

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

**Name of Undertaking**

**Sexton's Road Reroute – Discovery Trails Snowmobile Association (DTSA) Club Area**

The DTSA's objective for this project is to reroute a section of their trail on Sexton's Road.

**Proponent**

Discovery Trails Snowmobile Association (DTSA)

In care of:

Newfoundland and Labrador Snowmobile Association (NLSF)

7 Wellon Drive

Deer Lake, NL A8A 2G6

Matthew Swain, General Manager

NLSF

(709) 635-4395 ext. 223

[generalmanager@nlsf.org](mailto:generalmanager@nlsf.org)

**Information Contact Person**

Carolyn Compagnon

Trails/Grooming Coordinator

NLSF

(709) 635-4395 ext. 225

[groomers@nlsf.org](mailto:groomers@nlsf.org)

## **Nature of Undertaking**

To construct a new snowmobile trail adjacent to Sexton's Road in the DTSA club area near Clarendville.

## **Purpose/Need for Undertaking**

The purpose of this reroute is to avoid wetland areas where the current trail lies. The new trail will be established partially on an old forestry road/skidder trail, and away from wetland areas. Additionally, this project is necessary for the safety of trail pass buyers as well as groomer operators, as it will provide a more solid ground surface for grooming and snowmobiling operations.

This trail section will be approximately 4.0km in length, and GPS coordinates of the connection points to the existing trail are given in the next section. The beginning of this section is SW of Third Shute Steady, and ends SW of Shoal Pond.

## **Description of the Undertaking:**

Please see attached maps/images of the planned DTSA Trail Reroute.

### **Geographical Location**

Leaving existing trail at 48°18'27.75"N, 54° 7'26.52"W.

Reconnecting to existing trail at 48°19'11.00"N, 54°4'43.64"W.

The trail section to be constructed is located approximately 18km NW of the Town of Clarendville, and approximately 8km SE of Port Blandford. It is not located within any municipal boundary. There is no expected noise disturbance for any adjacent properties, as the location is remote.

Please note that in the attached images of trail maps, the **red** highlights the existing trail, and the **yellow** highlights the new trail to be constructed.

### **Physical Features**

All trails maintained will follow the strict national standards in place for snowmobile trails. This will involve the use of approximately 4.0km of partially existing trail, which will be upgraded for safe use, to approximately 15-20' wide. The proposed snowmobile trails will be maintained to the specified width to allow for safe operation of snowmobiles and groomers. All reasonable attempts will be made to clearly mark trails as per NLSF Trail Signage guidelines to provide proper and clear directions to all trail users.

## **Construction**

Construction of this trail will involve clearing of vegetation, use of heavy equipment such as an excavator to re-establish a trail base, and installation of culverts to allow for drainage. No water bodies will be impacted by the construction of this trail.

## **Operation**

This proposed trail section will connect to the existing network of NLSF snowmobile trails, and is considered part of the primary trail during the winter months. These trails promote safety and provide clean recreational activity, while improving winter tourism and economic growth for nearby communities and organizations.

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 precautionary measures 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 waterborne sediment.
3. Ensure any culverts or bridges that are required to be installed are done so as per current Water Resources Management Division and Department of Fisheries and Oceans 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. Erosion control measures such as rip rapping and seeding of controlled vegetation will be used. Any equipment used near streams and other water bodies will be inspected for oil and fluid leaks, and spill kits will be on hand for each piece of heavy equipment on site.

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 operations.

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 spills, regardless of size, 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.

### **Occupation**

This work will be completed by a selected contractor as well as volunteers from the DTSA. All operations will be closely monitored by personnel from the DTSA as well as the NLSF. All workers will be required to wear appropriate personal protective equipment such as steel-toed boots, gloves, goggles, hard hats, safety vests, etc.

### **Project Related Documents**

The existing trails in this area are covered under Crown Lands Licence to Occupy No. 131616. As this project commences, we will be applying for any and all permits pertaining to the work required, in an effort to closely follow environmental regulations and guidelines.

Pending approval, any related documentation will be provided upon requested.

### **Schedule**

This project will commence once the NLSF has received all necessary approvals and final LTO documentation.

## **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. permit for development within a protected water supply area;
  - b. 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)

Carolyn Compagnon  
Trails/Grooming Coordinator  
Newfoundland and Labrador Snowmobile Federation  
7 Wellon Drive, Deer Lake, NL A8A 2G6

(709) 635-4395 ext. 225

(709) 636-9971

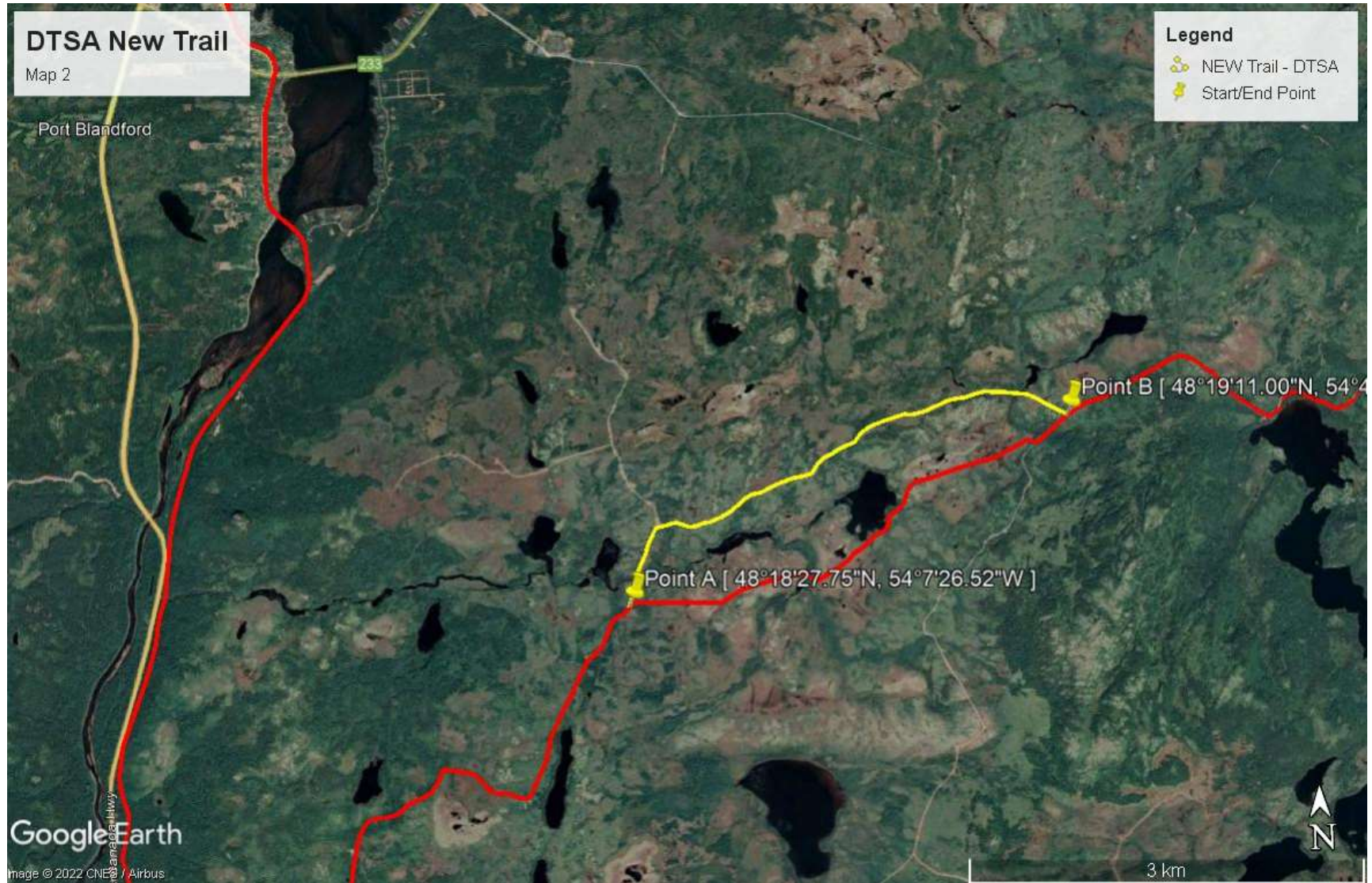
[groomers@nlsf.org](mailto:groomers@nlsf.org)



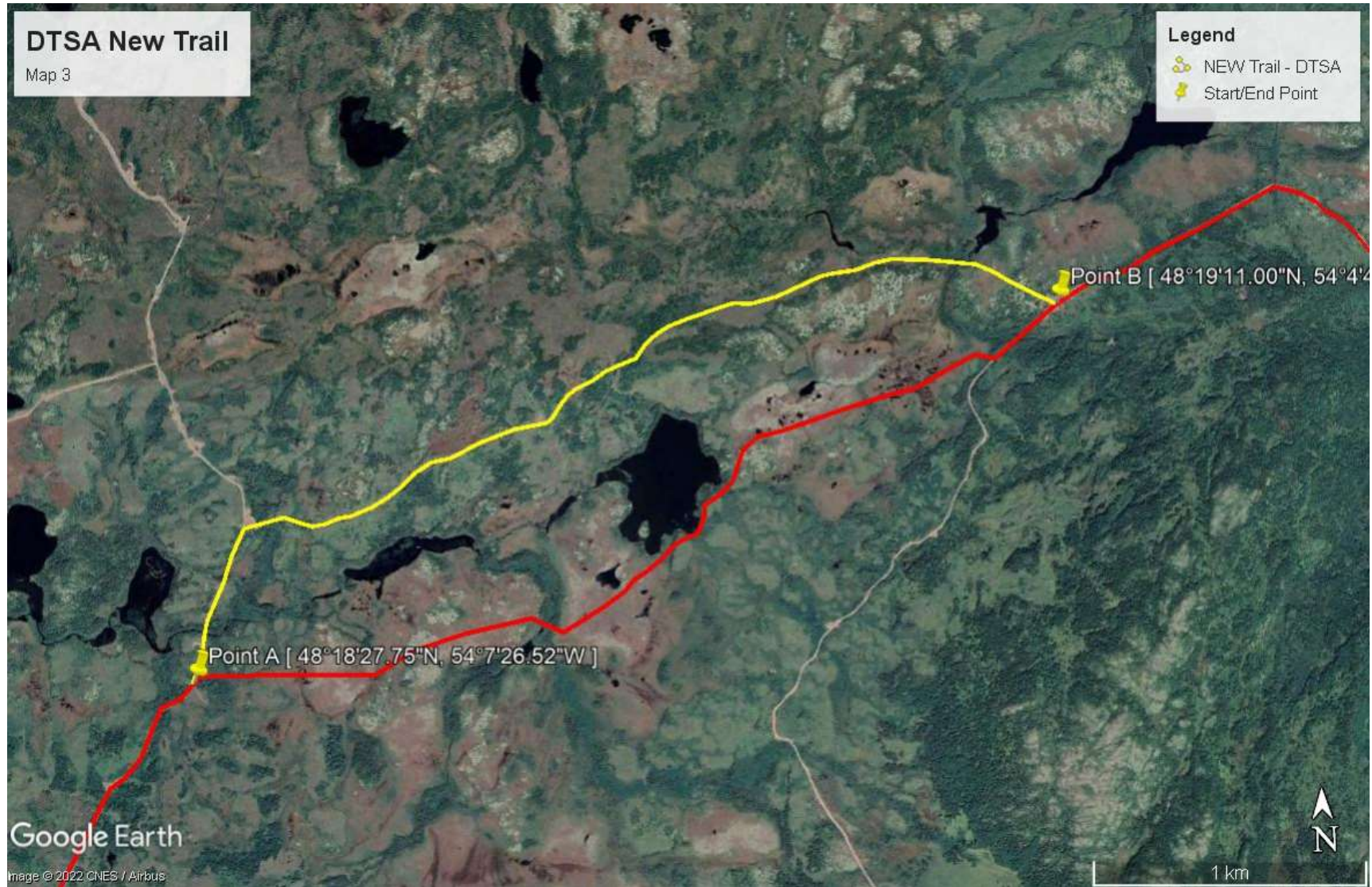
Discovery Trails Snowmobile Association Reroute – Map 1



Discovery Trails Snowmobile Association Reroute – Map 2



Discovery Trails Snowmobile Association Reroute – Map 3





Discovery Trails Snowmobile Association Reroute – Map 4

