

Environmental Assessment Registration Pursuant to section 48(1) (f) of The Environmental Act

Name of Undertaking: GBSA Warrs Rd Trail Re-Route

The Green Bay Snowmobile Association (GBSA) objective is to relocate a secondary trail located on hydro road (Warrs Road) in the Springdale Junction area.

Proponent:

**Green Bay Snowmobile Association
In Care of:
Newfoundland and Labrador Snowmobile Federation
7 Wellon Drive
Deer Lake, NL A8A 3J4**

Information Contact Person:

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The Undertaking:

Nature of undertaking

To relocate and make a new secondary snowmobile trail to access NLSF primary trails.

Purpose/Rational/Need for undertaking:

The existing trail needs to be relocated because it is using a gravel road that is plowed all winter. During the spring period the road becomes unusable to snowmobiles due to an extremely soft, muddy and wet road surface condition. The existing situation presents a safety issue as both vehicles and snowmobiles currently use the same roadway. The new trail will allow snowmobilers access to the primary snowmobile trails without having to travel approximately one kilometre on the plowed gravel roadway. When the new trail is brought into service the existing trail will be decommissioned by removal of all NLSF signs and new signs erected on both ends advising snowmobilers of the new trail.

Description of the undertaking:

See attached map GBSA Trail Re-Route Proposal Map 1 and 2.

Geographical Location:

The proposed new trail will begin on the west side of the TCH (off Warrs Rd), proceed southwest across crown land to the edge NL Hydro property, skirt south around NL Hydro property with the remaining new trail running 20 metres south and parallel to the existing trail. The trail will start at 49°28'19.60"N, 56°11'2.91"W and end at 49°27'56.25"N, 56°11'38.02"W the distance is approximately one kilometre in length. The green line is the existing trail and the red is the proposed new trail.

This development will not interfere with adjacent land or properties of cabin owners.

Physical Features:

The proposed trail will follow the strict standards in place for snowmobile trails. This will involve the construction and cutting of new trail approximately one kilometre in length. The new trail will be maintained to a standard width of 7 metres to allow safe operation of snowmobiles and groomers. All reasonable attempts will be made to clearly mark trails as per the NLSF trail signage guideline to provide proper and clear traveller directions.

Construction

The construction of the road will be completed mainly with the use of an excavator. The trail will be constructed along the edge of a hill to remain off a bog and NL Hydro's property; the trail will be constructed near NL Hydro's property but will remain on Crown Land. The proposed road will be cut to a 7 metre width with all timber utilized for fuel for stoves in the warm up shelters. There will be no need for any excavator work once we are on the flat land unless it is an issue for safe snowmobile operation. Due to the existing land surface there are no wetlands, bogs or muddy land that would have to be corduroyed.

During the construction phase we would be utilizing the following equipment: dump truck, tag trailer, excavator, chain saws, ATVs, and ATV trailers. Ongoing normal trail maintenance will begin when approval is given and continue while the Green Bay Snowmobile Association continues to offer groomed trails.

Operation

This proposed trail relocation is to reconnect GBSA secondary trail with the NLSF primary trail during the winter months. These trails promote safety and provide clean recreational activity, while improving winter tourism and economic growth for nearby towns.

During the winter season, NLSF snow groomers will be the primary maintenance equipment on the trails. During the summer period, on an as required basis, an NLSF excavator may be required to conduct trail repairs and vegetation control.

Vegetation debris removed during trail construction and maintenance will be deposited in the area outside of the trail edge. Other waste will be disposed of via an approved waste management facility.

No storage of fuel or oils will occur along the trail during either the operation or maintenance phases. During the maintenance phase, fuel and oils will be transported on an as required basis in CSA/ULC approved containers. Any and all spill, no matter how insignificant, will be dealt with promptly to ensure no environmental contamination occurs. During grooming operations and any repairs and maintenance of the trail a spill kit will be on site.

The NLSF and associated clubs have been in the business of planning, developing and implementing snowmobile trail development for the past 20 or so years. We do not foresee any potential sources of pollutants, including airborne emissions, liquid effluents and/or solid waste materials during the development/construction and operating periods.

The NLSF Emergency Contingency Plan is attached and included with this document.

Occupation

In addition to the use of existing NLSF equipment (excavator, dump truck and tag trailer), it is anticipated that the cutting of the 1km of new trail will be cut by the club volunteers. All workers will be required to wear appropriate safety clothing (safety boots, gloves, goggles, hard hat, safety vests, etc). Portable sanitation facilities will be provided for workers.

Project Related Documents

We will obtain a commercial cutting permit from the Department of Forestry and Agrifoods to allow us to cut the wood on the trail. The existing trail in the area is covered under Crown Lands Licence to Occupy 132588.

As this project develops we will be applying for additional permits as required to meet all environmental requirements.

If any projects for trail repairs are approved, then any related documentation will be provided upon request.

Schedule

This project will commence immediately during the first construction season following the approval of this project, projected to be fall 2015. It is anticipated this project will be completed during one construction season.

Approval of the undertaking

At this time there is no approved funding for trail maintenance. It will be funded by the sale of trail permits and other fund raisers. It is anticipated that the following organizations/departments will be contacted for permits/approvals where and as required:

1. Department of Environment and Conservation,
2. Crown Lands - permission to occupy trail.
3. Department of Government Services
4. Forestry and Agrifoods Agency (cutting permit)

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Figure 1 - GBSA Trail Re-Route Proposal Map 1

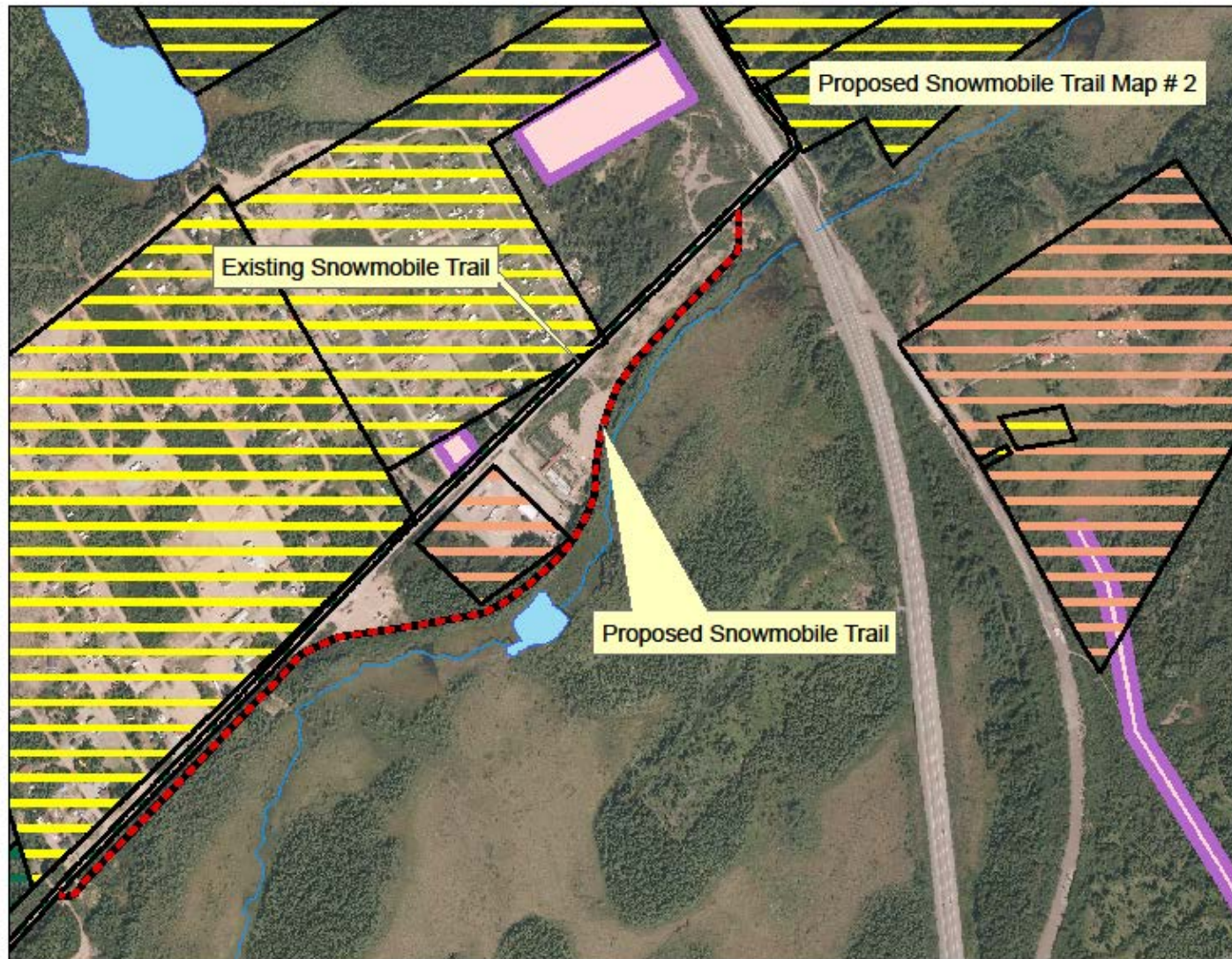


Figure 2 - GBSA Trail Re-Route Proposal Map 2

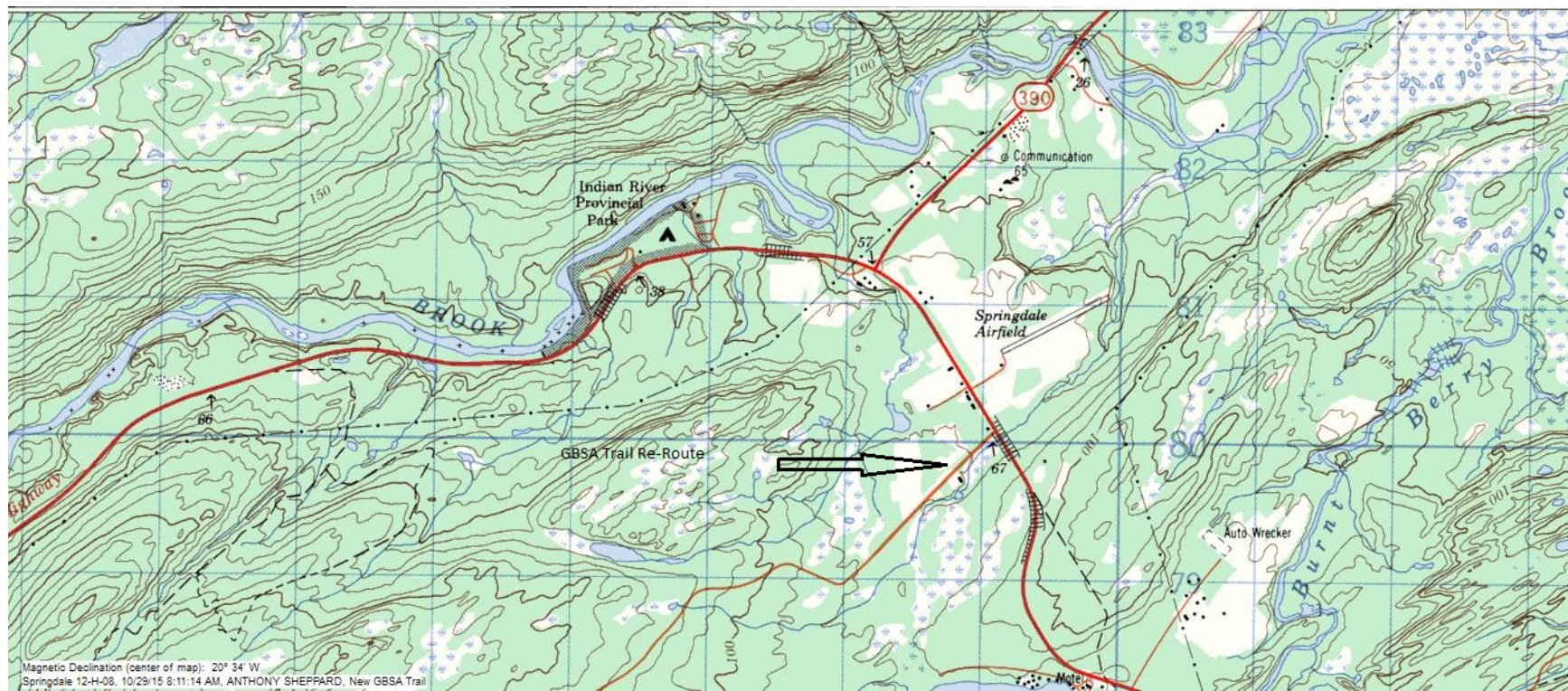


Figure 3 GBSA Trail Re-Route Proposal Map 3