trail is in close proximity to Southlands, and continues on into the vicinity of Cochrane Pond

- Access to the site is located on a ramp to Paddy's Pond Overpass. **Appendix B**

After four years of research and investigation, we are unable to locate a site in another geographic location that is suitable to meet our criteria:

Other sites looked at:

1. Foxtrap Access Road – land not suitable for motor sports park
2. Witless Bay – some lands zoned ecological lands or agriculture
3. Town of Paradise – all suitable land optioned by developers for future housing developments.
4. Town of Paradise – One particular site, good location, readily accessible, but Environmental approval could not be obtained due to existing contamination on the site.
5. Agricultural land – (next to quarry on Cochrane Pond access road)
6. Engaged Earle and Assoc. to locate vacant land on maps for suitable park sites - all too far away and/or too costly to gain access.

Why current location:

1. Close proximity to cities and towns (75% of our market).
2. Location readily accessible.
3. Growing commercial, recreation, industrial, agriculture area, which will keep residential zoning away e.g. Paddy's Pond, Quarries, Country Ribbon, Paint Ball Park, Snowmobile Trail system etc.
4. The already high usage of recreational vehicles in the surrounding area.
5. The location adjacent to the overpass on the Trans Canada Highway. Users coming east and west can access the site.
6. City of St. John's has rezoned this site to accommodate our proposal.

4.2 Construction:

An 8-acre track will be developed. Based on preliminary design the course construction will not require the removal of overburden material from the entire area (see course layout **Appendix B**)

The construction of the proposed park will commence once final approvals have been received, and dependent upon weather conditions. It is estimated that the project will take 3 months to complete.

A car parking lot will be added to the site.

4.2.1 Access:

The proposed site already has an existing access. A trail system will be cut to give surveyors the appropriate line of site to be able to plot the course layouts and establish a parking area.

4.2.2 Timber Salvage:

Local contractors will salvage merchantable timber with an expected start date in August 2007. Timber salvage will be determined by the site layout.

4.2.3 Construction of Motor Sport Park

- There are no physical structures planned at the present time, therefore, the construction of the Park will primarily be carried out by heavy equipment. Overburden material will be removed to uncover the soil to lay out the course. The volume of overburden that will be removed will be confirmed once the course layout design is completed. The overburden will be used to create the base for obstacles on the course or stored on site for creating a berm in the future and, if deemed necessary, to further mitigate noise. There will be no quarrying or blasting at the site, as the natural terrain layout will be ideal to add interest to the track. Any additional materials required e.g. fill, topsoil, will be brought into the site from outside sources. Any portion of the site that requires grass cover will be hydro seeded after construction.

4.3 Operations:

Hours of operation:

The Park will be operating commencing the day after Labor Day weekend and up to the day before the May 24th weekend. The hours of operation of the Motor Sport Park will be 10 a.m. to 8 p.m. The number of days per week of operation will be determined by the demand for usage but not exceeding 5 days per week. The Park will not be consistently busy on a daily basis, and noise will fluctuate depending on the usage and type of machines. However, as stated elsewhere in this document, there will never be more than 20 machines on the track at one time.

There will be various competitions involving dirt bikes, ATV's and snowmobiles scheduled between September (after Labor Day holiday weekend) through May up to May 24th holiday weekend). We anticipate an average of 10 organized events throughout the operating period. Along with scheduled races there will be practice runs leading up to a race, to hone the skills of the participants. There will also be general admission/use at the site on selected days when special events are not scheduled.

The operation will require scheduling, supervision and control that will be provided through X-treme Promotions Inc.

During the operation of the facility there will be a low risk of pollutants, and all precautions will be put in place to further minimize risk by abiding by the rules and regulations enforced by various agencies. Our facility will be operated as a “drop and ride” venue. This means that routine and major maintenance of the off road vehicles will be carried at the owner’s premises or other repair facilities and not at this site. Any unexpected spills will be rare and confined to single vehicles with minimum oil capacity. It is our intention to deal with any spills promptly if and when they occur.

Negative impact on the surrounding areas will be minimal with no traffic flow problems anticipated as the access to and from the property will be via a suitable service road, which already exits off the TCH. Due to the existing ambient sound level in the area based on the baseline noise levels, the proposed park will not generate a noticeable increase in background sound levels.

Maintenance:

Maintenance of the proposed Park will be carried out by Park employees in the off operating hours.

- Snowmobile course will be groomed with our recently purchased Bombardier BR 400 Snow Cat.
- The motocross course will be groomed by our JCB backhoe.
- Park employees will keep the site free of debris/litter.

5.0 ENVIRONMENT:

Overview of noise types and levels associated with the proposed Motor Sport Park:

The noise associated with this particular type of motor sports park would be the sound of the motorcycles, snowmobiles and the vehicles used to transport these machines to the site. Snowmobiles and motorcycles are capable of generating a noise level (A weighted dBA) of 45 – 96dBA at 20 inches from their exhaust and 85dBA from a distance of 10 feet. Off Road Competition vehicles manufactured on or after January 1, 1988 are limited to not more than 96dBA.

A closed competition course with 40 pro riders creates an 85dBA sound level at 50 feet from any given point on the course. Qualified experts at courses throughout the US have measured the 85dBA. . This noise level will decrease based on the cc class of the bikes on the course. As you can see below, smaller cc bikes create lower sound levels.

Mr. Chris Real, owner of the U.S. company Chemhelp, is a certified sound test technician and has verified the above number. Mr. Real is recognized as a foremost expert in accurate sound testing in the U.S . During our telephone conversation, Mr. Real went on to say a road with 60 cars an hour traveling at 45 MPH creates an hourly Leq of 61dBA at 50 feet away. He also said, that one heavy transport truck, traveling at 45MPH, up a

3% grade, created an 85dBA at 50 feet away. As speed and volume of vehicles increase so does the noise level. (**Appendix C – reference to Mr. Real’s qualifications**)

**Sound Pressure Level Measured in A-weighted decibels (dBA)
VEHICLE CHARACTERISTICS ISO EPA SAE Right Side**

MAKE	MODEL	20 Inches from Muffler	5 Feet from Motorcycle	10 Feet from Motorcycle
HONDA	CRF-250X	87	81	78
HONDA	CRF-450R	93	88	85
HONDA	CRF-150F	-	78	70
HONDA	XR80R	82	78	71
SUZUKI	RM250	95	88	83
YAMAHA	YZ-125	93	87	82
YAMAHA	YZ-250	94	89	83

Wyle Research Report No. WR 04-31.

Snowmobiles manufactured after June 30, 1975 has been certified by the manufacture as being able to conform to a sound level limitation of not more than 78dBA measured at 50 feet.

With the already high-uncontrolled occurrence of snowmobiles in and around this area, any activity produced by the Park will not add to the existing background noise. The proposed Park will have a maximum of 20 snowmobiles using the course at any given time. A challenging course layout will be designed to keep speeds down which, in turn, will keep noise levels down. As seen in **Appendix B** the already very high usage of snowmobiles in this area racing at top speeds in new and existing trails, on Cochrane Pond, in Cochrane Pond Park and in the median of the Trans Canada highway will far surpass any noise the proposed park can generate. The subsequent approval of the Eastern Trail Riders trail system (Snowmobile Club), with no EPR required, will substantially increase snowmobile usage in the wintertime for this area, and have a greater impact on other areas previously not accessible to these machines. Such trails could potentially be used in the summer time for other types of vehicles.

The proposed park will help contain and lower some of the existing noise in this area; we will bring a certain portion of riders to our site by offering users a groomed challenging course, which will take them out of the surrounding areas and place them in a controlled environment.

We have endeavored to research existing policies, regulations etc. in other jurisdictions in Canada but have been able to ascertain that such policies and/or regulations exist. We have been in contact with the California Department of OHV and were advised that each venue “stands on its own merits and there are no set guidelines for them.”

5.1 Existing baseline noise levels in the proposed area:

The noise level calculations, as stated above and below, on Cochrane Pond Park boundaries do not take into consideration the noise the park generates itself. The common noise sources for this park are recreational vehicles used within its boundaries, automobiles driving in and around the park, children playing, dogs barking, gathering of people on campsites with music and alcohol and the use of generators. For example:

A typical 350 kW generator at full load results in a noise level of 56dBA at a distance of 50 feet.

Children playing in a park have been measured at Sound levels of: Avg. 64dBA, Max. 74dBA, Min. 60dBA.

The exhibit below shows the ATV sound levels pictured in the park in **Appendix E**.

**Sound Pressure Level Measured in A-weighted decibels (dBA)
VEHICLE CHARACTERISTICS ISO EPA SAE Right Side**

Make	Model	20 inches from muffler
HONDA	SPORTREX	80
HONDA	TRX450R	84
HONDA	RECON 250	84
HONDA	FOREMAN	89
SUZUKI	LTZ400	87
YAMAHA	YZF 450	93

Wyle Research Report No. WR 04-31.

Trans Canada Highway (TCH): Noise levels from the TCH alone taken from within the park boundaries as referenced on the map in the **Appendix F** reflect a 76Ldn and a 70LAeq. These levels are based on the amount of traffic observed at three different time periods. These periods were all taken in the month of March 2007. This time period is significant to note as noise data that was tested, was below average highway noise due to the time of year. At this point in time, the quarries where Capital Ready Mix and other companies are located are not operating in the winter months. Nor are the two commercial operations located on Northern Pond Road Polar Peet Farms and the quarry located further down. During discussion with Country Ribbon, they stated that the quarry, located in close proximity to their business, has been actively blasting during the construction season in past years.

When the above noted sites are open in the spring and fall the traffic noise will be increased significantly due to high usage of the over pass adjacent to the proposed site and the commercial traffic on Northern Pond Road itself. The overpass, located adjacent to the proposed site, is the only route for all vehicles leaving the above noted quarry/industrial park to head east on the TCH. The high volume of large fully loaded commercial vehicles (tandem Dump trucks, cement mixers, etc) used in transporting cement and/or other aggregate along with negotiating the incline and decline of the over pass causes the trucks to be under full load (max rpm). Upon approaching the over pass the vehicles are in high rpm in order for a fully weighted commercial vehicle to climb the

grade then, once on top of the over pass, there is a decline. In order for the heavy loaded trucks to be able to brake right in front of the proposed site, and than to start again after the stop sign, these trucks engines will be under a full load, which creates a very high dBA rating for this location.

Some example of noise reading taking within the park boundaries at the location marked on the map in **Appendix F**: Using a Quest 2800 sound meter calibrated with a QC-10 calibrator that meets ANSI and IEC Type 2 standards.

Meter set to “A” weighting, slow response time.

North Atlantic tanker truck heading west in the outside lane	90dBA
Escalade SUV heading east outside lane	78dBA
Pickup truck with open trailer heading west in inside lane	78dBA
Transport truck without trailer heading west in outside lane	82dBA
Ford Bronco heading east in outside lane	74dBA
Cavalier heading east in inside lane	68dBA
Ford Pickup heading west outside lane	72dBA
Average compact car heading east in outside lane	70dBA
Chevy tracker on Cochrane pond road	81dBA
Chevy Colorado on Cochrane pond road	75dBA

Traffic count on the TCH in front of Cochrane Pond Park heading east and west between the hours of **2:30pm – 3:30pm, Sunday, March 18, 2007.**

In total the vehicle count was 851 vehicles

This number was made up of 51 Transport trucks, 397 pickup /SUVs, and the remainder of 403 cars.

Traffic count on the TCH in front of Cochrane Pond Park heading east and west between the hours of **2pm – 3pm, Saturday, March 24, 2007.**

In total the vehicle count was 726 vehicles

This number was made up of 33 Transport trucks, 430 pickup /SUVs, and the remainder of 263 cars.

Traffic count on the TCH in front of Cochrane Pond Park heading east and west between the hours of **8am – 9am, Thursday, March 29, 2007.**

In total the vehicle count was 822 vehicles

This number was made up of 41 Transport trucks, 407 pickup /SUVs, and the remainder of 374 cars.

Country Ribbon: is a Commercial / Industrial Chicken Broiler operation (largest of its kind in Canada) over 1 km. Away which uses the Cochrane Pond bypass road to access its operation. This type of operation creates a great deal of noise in itself. From independent university studies of this type of operation, some of key sources of noise are the barns themselves and the noises outside the barns. These noise levels include the arrival and departure of feed trucks, loading trucks, and the clean out equipment. Since

our proposal, the farm has expanded their coups, now located closer to the park. In these studies a small chicken coop itself creates a dBA of 70. **Appendix G**

Paddy’s Pond: is also in the area of Cochrane Pond Park. Paddy’s Pond is used as a floatplane base, recreational powerboat / personal watercraft area and a designated area for water bombers to pickup water. The high usage of Paddy’s Pond creates a great deal of noise during the summer months. Subsequent to my proposal, Paddy’s pond is approved for an additional 27dock/hangers in addition to the existing 11 lots that are housing 15 planes.

Recreational powerboat / personal watercraft: At any given day / evening in the summer you can find at least 15 – 25 of the above noted vehicles. These vehicles have two and four stroke motors and in must cases have larger cc engines than any snowmobile or off road motorcycle.

Floatplanes: floatplane usage at Paddy’s Pond occurs on evenings and weekends. Individual pilots rarely fly more than three or four times a week. Flying opportunities are highly dependent on weather conditions. Further, float planes cannot use the pond when it is iced over, which means flight operations cannot take place for five or six months of the year, or longer, depending on whether or not there is an early thaw.

The pilots at this site do take part in circuits. A circuit consists of practicing takeoffs and landings in succession. The direction of the wind bears on the direction of the takeoff but the planes generally come in over the top of Cochrane Pond Park to land.

A seaplane take-off is generally accomplished at full power in order to rapidly ascend onto the step and then off the water to clear waves, swells, debris, or other water-related complications. Thus, the normal seaplane take-off is at full power from start of take-off run until reaching an altitude of 500 feet. The landing profile typically consists of an over flight at maximum of 500 feet AGL to view the landing area, and then come back around to proceed with the landing.

The engines in these planes have a straight exhaust, with no muffler, and operate at a much higher rpm. The engines consist of two and four stroke motors depending on the model of the plane. The noise rating on these planes range from 65 – 92 dBA at 1,000 feet.

Seaplane Noise Levels

Type	Hp	Lmaximum @ 1000'
Taylorcraft	85	65 dBA
Seabee	215	81 dBA
Stinson	250	82 dBA
C-180	235	86 dBA
C-206	300	88 dBA
C-185	300	92 dBA

Aron Faegre “Seaplane Noise” September 10, 2002

The unofficial Northern Pond campsite: is highly used by campers and recreational vehicles, which adds more usage and noise to the area. Besides using the access road for entrance to this area, the majority of camp users generally bring their recreational vehicle. These vehicles are similar to vehicles that will be utilizing our site.

There has also been talk that Islander RV will be starting to manufacture trailers on their site which is located in the proposed area. Besides the noise of a commercial operation on their site, new noise with manufacturing will be taking place.

5.2 Mitigating noise factors:

Any course with say 40 pro riders will measure 85dBA from 50 feet away at any given point. Without using any noise mitigation, we expect to see a noise level of an estimated 75dBA at the parks borders. A 200-foot width of dense vegetation can reduce noise by 10 decibels. The U.S. Department of Transportation Federal highway administration actually provides for up to a 5dBA reduction in noise for locations with 30 feet depth of dense evergreen foliage. We propose a 62 meter buffer from our track layout to the park boundaries in all areas except for a small portion of the bottom of the layout, which is actually past the actual campsites and has a estimated distance of 53.05 meters to the park boundary. In addition to the proposed layout, there are an additional 101.81 meters of woods between the park boundaries and the campsites: See attached map with course layout and 15 meter arc points from the source of noise. Also notice the 101.81 meters between the property boundary and existing camps. **Appendix F**

In Fact, the proposed park will have policy that no more than 20 bikes will be allowed on the course at any given time. This policy will reduce the noise from 85 to 82dBA from any point 50 feet away from the track. It is also worth noting that the 85dBA level is that of 40 pro AMA motocross riders. These are an elite group of racers that cannot be compared to any riders in this province. It would be similar to comparing a normal everyday automobile driver to a professional Indy car racer. These riders are capable of keeping the bikes in full rpm load consistently around the course that would in turn give you the highest noise levels possible from this type of recreational vehicle.

- There will be the enforcement of a maximum 96dBA sound level measurement at 20 inches from the exhaust of the motorcycles (**using the SAE J1287 Test Procedure**). This will be done randomly and any bike that sounds louder than normal will be tested right away. If any of the motorcycles exceed the 96dBA level they will be ask to leave the site. At this point we will help advise them on the proper maintenance or after market parts for their bike to meet the maximum sound level. Once a rider /bike is asked to leave the course they will not be allowed back on the course until the machine is tested and meets the rule.

Above, we have referred to maximum noise levels with the loudest machines for usage in the proposed Park. This is not meant to imply that these noise levels would be sustained

on a constant basis i.e. bikes with the maximum sound levels referenced above would be on the track for 20 minute intervals; then for each interval of racing, the category of bikes drops down as does the sound levels associated with smaller cc bikes.

From all facts and/or data listed above, there will be no noise issue impacting on Cochrane Pond Park or other operations in this area. Even without the inclusion of a noise barrier, the proposed Motor Sport Park will not have any negative effect on surrounding businesses or environment, due to the pre existing noise levels in this area. If any thing the proposed Motor Sports Park will assist the environment by helping to contain the recreational usage to one site rather than machines that are currently racing through woods trails and on other public and private properties.

5.3 Plan to mitigate the noise if necessary once the proposed park is in operation:

- If and when X-treme Promotions Inc. receives complaints, each complaint will be investigated to ascertain the validity of the complaint. We will then deal with each complaint in a professional and timely manner and work towards a positive outcome.
- In the event that noise levels do become an issue, we will construct a berm to further deflect the noise from Cochrane Pond Park. The noise levels will then be substantially below any noise levels that currently exist in this area.

Finally, when considering all the foregoing information, the only operation “out of place” at this location is Cochrane Pond Park itself.

- The park was originally established for a picnic area, not a campground. The clear cutting of the surrounding woods within the parks boundaries to make room for campsites now establishes a line of sight view to and from the campsites to the highway. Consequently, the Park has been “open” to the TCH with no mitigation of traffic noises.
- With the addition of the largest broiler farm in Canada, quarries, float plane hangers, heavy usage of recreational vehicles all year round and other active commercial businesses in this area, a “normal” campground setting is not suited to existing noise levels and activity.
- The area (in and around Cochrane Pond Park) already has a heavy use of recreational vehicles throughout the year as seen in the appendices.

The proposed motor sport park will not bring noise where “no noise exists” already. The park will not even bring a new noise to the area considering the high usage of similar and other types of machines in this area e.g. Float planes, boats, motorcycles, snowmobiles, etc. **See Appendix D and E**

6.0 Occupations:

The following list outlines anticipated occupations, which will be employed during construction and operation of the facility:

Construction:

- 1 – Engineer
- 1 – Engineering Technicians
- 1 – Project Manager
- 6 – Labourers
- 2 – Heavy Equipment Operators
- 2 – Truck Drivers

Operation:

General Operations:

- 1 – Manager
- 1 – Site Supervisor
- 3 – Site Workers

Special Events

- 1 – Manager
- 4 – Site Supervisors
- 16- Site Workers

7.0 PROJECT RELATED DOCUMENTS:

Feasibility:

X-treme Promotions Inc. has been promoting “Sled Wars”, an annual event, since 2002. The owner of this Company has been involved in the motor sport industry for the past twenty years. We understand the trends, and know and work with the trendsetters. Additionally, we have faith that our strong connections will open doors for successful competition. Our goals are to tap into this market and maintain the integrity and developing the growth of this sport.

1. Motor Sports is the *hottest trend* in the action sports industry right now.
2. Motor Sports is *more family oriented*.
3. It is a *huge crossover* sport.

Cities are looking for tourist business and this is a great opportunity for the Motor Sport industry to attract new people into the area. There has never been a better opportunity to make the sport more accessible to the general public.

Generation Y is bigger than the baby boom, and these kids don't just want to sit at home. Motor Sports (i.e. Motocross and snocross) defines the 12-24 age market of today.

Parents ride too. Have you been to racetrack lately? Families are there. Mom, Dad, and the kids - all racing. In fact, the women's category has been the fast growing segment of the motor sports industry lately.

8.0 APPROVALS FOR THE UNDERTAKING:

The application for the Motor Sport Park has been submitted to:

- Crown Lands application # **127223**
- Department of Environment and Conservation – Environmental Assessment
- City of St. John's – **Rezoning Approved for above use.**
- Department of Environment and Conservation – Pollution Prevention Division - **Approved**
- Department of Environment and Conservation – Inland Fish and Wildlife Division - **Approved**
- Department of Government Services OHS Division - **Approved**
- Department of Natural Resources – Forestry and Agrifoods Branches - **Approved**
- Department of Municipal and Provincial Affairs – Urban & Rural Planning - **Approved**
- Department of Transportation and Works – Highway Division - **Approved**
- Fisheries and Oceans Canada – **Approved**
- Environment Canada – Environmental Protection - **Approved**

9.0 FUNDING:

X-treme Promotions Inc. will be providing funding for the undertaking.

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