

NAME OF UNDERTAKING:

Beaver Brook Bridge – Gander Bay Indian Band Council

GBIBC'S objective for this project is to remove a bridge that has partially collapsed creating a barrier for fish migration to spawning grounds.

PROPONENT:

Name of Corporate Body: Gander Bay Indian Band Council

In care of:

66 River Road
Clarke's Head, NL
A0G 2G0

NATURE OF UNDERTAKING:

To remove an approximate 30-foot bridge that has partially collapsed before it becomes a complete barrier to fish spawning grounds. The footprint of the project is approximately 34 sq meters.

PURPOSE/NEED FOR UNDERTAKING:

This failed Bridge has been identified as a barrier to fish movement by our organization through the DFO-funded Aquatic Connectivity Assessment. We are seeking funding through the Atlantic Salmon Federation to restore fish passage at this site. Presently the wooden Bridge is collapsing, leaving debris in the Brook creating a partial barrier to fish passages, also, it has become a safety hazard meaning it is not safe to cross. As it deteriorates it will completely collapse and become a full barrier to fish migration. In addition, the road to this Bridge has been inactive for an extended period and will soon be listed as an abandoned road. The failed Bridge should be removed before the road become completely inaccessible. We contacted NL Forestry and confirmed that this road (soon to be an orphaned road) is Crowns Land.

DESCRIPTION OF THE UNDERTAKING:

Please see attached map/image for the location of the project (bridge removal).

Geographical Location

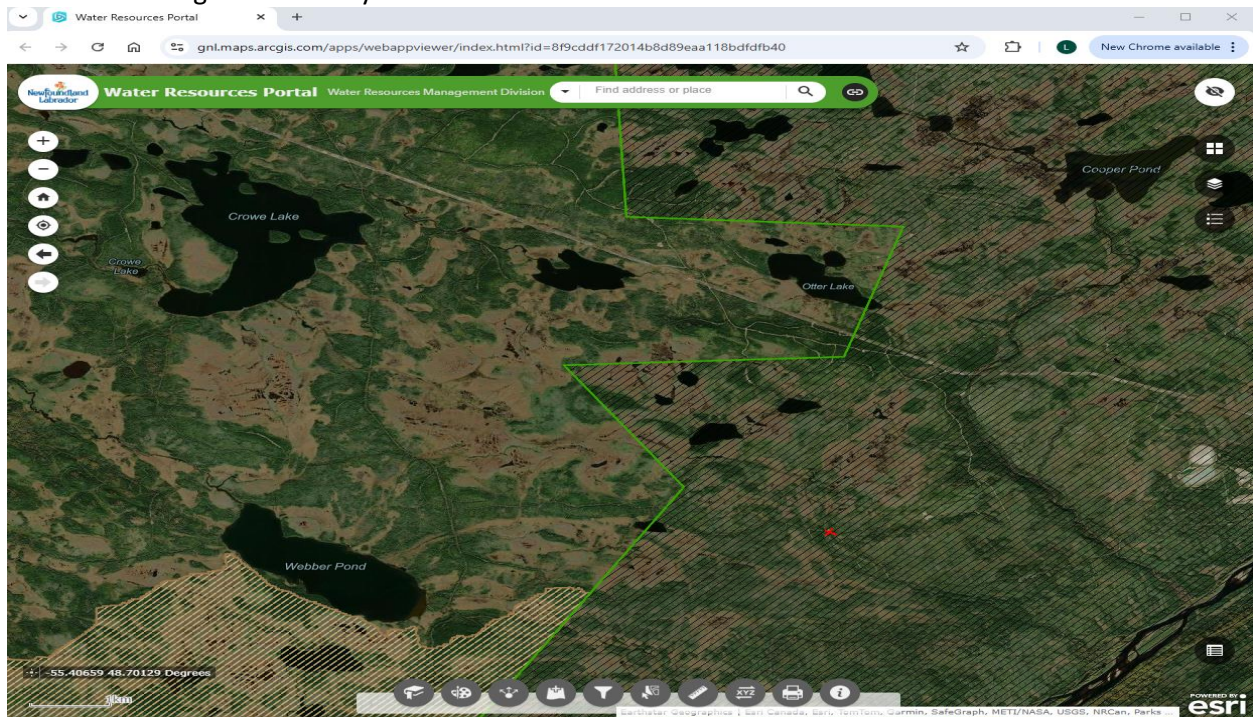
Location of Beaver Brook Bridge: Latitude 48.70821762 Longitude -55.26860428

The Bridge crosses Beaver Brook which is located within the Gander Lake/North West Gander River watershed and is designated as a scheduled salmon river in this area.

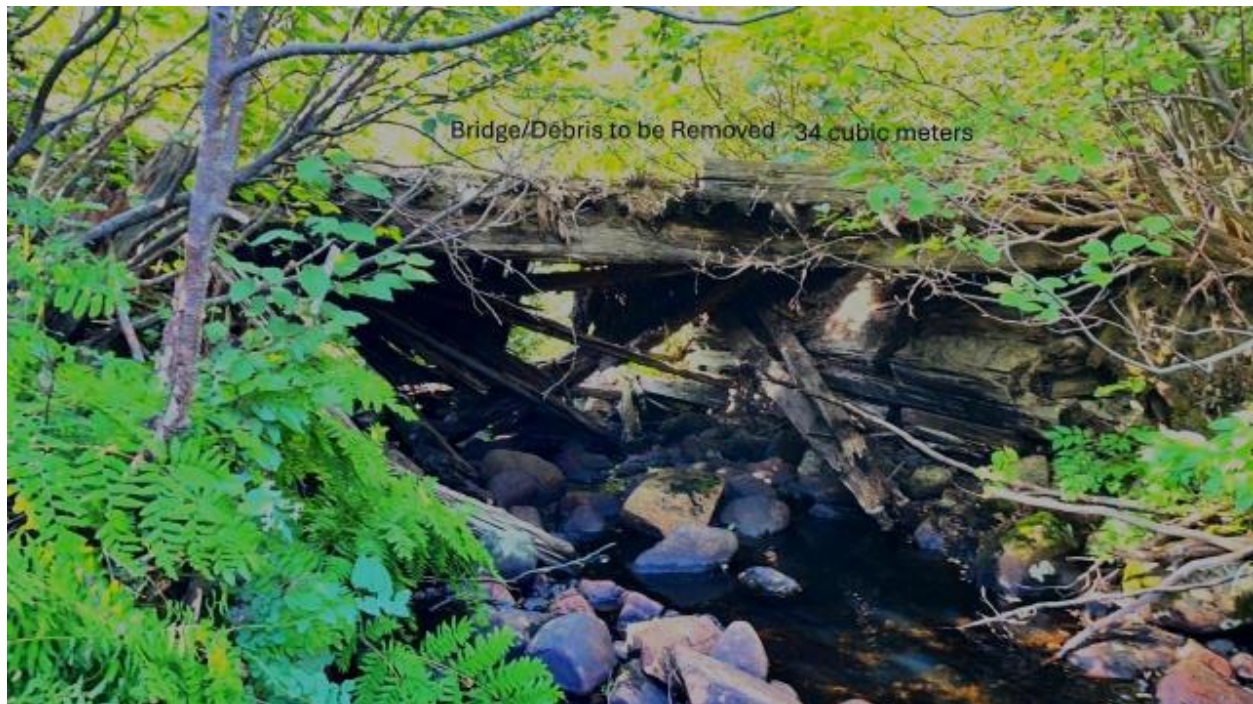
MAP/IMAGE:

Additional Maps at the end of the document

Location of bridge indicated by red X



Beaver Brook Bridge



PHYSICAL FEATURES:

To access the project, drive along North West Gander Resource Road 44.73 kms (from TCH just west of Glenwood, NL) to Branch Road intersection – coordinates Latitude 48.70255, Longitude -55.22799, then, turn left onto an inactive branch road, drive (ATV only) 3.49 kms to Bridge. Bridge coordinates – Latitude 48.70821762, Longitude -55.26860428

The road to Beaver Brook Bridge is an inactive forestry road grown in mainly with aylers and coniferous tree limbs. As previously noted, it is fast becoming an orphaned road and will be inaccessible by ATV's. It has been confirmed as Crowns Land. The Riparian vegetation on each side of the bridge include shrubs, small trees, etc. as shown on the attached picture that will not be removed. It will help stabilize the banks on both sides of the bridge and assist silt control. Beaver Brook runs out of small ponds and bogs into North West Gander River which is part of the Gander River/Lake watershed and is designated as a scheduled salmon river. The bottom substrate in this Brook is mostly small rocks with limited boulders embedded in hard gravel.

CONSTRUCTION:

As per DFO, construction can only be completed between June 1 and September 30 in any given year. We anticipate having it completed within three weeks providing weather cooperates, meaning, dry conditions plus a low water level (no flow). This window of opportunity occurs when ambient temperatures are extremely high for an extended period without rain causing Brooks/Tributaries to run off resulting in no flow, i.e., Beaver Brook. During this period DFO closes these brooks and tributaries that are affected to salmon fishing due to low water levels and elevated water temperatures. As a result, fish remain in pools and/or main streams until water levels rise and temperatures drop.

Equipment to be used will include an Excavator, Truck, Trailer, ATV's, Chain Saws, Bush Saws, Tools, etc. Materials have to be removed and placed in a secure location away from the Brook to ensure that it is not moved by nature. Fabric cloth and heavy industrial spread sheets will be used to ensure proper sediment control.

Environmental Mitigative Measures include the following:

1. Implement effective erosion and sediment control measures to stabilize all erodible and exposed areas, i.e., install fabric cloth underneath bridge across the brook and along sides of both banks to trap loose debris
2. Regularly inspect erosion and sediment control measures during all phases of the project
3. Disposing of and stabilizing all excavated material ensuring sediment re-entry to the book is prevented.
4. Operate machinery on land in stable dry areas
5. Avoid depositing any deleterious substances in water
6. Heed weather advisories and schedule work to avoid wet, windy and rainy days

Fish Habitat Protection Measures:

1. Respect Timing Windows
2. Maintain Riparian Vegetation
3. Perform work when water levels are extremely low (no flow)
4. Protect Fish and Fish Habitat/Codes and Practices for Small Projects

OPERATION:

No storage of fuel or oils will occur along the trail during either the operation or maintenance phases. During the maintenance phase, fuels and oils will be transported on an as required basis in CSA approved containers. Should a spill occur, regardless of size it will be dealt with promptly to ensure no environmental contamination occurs. A spill kit will be on site.

OCCUPATION:

This work will be completed by a selected contractor and two workers. 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:

1. Letter of Advice from Fisheries and Oceans Canada (DFO).....Received
2. Permit To Develop In a Protected Public Water Supply Area from Provincial Government (Section 39).....Pending
3. Permit to Alter a Body of Water Section 48.....Pending

SCHEDULE:

The project will commence once GBIBC has received all necessary Permits and Documentation between June 1 and September 30, 2025. We anticipate starting at the peak of our dry season when there is no threat to fish migration (no water flow in brook).

CAPITAL COST AND FUNDING:

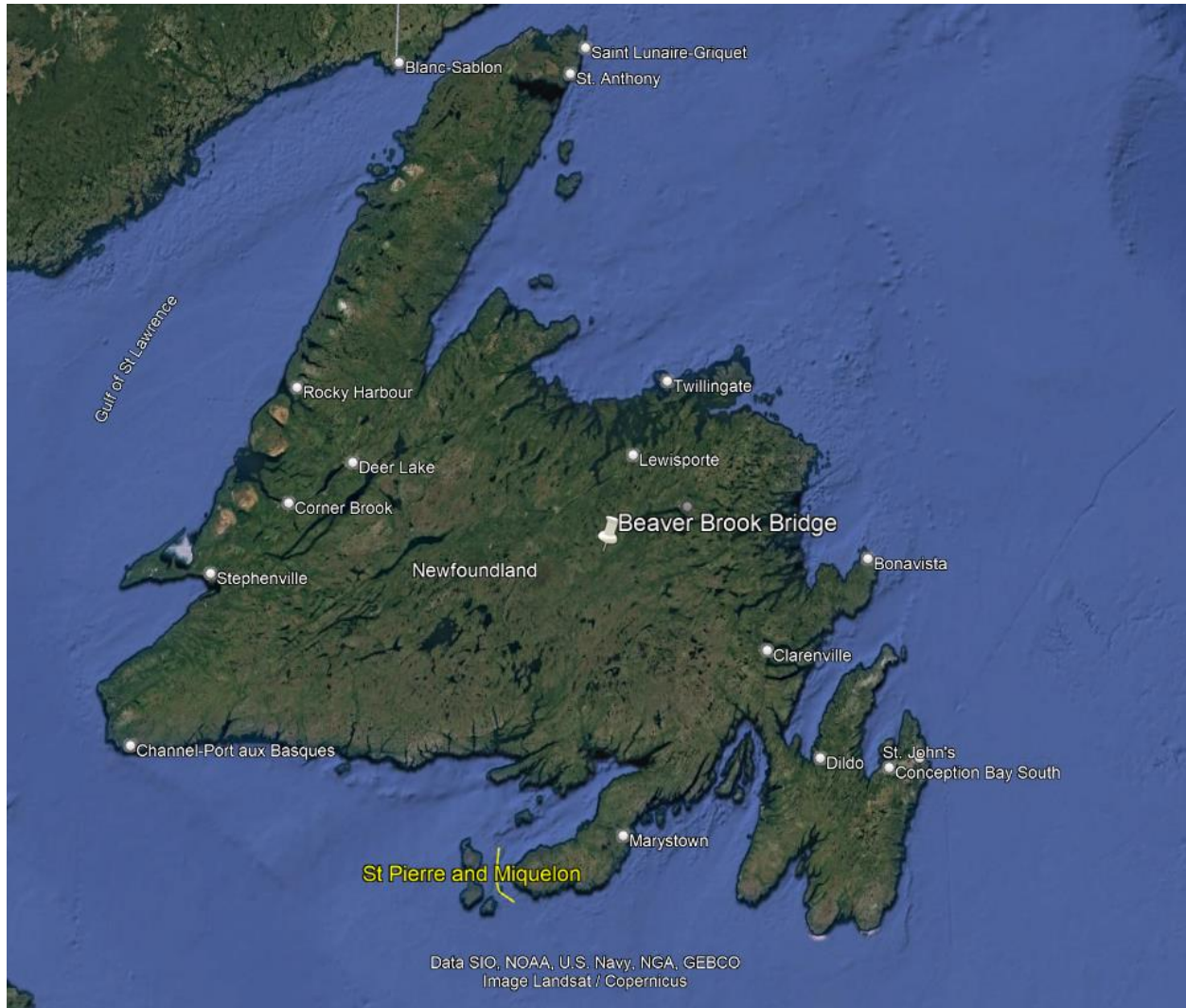
We estimate the undertaking to cost \$25K - \$30K which will be funded entirely by the Atlantic Salmon Federation upon GBIBC's receipt of all necessary Permits and Documents.

ADDITIONAL MAPS INCLUDED:

Regional Map of Beaver Brook Bridge



Newfoundland Map of Beaver Brook Bridge



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Chief
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