

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

Name of Undertaking

South Brook Bridge – Western Sno Riders (WSR) Club Area

The WSR's objective for this project is to recover and replace a bridge that was washed down stream on South Brook (Pasadena).

Proponent

(i) Name of Corporate Body: Western Sno Riders (WSR)

In care of:

Newfoundland and Labrador Snowmobile Association (NLSF)
7 Wellon Drive
Deer Lake, NL A8A 2G6

(ii) Chief Executive Officer:
Matthew Swain, General Manager
NLSF
(709) 635-4395 ext. 223
generalmanager@nlsf.org

(iii) Principal Contact Person:
Stephen Appleby
Trails/Grooming Coordinator
NLSF
(709) 635-4395 ext. 225
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Nature of Undertaking

- (i) South Brook Bridge: Recover & Replace– Western Sno Riders (WSR) Club Area
- (ii) Purpose /Rationale/Need for the Undertaking:

To recover a 50-foot bailey bridge that washed 182 meters downstream from its original location and replace with an 80-foot bailey bridge on South Brook in the WSR club area near Pasadena.

Purpose/Need for Undertaking

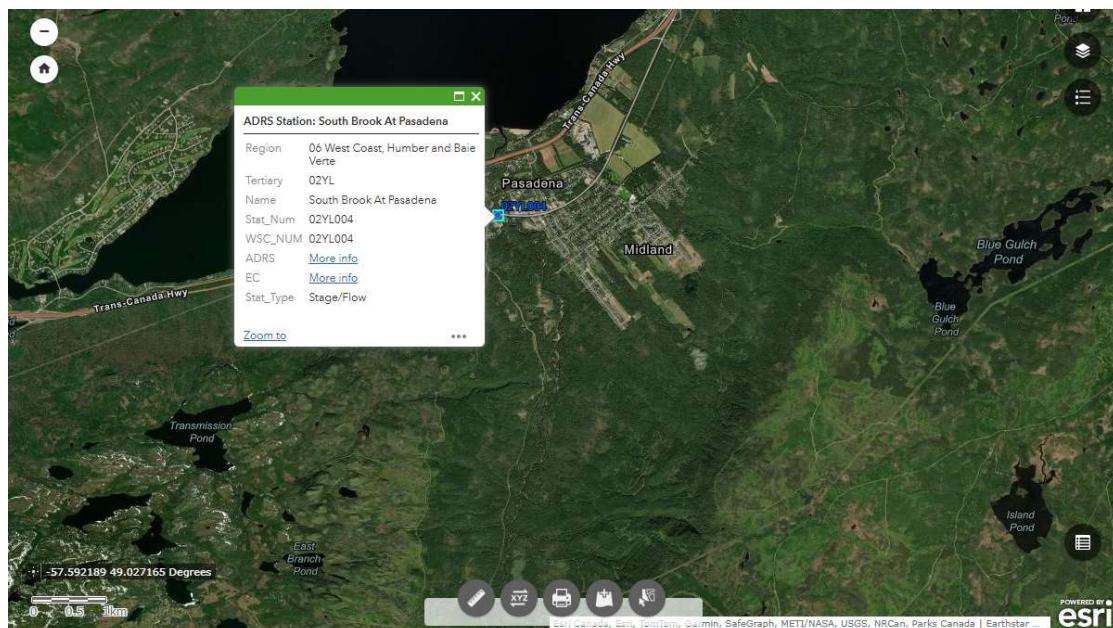
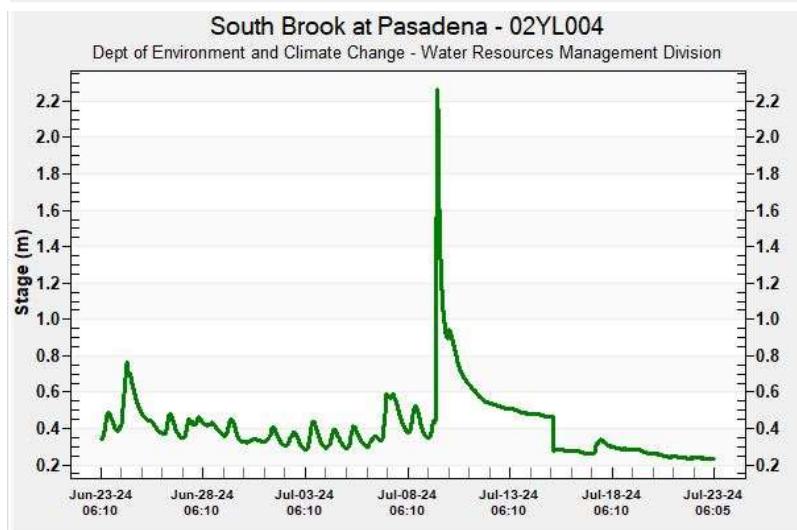
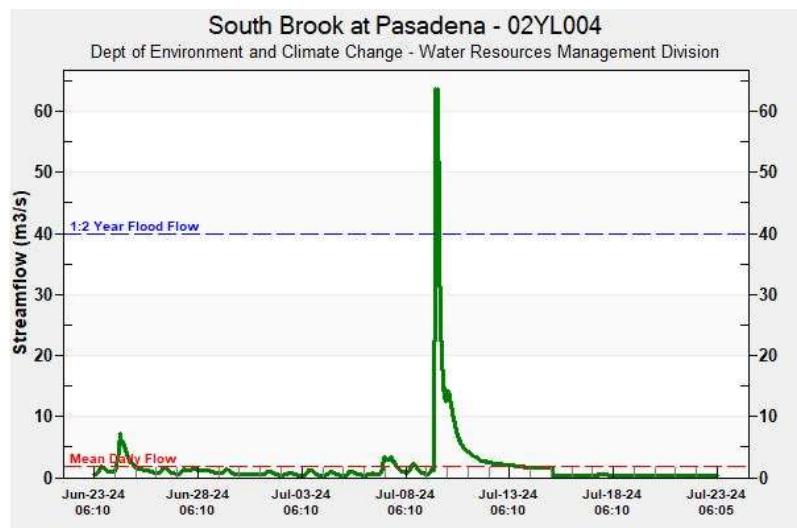
For 30 years the NLSF have been the governing body of groomed trails across Newfoundland between Fischells River and Come By Chance. In total maintaining 3300kms of trail network. (see 100KM scale map attached, trails indicated in red are our provincial trail network)

In July of 2024 a freak rain storm passed through the west coast impacting Corner Brook and Pasadena raising water levels in many brooks. One such brook is South Brook which runs between a pond adjacent to Grand Lake and empty's into Deer Lake on the western side of the Town of Pasadena. The results of this freak rainstorm were the washing of a very important bridge to our trail network.

The purpose of this project is to reconnect a vital provincial link in our snowmobile trail. This project will include removing of the old bridge; now lodged downstream in the river, thereby restoring the river to its original condition and reconnecting a vital trail in our network. Additionally, we plan to install a longer bridge that will extend away from the embankment edge, install armour stone to the river banks as well as concrete blocks to ensure that further erosion is reduced and strengthen safety of the bridge for users.

The GPS coordinates of the current location of the existing bridge location as well as it's original location will be listed in the document below.

Below you will find historical graphs showing that this river is normally very small when it comes to streamflow, except during the time of the rainstorm.



Description of the Undertaking:

Please see attached maps/images for the location of the projects (recovery and replacement).

Geographical Location

Current location of bridge (recovery location) 48°58'47.32"N 57°36'29.94"W.

Original location of bridge (replacement location) 48°58'41.91"N 57°36'31.83"W.

The original location of this bridge is 4.25km on North Harbour Resource road from where it intersects Main Street in the town of Pasadena. It is located within Pasadena's municipal planning area as well as the following areas as per the Land Use Atlas:

- Agriculture: Development Area (Areas of Agriculture Potential) - Agrifoods
- NL Dump Site Buffer – Service NL
- Mines and Energy – Western NL
- Humber Valley Regional Boundary
- Nalcor Hydro and NL Power Watershed – Deer Lake Power & NF Power
- Crown Title #158959 – Town of Pasadena (recreational trail)

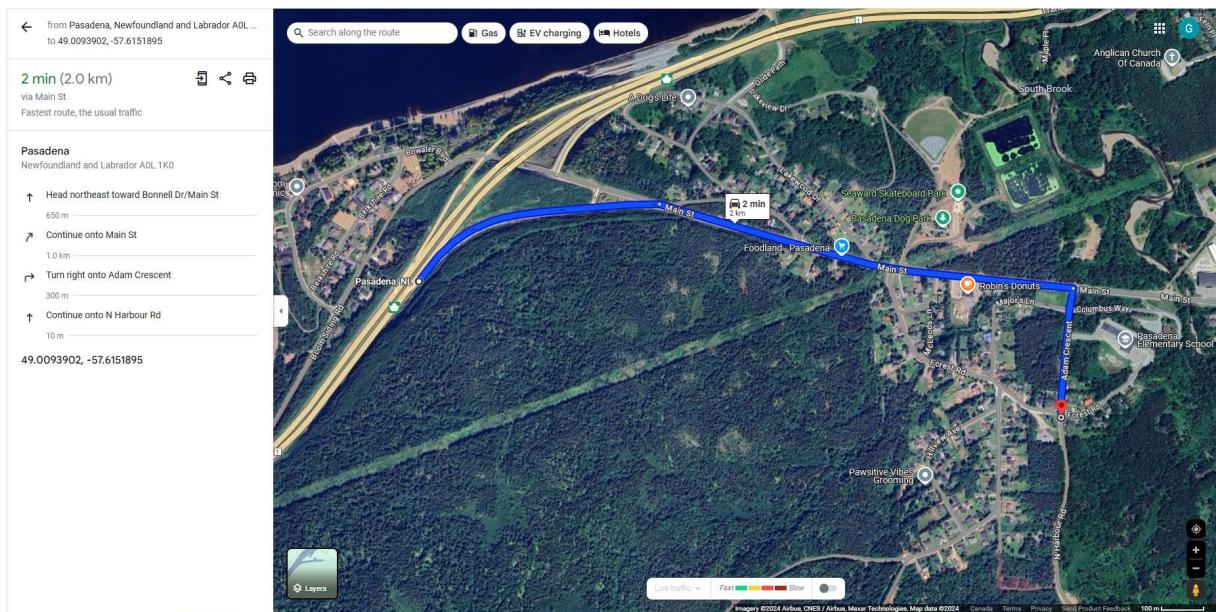
There is no expected noise disturbance for any adjacent properties, as the location is remote from the community.

Physical Features

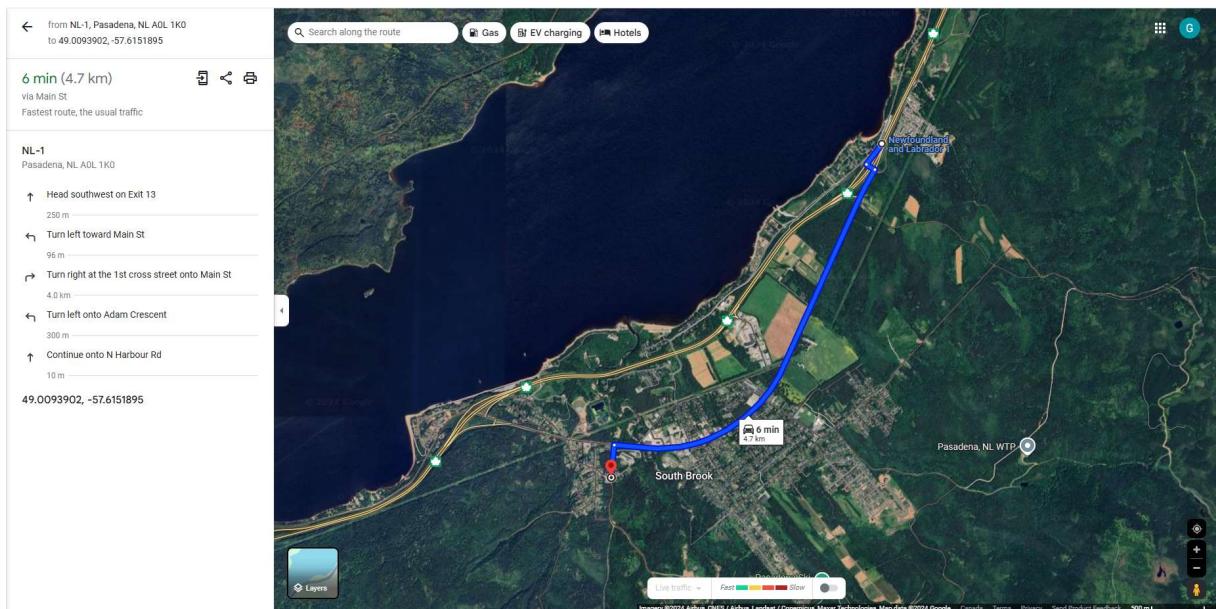
Access to this location is readily available by a well-maintained resource road (North Harbour Resource Rd) which can be seen in the image below. This project would include the removal of the current bridge that was washed 182m downstream and an installation of an 80-foot bailey bridge and decking across South Brook at the original bridge site. Removal of the existing bridge would entail running a 30-ton excavator across a very recent cut area and then through a small section of woods that would need to be cut to access the river. River bed is made of rock (seen in photo at end of document) and water level is normally very shallow. Access to the site for installation of the new bridge is accessible from North Hr Road down a side road 178 meters, this road is also well maintained and easily accessed by equipment. (See below North Hr Road location)

The area of operation would be confined within a 0.05 square kilometer area between an established resource road and south brook itself. This can be seen by the included google map depicting project area. The area is heavily forested with the exception of some recent cutting in the area where you turn down off North Hr. Road to the bridge site.

Directions to North Harbour Rd. heading east on TCH:



Directions to North Harbour Rd. heading west on TCH:



Street view of beginning on North Hr. Road: (end of adam crescent/forest road intersection onto dirt road)



Construction

Construction is estimated to take 1 to 2 weeks once mobilized. An 80-foot baily bridge will be delivered and assembled on site. Excavator will be used during the installation of a new bridge at the replacement location by crossing the river and pulling the bridge across the river from the opposite side. Armour stone and formed concrete blocks will be delivered to the site and used on both banks of the river to provide support for bridge and prevent future wash out (concrete blocks shown below). The bridge will be decked with rough untreated lumber after installation is complete. Vegetation will only need to be cleared for the retrieval of the old bridge a section 73 meters long by 10 meters wide will need to be cut through a buffer area between a recent clear-cut area and the river (please see attached google earth images on pg. 14) The type of timber would be a mixture of spruce and fir.

Spill kits will be readily available as well as all measures (dams constructed) to minimize silt and contaminants from entering the waterway.

Concrete blocks used in abutment of new 80-foot bridge:



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.

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 bridges 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.

Operation

This proposed bridge will reconnect 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.

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 on the bridge 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 WSR. We estimate approximately 6 volunteer workers on this project. All operations will be closely monitored by personnel from the WSR 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.

National Occupational Classification (NOC)

- *7 - Trades, transport and equipment operators and related occupations*
 - *70010 Construction managers*

Project Related Documents

The existing trails in this area are covered under Crown Lands Licence to Occupy No. 131239. 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. We estimate operation to last one to two weeks once mobilized on site.

Approval of the Undertaking

It is anticipated that the following organizations/departments will be contacted for permits/approvals where and as required:

1. Department of Environment and Climate Change
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 Digital Government and Service NL
5. Forestry Branch (cutting permit)

Capitol Cost and Funding

We estimate this undertaking will cost \$30,000 which will be supplied entirely by the Newfoundland and Labrador Snowmobile Federation. It will be funded by the sale of trail permits and other fund raisers.

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

(709) 635-4395 ext. 225

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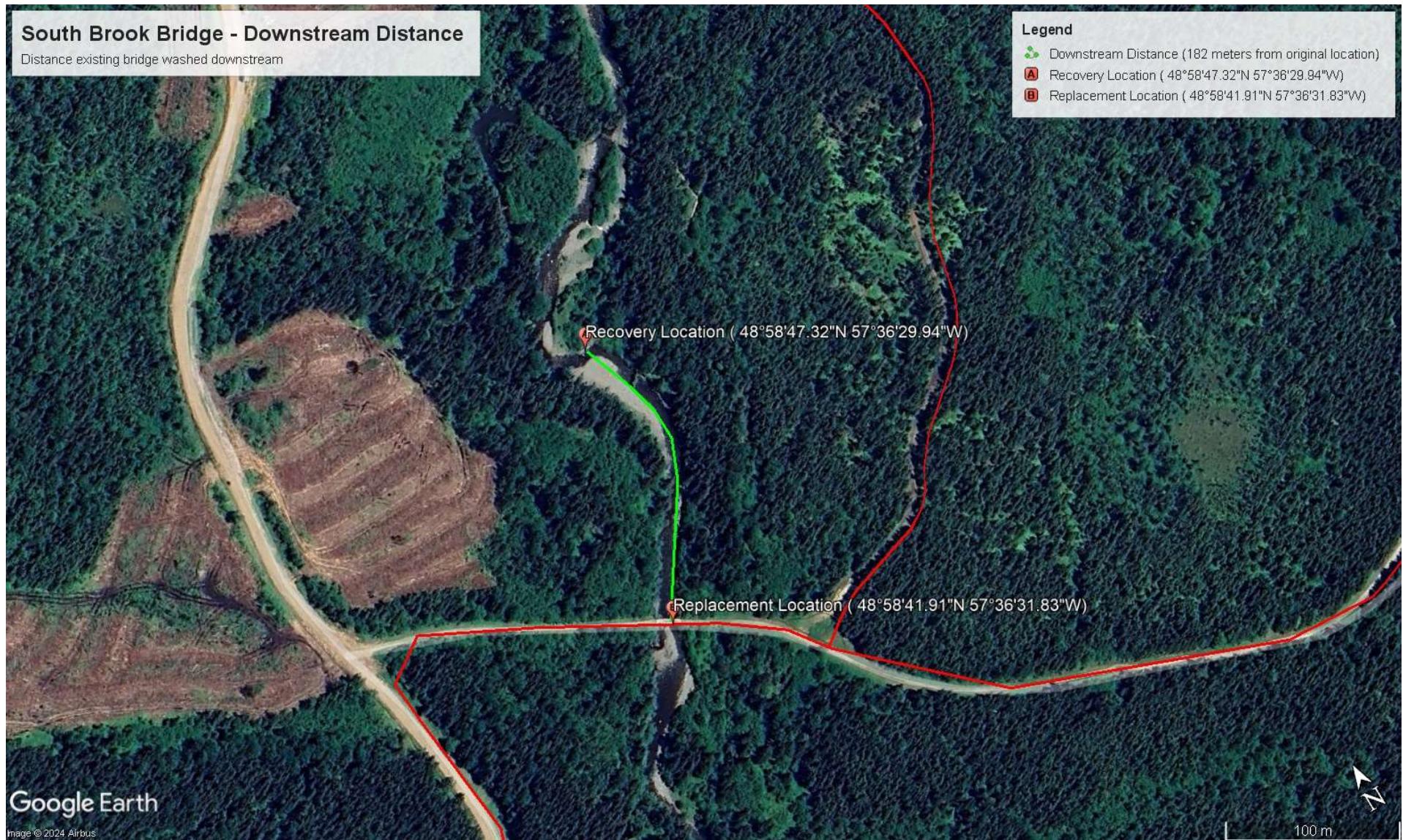
Western Sno Riders (WSR) South Brook Bridge – Original Location (image taken just after storm passed through)



Western Sno Riders (WSR) South Brook Bridge – Present Bridge Location (image taken a day or two after storm passed)



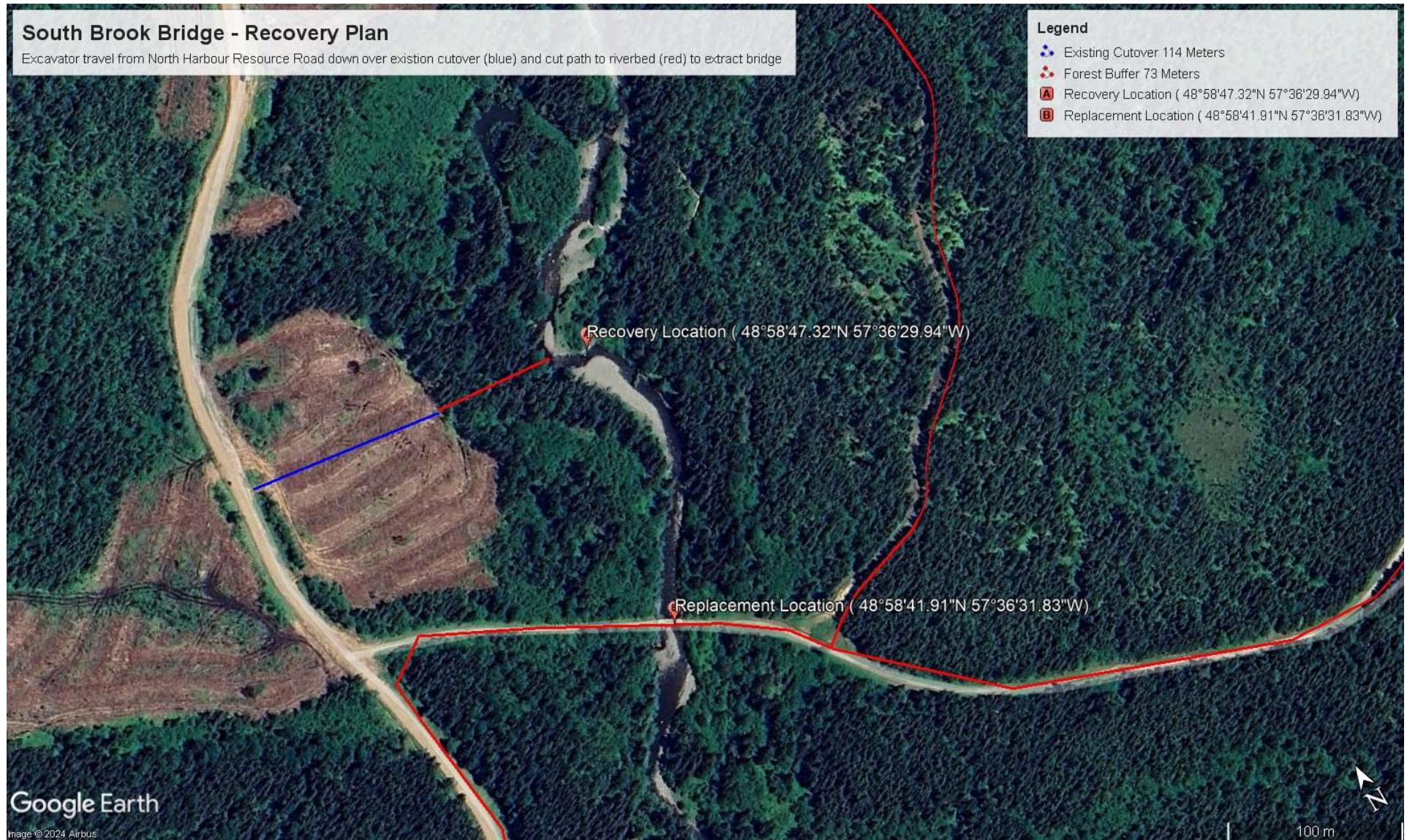
Western Sno Riders (WSR) South Brook Bridge – Downstream Distance



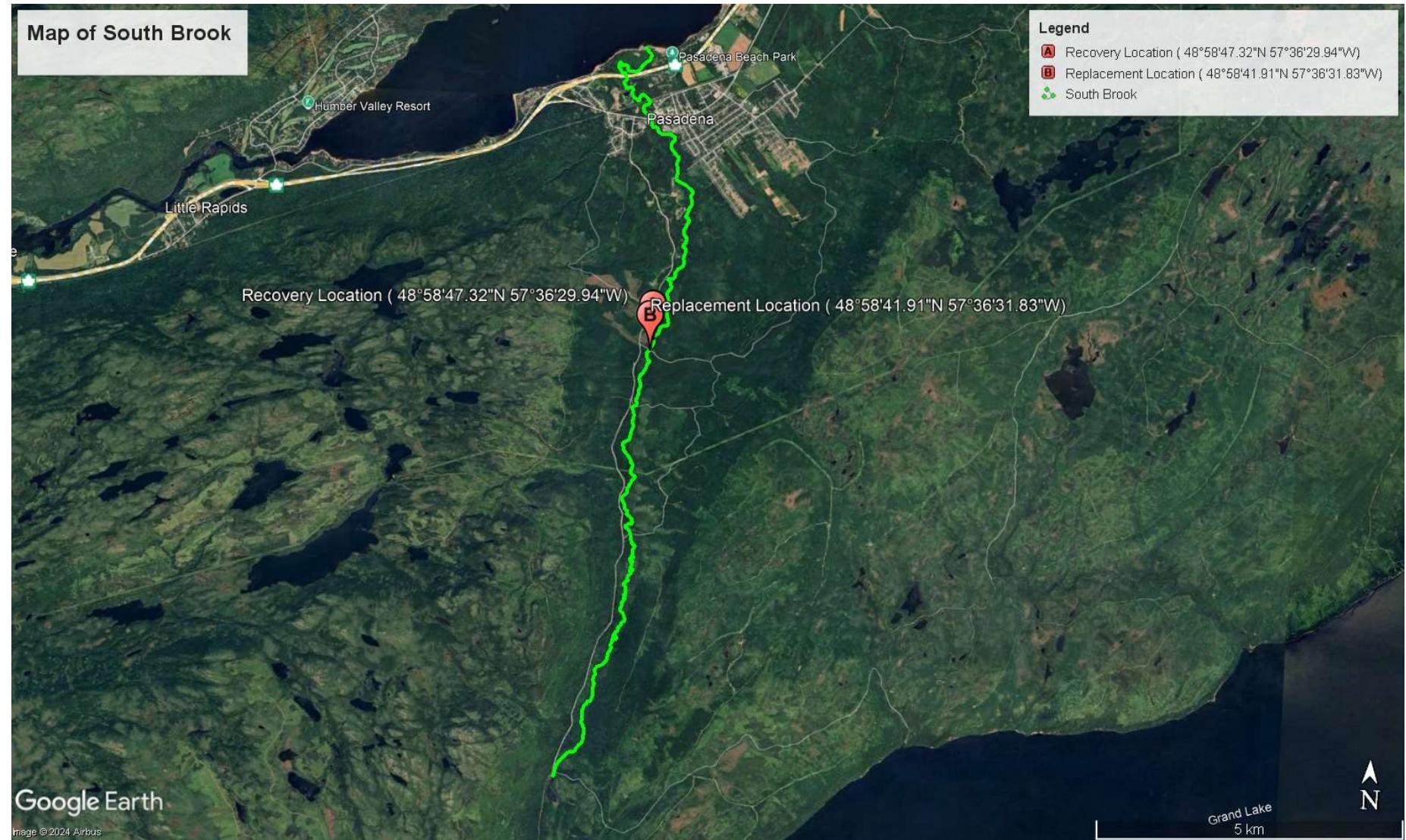
Western Sno Riders (WSR) South Brook Bridge – Project Area



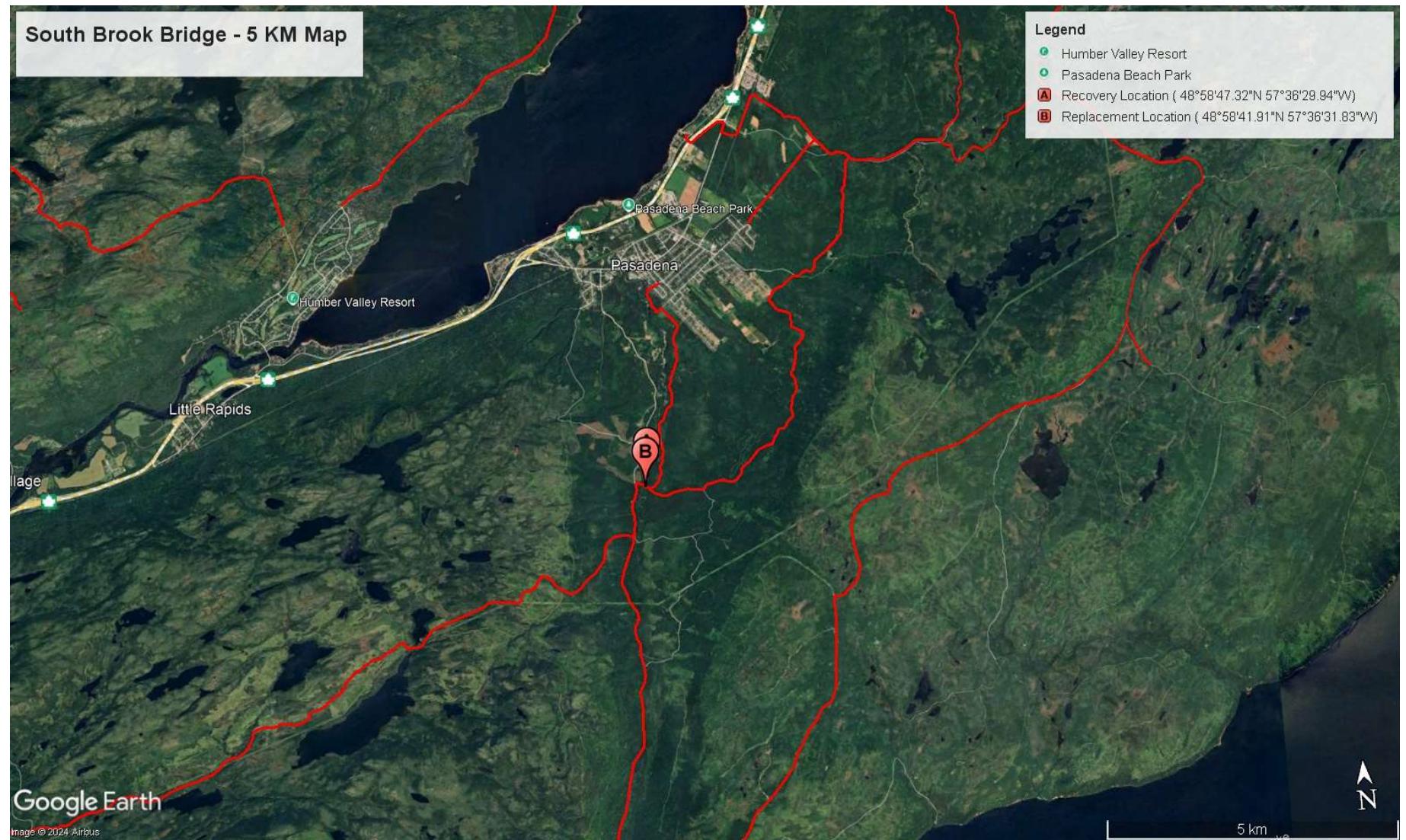
Western Sno Riders (WSR) South Brook Bridge – Recovery Plan



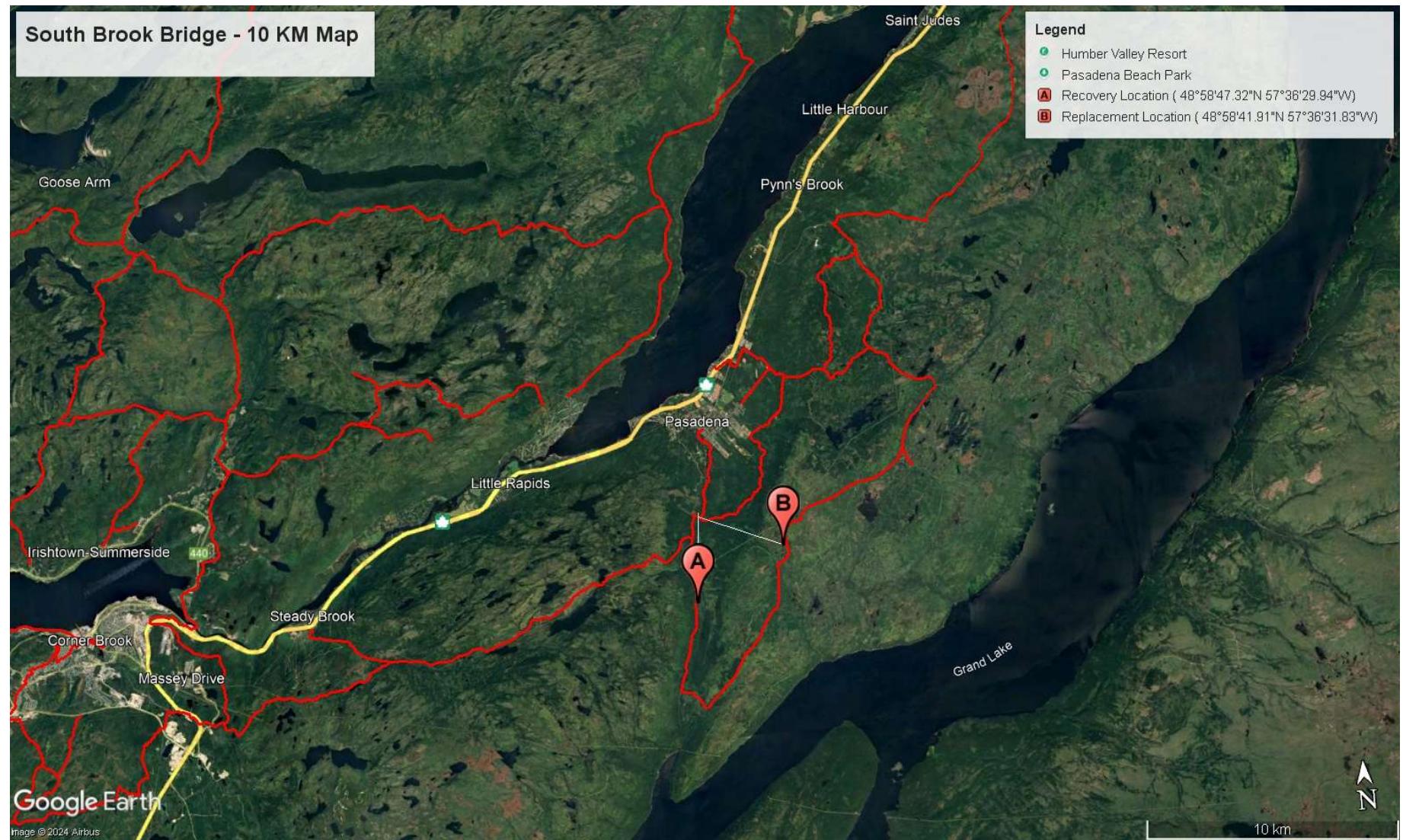
Western Sno Riders (WSR) South Brook Bridge – South Brook



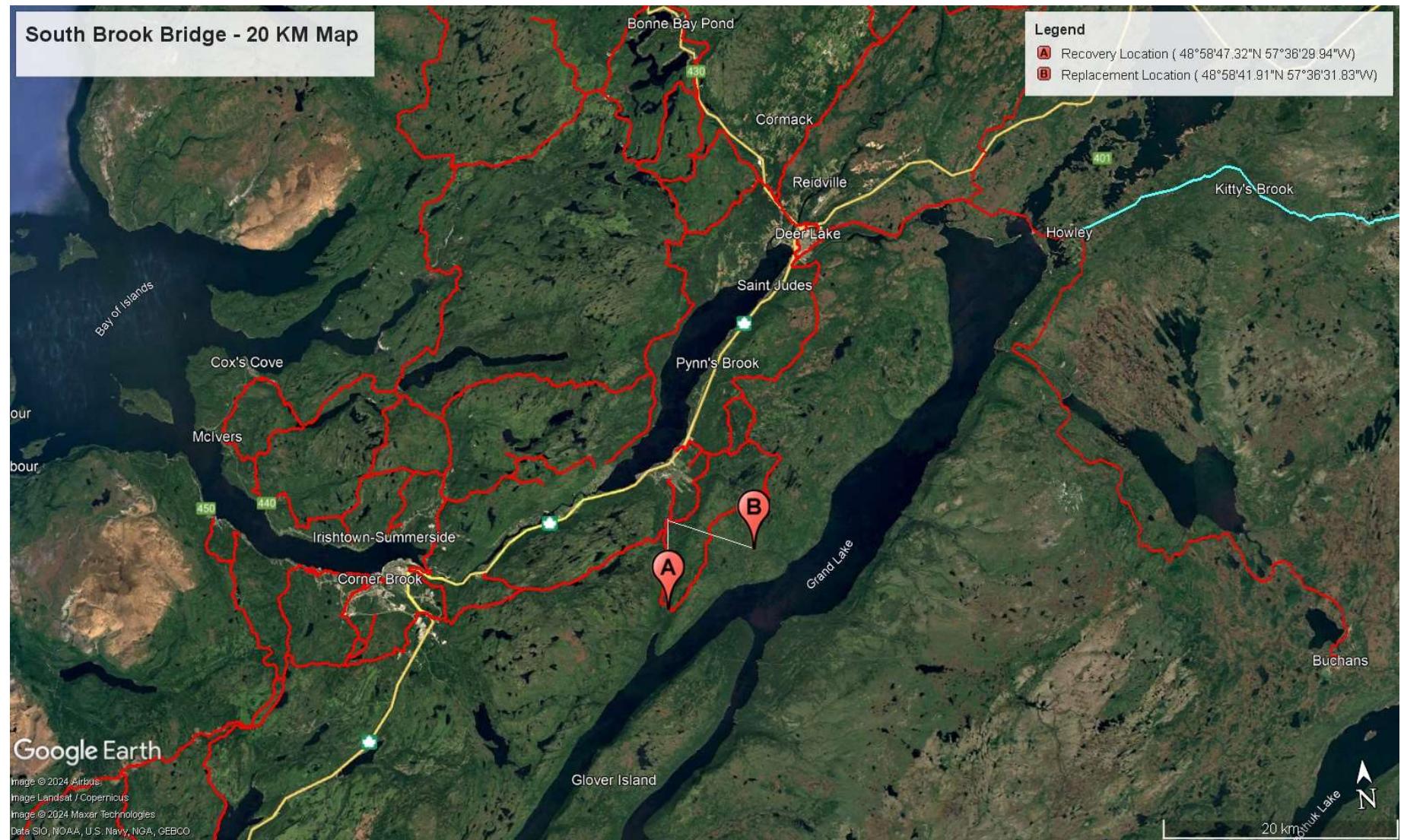
Western Sno Riders (WSR) South Brook Bridge – 5 Km Scale Map



Western Sno Riders (WSR) South Brook Bridge – 10 Km Scale Map



Western Sno Riders (WSR) South Brook Bridge – 20 Km Scale Map



Western Sno Riders (WSR) South Brook Bridge – 100 Km Scale Map

