

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

**Name of Undertaking: KSA Trail Re-Route**

The kittiwake and Snowmobile Associations objective is to install a bridge across Third Pond Brook on a relocated snowmobile trail between Gander and New-Wes-Valley within the Indian Bay Protected Water Supply Area.

**Proponent:**

**Kittiwake Snowmobile Association  
In Care of:  
Newfoundland and Labrador Snowmobile Federation  
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**Information Contact Person:**

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# **The Undertaking:**

## **Nature of undertaking**

To maintain and improve the existing road system to create a snowmobile trail to access NLSF primary trails.

## **Purpose/Rational/Need for undertaking:**

Maintain snowmobile trail from the old Bonavista North Highway and surrounding areas to access the NLSF primary trail during the winter season while avoiding water crossings and promote safe snowmobiling.

The existing trail currently accesses the NLSF primary trail however this route is not useable for a portion of the spring and early summer as part of the trail utilizes wet areas that are subject to flooding. Moving the trail will have the trail useable for 12 months of the year. When the new trail is brought into service the existing trail will be decommissioned by the removal of all NLSF trail signage and by barricading both ends of the decommissioned trail.

The existing trail that will be decommissioned has 12 water crossings and the new trail will require 5 water crossings. One of these crossings being a 70' Bailey bridge that will be removed from the existing trail and installed in the new trail. The existing bridge location will be returned to its original state with both sides being marked as "Trail Closed". The remaining water crossings, including culverts and bridges, will be removed where required, else the existing bridging (consisting of wood materials) may be desirable to leave in place as removal of these structures may pose a risk to humans and/or wildlife.

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 KSA Trail Re-Route Proposal Map 1

## **Geographical Location**

Existing old Bonavista North Highway connecting New-Wes-Valley to Centreville and including existing side woods roads in this area accessing Greens Pond Road intersection, Ten Mile Pond, Indian Bay Big Pond, First Pond, Four Mile Pond and into existing registered trail of Kittiwake Snowmobile Association. Intent is to move the trail between the points of N 5436486 m, 21 693061 m and N 5445179 m, 21 712515 m from the existing (blue section) track to a new (red section) track.

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

This undertaking has been supported by both the communities of Indian Bay and Centerville-Wareham-Trinity, letters attached.

### **Physical Features**

All trails maintained will follow the strict national standards in place for snowmobile trails. This will involve the use of 24.3 kms of existing road and the construction of 3.4 kms of new trail. The proposed snowmobile trails will be maintained to the width of the existing roads where possible to allow safe operation of snowmobiles and groomers. New trail will be developed to a standard width of 7 m. 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**

Any construction will be minimal except possibly brush cutting along the sides the existing wood roads and repair any washouts that interfere with safe snowmobile use. This would be in the form of trail ditching and possibly the installation of some culverts as required and would be accomplished using materials readily at hand such as gravel and stone. Due to the existing land surface there are no wetlands, bogs, or muddy land that would have to be corduroyed.

One new bridge will be installed on the stream between Back-Up and Indian Bay Big Ponds and will be in the form of a steel Bailey bridge with untreated wood decking. In addition, there are 4 waters crossings that may require repair or replacement to existing infrastructure.

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 Kittiwake Snowmobile Association continues to offer groomed trails.

## **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, 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 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 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 five (5) employees will be employed to complete the construction of the new 3.4 kms of new trail, for upgrading the 24.3 kms of existing trail and for the removal and installation of the steel Bailey bridge. One individual will be required to have the OHS training certificate and will act as the on-site safety representative during the development/construction period. 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**

The existing trail in the area is covered under Crown Lands Licence To Occupy 132588. We have an application for a Snowmobile Trail inside Indian Arm Pond Protected Water Supply Area for the Town of Indian Bay (File # 550-01-02-025). An approved application for a Permit To Alter a Body of Water for the replacement of the bridge on Indian Bay (Third Brook) Permit No: ALT6740-2012.

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 2016. It is anticipated this project will be completed during one construction season.

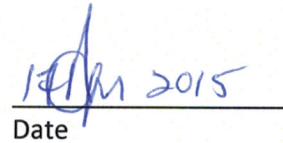
## Approval of the undertaking

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. 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)



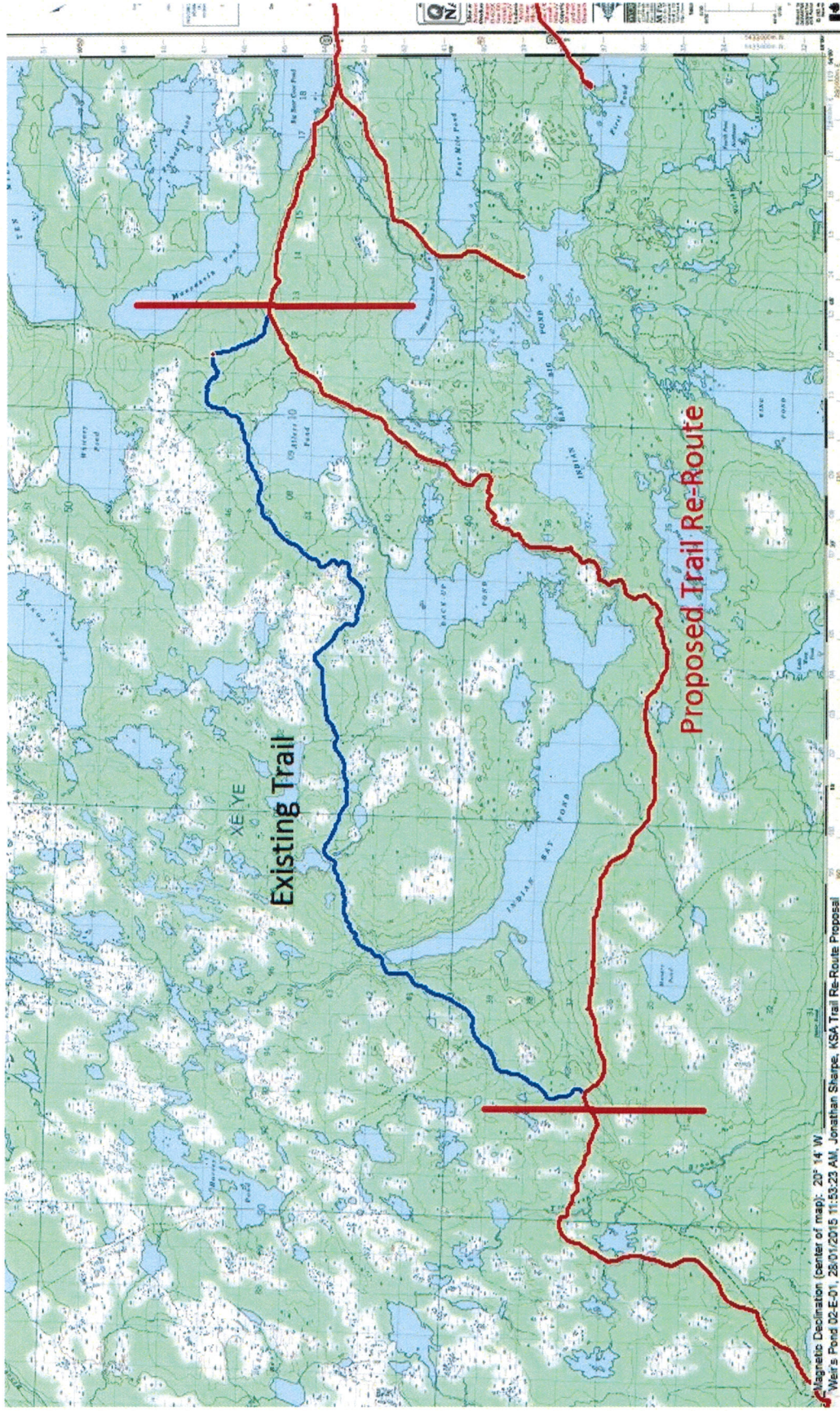
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14/11/2015  
Date



KSA Trail Re-Route Proposal Map 1



KSA Trail Re-Route Proposal Map 2 – Trail in Red is existing road and trail in yellow is new developed trail.

