

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

**Name of Undertaking: Cormack Snowmobile Trail
Crossing Route 430**

The Junction Trail Blazers objective is to construct a new snowmobile trail to connect and utilize the new underpass that was placed under the Route 430 highway to allow snowmobilers to safely cross the highway.

Proponent:

**Junction Trail Blazers
In Care of:
Newfoundland and Labrador Snowmobile Federation
7 Wellon Drive
Deer Lake, NL A8A 2G6**

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Information Contact Person:

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The Undertaking:

Nature of undertaking

To construct a snowmobile trail to allow access from west of route 430 to NLSF primary trails east of route 430.

Purpose/Rational/Need for undertaking:

Construct and maintain snowmobile trail from west of route 430 using the newly installed underpass to access areas east by avoiding crossing the highway and promoting safe snowmobiling.

There is an existing trail currently that connects from the west side of the tunnel, a short section of about 800m of new trail will need to be constructed on the east side of the tunnel to connect to the existing snowmobile trail.

This will promote safe snowmobiling in the area. The section of Route 430 which this trail is to bypass is a double lane paved road with a speed limit of 90 kms maintained by the provincial government Department of Transportation and Infrastructure on passengers travelling from Deer Lake turnoff to Gros Morne and Northern Peninsula.

This trail is being installed primarily as a snowmobile trail but will also be accessible by ATVs during the off season.

Description of the undertaking:

See attached maps JTB Trail Route Proposal Map

Geographical Location

From the current trail at (49°13'36.56"N, 57°27'54.54"W) and reconnect to the current trail at (49°13'23.30"N, 57°27'29.47"W)

The trail is located in the Community of Cormack and to the north of Nicholville in Western Newfoundland. The trail is located approximately 5 kilometers north of Deer Lake.

This development will not interfere with adjacent land or properties of cabin owners. This trail is approximately 2 kilometers from the nearest residences and will not create and noise concerns for residences in the area.

Physical Features

All trails maintained will follow the strict national standards in place for snowmobile trails. This will involve the use of 200m of existing road and construction of 800m of new trail for a total of approximately 1 km and approximately 15m wide. The proposed snowmobile trails will be maintained to the width of the existing roads where possible to allow safe operation of snowmobiles and groomers. All reasonable attempts will be made to clearly mark trails as per the NLSF Trail signage guidelines to provide proper and clear traveller directions.

Construction

Construction of this trail will involve clearing of vegetation, use of heavy equipment such as an excavator to build a trail base, and installation of culverts to allow for drainage. No water bodies will be impacted by the construction of this trail. This trail is within the community of Cormack's municipal planning area, no further permits will be required from the municipal council.

Operation

This proposed network of trails will connect to the T' Railway, which is considered part of the primary NLSF trails during winter months. These trails promote safety and provide clean recreational activity, while improving winter tourism and economic growth for nearby towns.

To ensure that sediments are contained and not permitted to run-off into nearby water bodies during operation and maintenance of the trail the following will be implemented:

1. Ensure proper ditching is in place and maintained along all trails,
2. Ensure as little disruption as possible to all existing waterways so as to not create water borne sediment,
3. Ensure any culverts or bridges that are required to be installed are done so as per current Water Resources Management Division and DFO regulations, policies and guidelines.
4. Sediment control barriers such as filter fabric and bales of hay will be placed in areas of potential erosion to prevent sediment from entering water courses and in areas where potential erosion may occur erosion control measures such as rip rapping and seeding of control vegetation will be used. Any equipment used near streams and other water bodies will be inspected for oil and fluid leaks.

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, the NLSF may contract out heavy equipment if required to conduct trail repairs and vegetation control.

Vegetation debris removed during trail construction and maintenance will be deposited in the area outside the ditch line. 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 25 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, it is anticipated that approximately 8-10 volunteers will be utilized for 1-2 weeks to complete any work or maintenance required. All workers will be required to wear appropriate safety clothing (safety boots, gloves, goggles, hard hat, safety vests, etc.).

Project Related Documents

The existing trail in the area is covered under Crown Lands Licence to Occupy 131239. 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 summer 2021. 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 Municipal Affairs and Environment,
2. Water Resources Management Division –
 - a. a permit for development within a protected water supply area;
 - b. a permit for any alteration to a water body for any stream crossings, bridges, culverts, etc.
3. Crown Lands - permission to occupy trail.
4. Department of Government Services
5. Department of Natural Resources,
6. Forestry Branch (cutting permit)

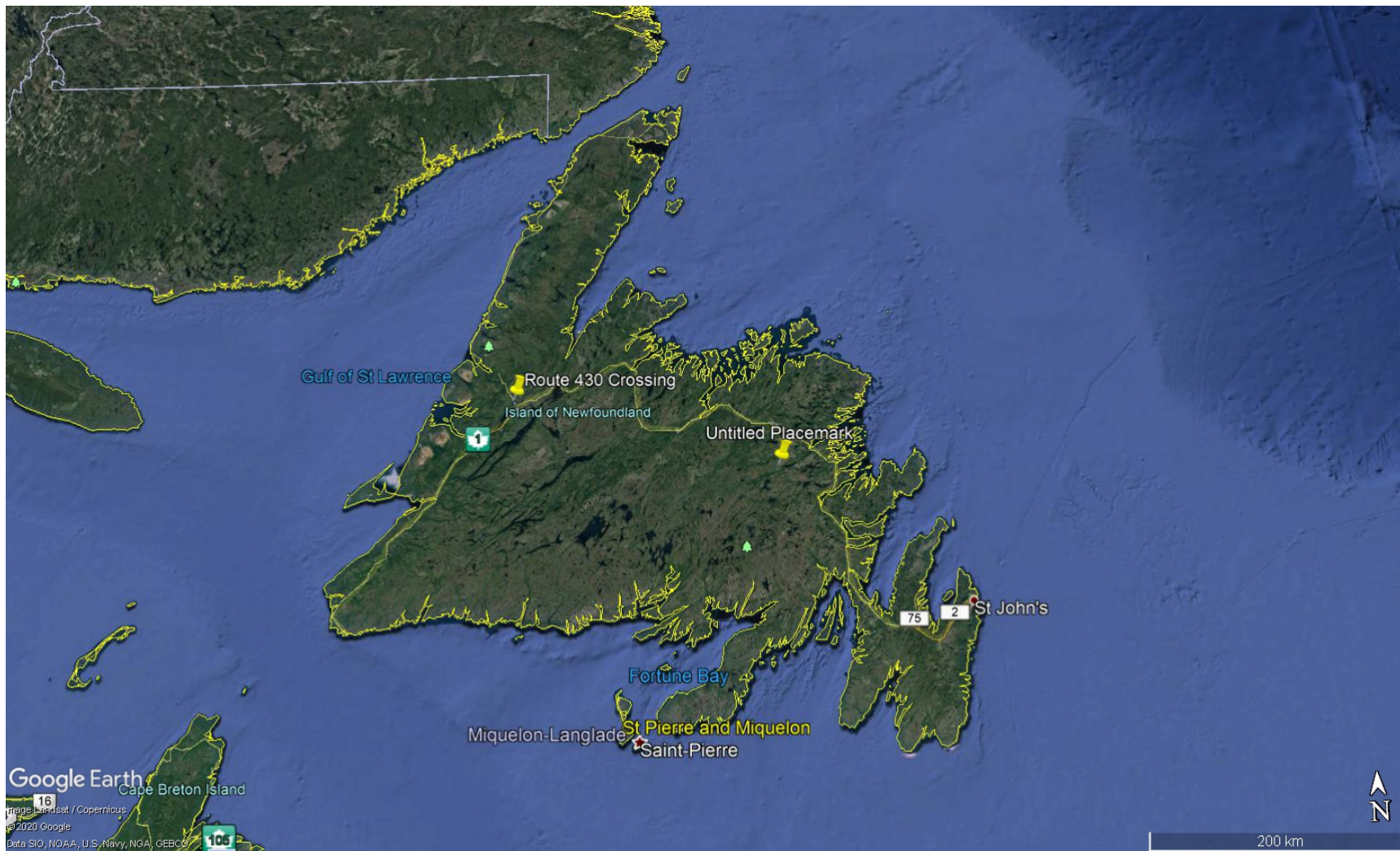
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Feb 3, 2021

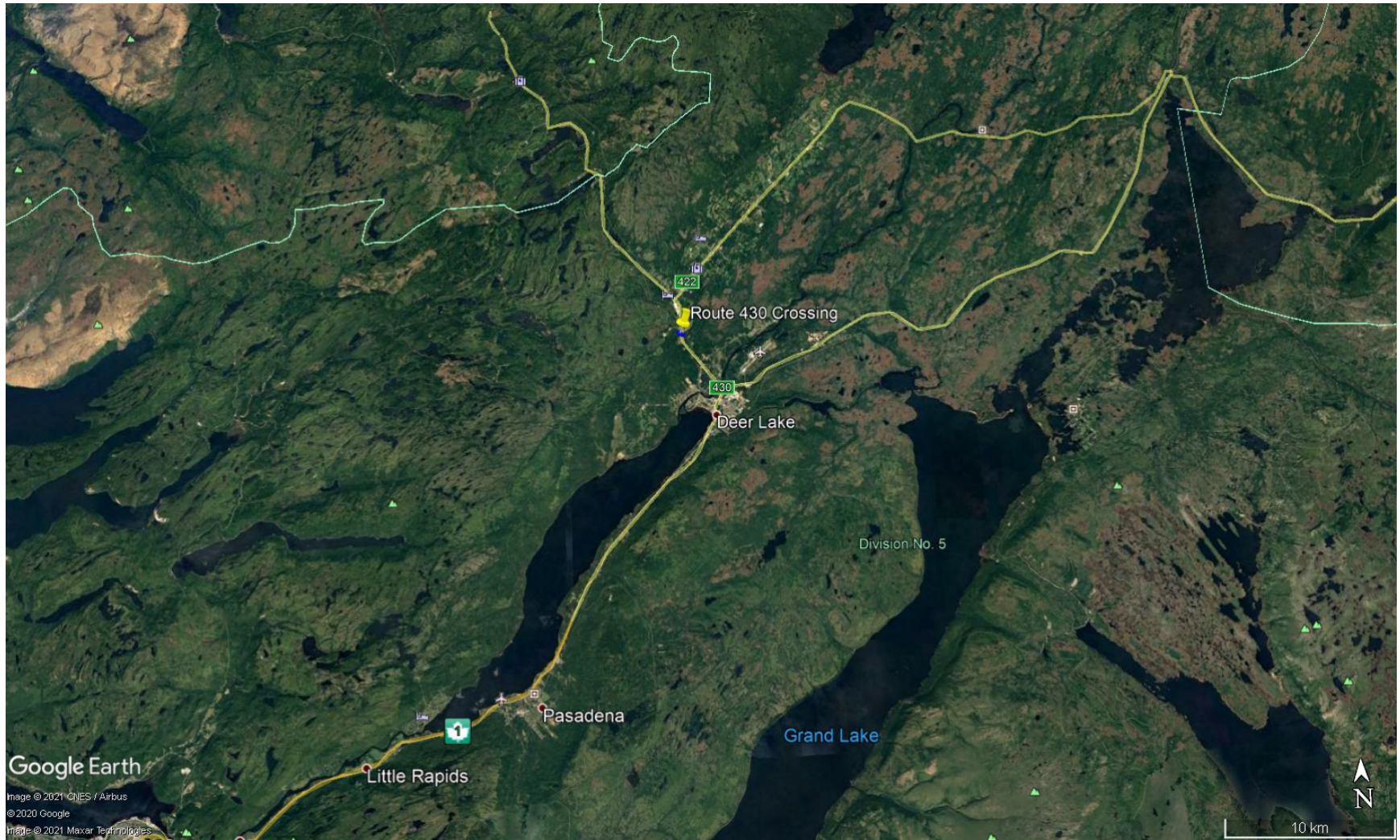
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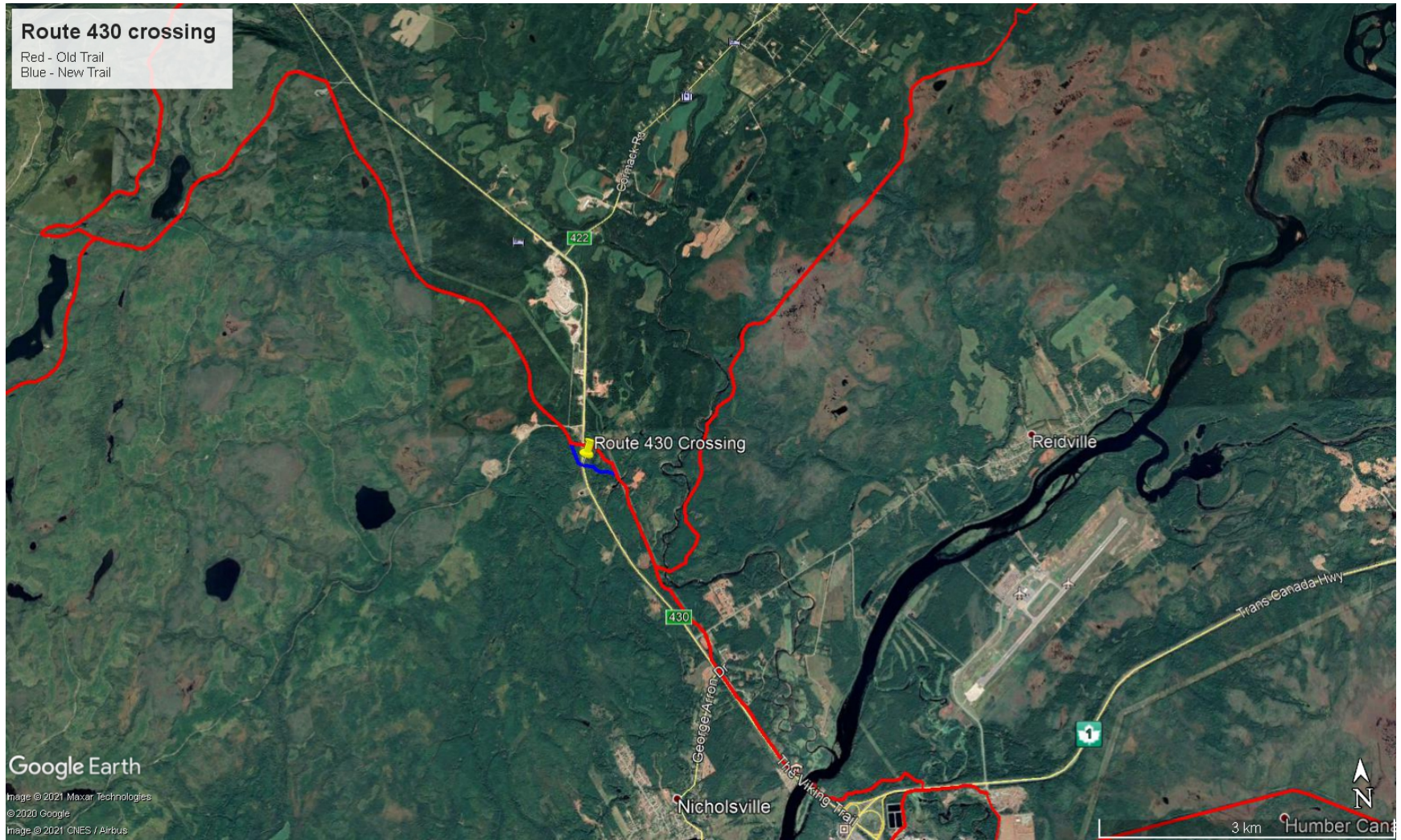
La Scie Site Road Trail Map 1



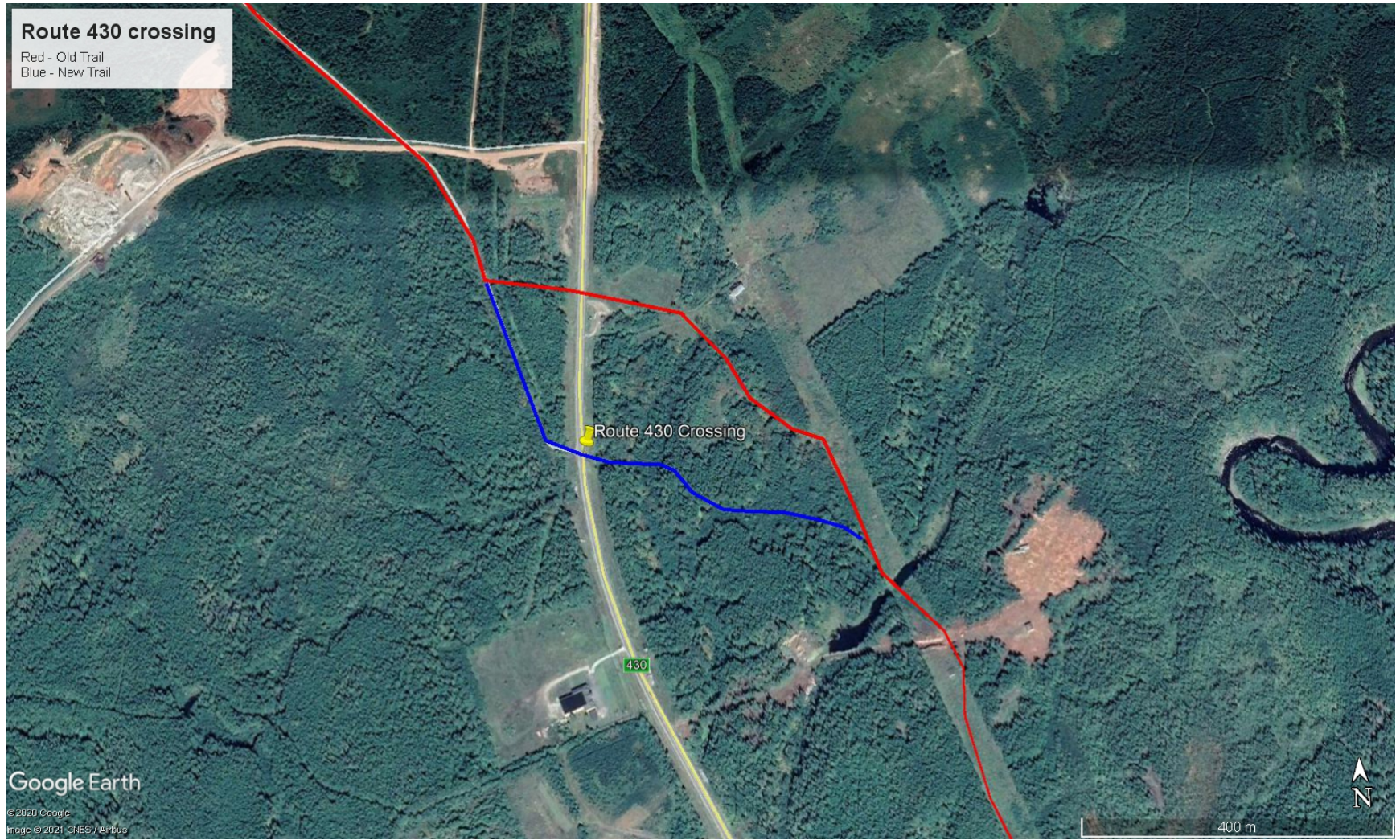
La Scie Site Road Trail Map 2



La Scie Site Road Trail Map 3



La Scie Site Road Trail Map 4



Route 430 Tunnel 1



Route 430 Tunnel 2

