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NEW FERRY TERMINAL DEVELOPMENT  
ARGENTIA—NEWFOUNDLAND

The Government of Canada is introducing a new East Coast Ferry Service to operate between Nova Scotia and Newfoundland. The site of the Newfoundland terminus is Argentia. Argentia presently consists of a small area of land owned by the Canadian National Railways and used primarily as a freight depot. It is surrounded by land which is leased by the Government of the United States of America and which is presently being used as a Naval Base, known as the United States Naval Station, Argentia, Newfoundland.

The following description and attached documents describe what the Government of Canada proposes to do and include the various metes and bounds survey documents describing the rights-of-way, easements and properties which will have to be acquired from the United States Government.

General

Generally the proposal involves the construction of a ferry access road through the United States Naval Station, the acquisition of additional lands at the terminal site, the development of the terminal area and the construction of docking facilities for the new ferry.

Access Road

The access road will consist of the reconstruction of a section of the existing road to Freshwater and reconstruction of Provincial Route No. 6 from the west end of the existing pavement at Dunville to the vicinity of the present gate house. Here a traffic intersection will be constructed to facilitate the merging and dispersion of traffic entering and leaving the Naval Base, together with traffic going to or coming from the ferry terminal. A traffic light will be provided at the intersection which will be manually controlled from the Naval Station gate house.

From the intersection traffic will proceed along two separate roads:

- A. The Naval Station road which will consist partly of portions of the existing road and partly of sections of new road. The existing and the new will be joined together to form a continuous thoroughfare through the Naval Station.
- B. The new ferry access road will be a separate road fenced on both sides and will be used solely for conveying traffic to and from the terminal area. An overpass will be constructed at Cooper Drive thus permitting an unrestricted flow of traffic for naval vehicles proceeding along Cooper Drive. In addition a gravel surface frontage road will be constructed connecting Cooper Drive with the road leading to the sanitary disposal area. Near Washington Circle the ferry access road will intersect the Navy road at a level crossing. It is proposed that the United States security guard presently stationed outside the existing Canadian National Railways' property be moved to this intersection and that a traffic light be installed which can be manually controlled by the guard. At this intersection traffic will not be permitted to enter or