

REGISTRATION PURSUANT TO CHAPTER E-14.2
OF THE ENVIRONMENTAL PROTECTION ACT, SNL 2002 – LITTLE RED INDIAN BROOK BRIDGE

**REGISTRATION PURSUANT TO CHAPTER E-14.2
OF THE ENVIRONMENTAL PROTECTION ACT,
SNL 2002**

ENVIRONMENTAL ASSESSMENT

**FOR THE DEMOLITION OF THE EXISTING
BRIDGE AND CONSTRUCTION OF A NEW
BRIDGE ON
LITTLE RED INDIAN BROOK
ROUTE 370**

OCTOBER 2025

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PROPOSER:

i. Name of Corporate Body

Department of Transportation and Infrastructure
Government of Newfoundland & Labrador

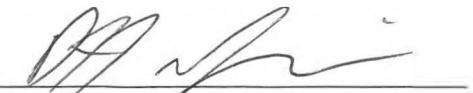
ii. Address

5th Floor, Confederation Building (West Block)
St. John's, NF
A1B 4J6

iii. Chief Executive Officer

Sean Dutton
Deputy Minister
709-729-3676

iv. Approval for Environmental Assessment Submission


Dan Michelsen
Assistant Deputy Minister
Assistant Deputy Minister of Transportation and Infrastructure
709-729-3796


Date
Dec 1/2025

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v. Principal Contacts for the Purpose of Environmental Assessment

Darryl Bruce
Director,
Highway Design and Construction
709-466-5688

Ken Hannaford
Senior Environmental Planner
Highway Design and Construction
709-729-5540

THE UNDERTAKING:

(i) Name of the Undertaking

Badger, Little Red Indian Brook bridge demolition and new construction. , a tributary of Exploits River.

(ii) Nature of the Undertaking

The construction of a permanent bridge and temporary bridge crossing on Little Red Indian Brook on Route 370, km 0.9.

(iii) Purpose / Rationale / Need for the Undertaking

The purpose of this project is to replace the aged and deteriorated bridge on Little Red Indian Brook.

Description of the Undertaking

Geographic Location

The project location is on Route 370 at Little Red Indian Brook. The coordinates are Latitude 48.976964°, Longitude -56.044141° and falls within the municipality of Badger.

There are no additional routing alternatives to replacing the bridge. It is an essential link on Route 370 and any alternative would not be feasible.

Physical Features.

As Little Red Indian Brook is designated a Scheduled Salmon River, detailed design work and existing environmental conditions determine the type of structure which will be required and what modifications must be incorporated into the structure to allow for the necessary fish passage and environmental protection.

The existing environment at the site consists of a small stream of mainly rearing habitat for salmonids. It was previously disturbed with the installation of the original bridge although has regenerated naturally with alders, young birch and other small shrubs. It is a small tributary and empties into the Exploits River approximately 540m downstream. It is in part of the Central Newfoundland Forest, North-central Subregion. High forest fire frequency and warm summers exert major influences on vegetation in the North-central subregion. A dwarf-shrub heath usually dominated by sheep laurel is common. Fire stands of black spruce, white spruce, and trembling aspen also occur in these areas. Where fires have not recently occurred, however, balsam fir with a feathermoss floor covering is most common. A few distinctive plant-growth patterns occur in the Central Newfoundland Forest ecoregion. This is the only area on the Island where, on well-drained hilly sites, black spruce replaces balsam fir after a fire. The soils in these locations contains some of the lowest levels of humus anywhere on the island. Black spruce grows especially well in dry, nutrient-poor soils like these. White

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birch occurs here in stands or as part of mixed forests. It will colonize areas that have been disturbed. As a result, it thrives in this ecoregion because of the high number of forest fires. This fire-dominated ecoregion contains allow the rarest conifer on the Island, Red pine, as it requires fire for seed dispersal.

Fish species include Atlantic salmon, brook trout, three-spined stickleback, and American eel. Moose, snowshoe hare, muskrat, otter, mink, black bear, beaver and lynx occur throughout this subregion.

Potential receptors include travelers on the Route 370, residents of Badger, and travelers from Route 1. It is not expected they will be affected by the project any more than any other user of Route 370 for transportation purposes.

The existing structure is a single-span concrete girder bridge that was constructed in 1984. The bridge is approximately 8.8 meters wide and 27.4 meters long, supported by reinforced concrete abutments. The current bridge has a clearance height of approximately 2.9 m to the riverbed.

The structure is in a state of severe deterioration and requires replacement. Bridge inspections conducted by TI between 2021 and 2024 consistently reported the bridge in poor condition.

The existing structure will be replaced with a 30m single span concrete girder bridge. The bridge will be approximately 11.7m wide and will be supported by reinforced concrete abutments with steel H-piles. The proposed bridge has a clearance height of approximately 2.6m to the riverbed.

The new bridge will be constructed on the same horizontal and vertical alignment as the existing.

The area needing to be cleared is within the existing Right Of Way and has been previously altered. It consists of young trees and shrubs. The reach of the stream is migration habitat (Beak Type 4) just above the confluence with the Exploits River. The channel width is ~25m with substrate consisting of cobble, rubble, and pebbles. Upstream of the bridge there is an accumulation of organic detritus and

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fines.

The Department of Transportation and Infrastructure will consult with the Water Resources Division of the Department of Environment and Climate Change to ensure that the best available data is utilized to design the bridge. The Water Resources Division's Environmental Guidelines for work around watercourses will be used during the design and construction phases.

The bridge will be designed and constructed in consultation with Fisheries and Oceans Canada (DFO). The bridge will be designed and constructed to have minimal impact on fish and fish habitat and in accordance with:

- DFO's Guidelines for Protection of Freshwater Fish Habitat in Newfoundland and Labrador (1998);
- DFO's Measures to avoid causing harm to fish and fish habitat (<http://www.dfo-mpo.gc.ca/pnw-ppe/measures-mesures/measures-mesures-eng.html>) and
- fish passage guidelines and other applicable guidelines and Fact Sheets

Construction

The construction of a permanent bridge and temporary bridge crossing on Little Red Indian Brook on Route 370, km 0.9. The temporary bridge and bypass will be constructed and opened to traffic, the existing bridge will be closed and removed, the new bridge will be constructed, and the temporary bridge will be removed upon commissioning of the new bridge.

The project will encompass two parts:

1) Temporary Diversion:

During the construction there will be a diversion located downstream from the existing bridge. The driving surface on approach to the temporary bridge structure

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is 8.6m in width (two lane) with an approximate length of the diversion at 496m. The crossing will consist of a Mabey Panel Bridge with a 27.5m span x 9.8m width. Special attention will be given to erosion and scour protection at inlet and outlet control areas.

Upon completion of the permanent structure the temporary diversion shall be completely removed and any disturbed ground within the existing right of way will be rehabilitated.

2) Existing/Proposed Structure:

The existing structure was built in 1984 and is a single-span concrete girder bridge. The bridge is approximately 8.8 meters wide and 27.4 meters long, supported by reinforced concrete abutments. The structure is located on Route 370 immediately adjacent southwest of Badger and 28.5 km to the west of the town of Grand Falls-Windsor. The intent of this project is to replace the existing bridge on the same alignment. The horizontal alignment is to remain unchanged. The proposed replacement will be replaced with a 30m single span concrete girder bridge. The bridge will be approximately 11.7m wide and will be supported by reinforced concrete abutments with steel H-piles. The proposed bridge has a clearance height of approximately 2.6m to the riverbed. Armor stone will be placed around the abutments for scour protection.

The Contractor shall submit a demolition plan for the old bridge to DTI for review and approval prior to commencing demolition work. Demolition and removal of the existing structure shall be carried out such that no significant debris enters the river. Busting of the existing structure while in place shall not be permitted. The Contractor shall ensure that all waste material from the bridge demolition is disposed of in accordance with the *Environmental Protection Act, SNL2002 CHAPTER E-14.2* and prior approval by the Department of Environment, Conservation and Climate Change. The Contractor's Demolition Plan shall clearly

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demonstrate that there is compliance with all environmental requirements for the project and adhere to the Contractor's Responsibilities – Regulatory Agencies Section 805.

All work under this item will be in accordance with Section 919.04 of the Departments Specifications Book, MAINTENANCE OF TRAFFIC, except where superseded by the requirements of this or another Supplementary General Conditions. The Contractor shall construct a temporary paved bypass to a RCU 80 (Modified) standard to accommodate traffic. This work will also involve the design and installation of a 420m, two lane temporary diversion upstream of the existing bridge. The temporary bridge and substructure shall be designed in accordance with CAN/ CSA S6-19, "Canadian Highway Bridge Design Code".

Fording or moving equipment through the river, or across any other watercourse, will be strictly prohibited. Temporary culverts or temporary bridging are preferred at such locations where frequent fording would be required.

Bridge construction will meet LU 70 modified that's it and the design load is CL-625. The Department of Transportation and Infrastructure will be improving upon the hydrology of this crossing by increasing the opening (end area) to allow for 100 year flooding projections. It will be performed by contract forces. The various phases will involve:

- (a) field surveys;
- (b) temporary crossing installation;
- (c) demolition of old bridge
- (d) new bridge construction;
- (e) clean-up and rehabilitation.

The potential sources of pollution during construction would be limited to the possible siltation of the river during subgrade construction. To prevent siltation within the river during construction the contractor shall use the mitigation in the Specification book, Sections 815, 816, 817, 818 and 845. In addition, the potential exists for hydrocarbon spillage from temporary fuel storage facilities. Contractors will be advised of the environmental requirements for stream crossings and for

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hydrocarbon spill reporting and the necessity of strict compliance.

The start date currently is unknown but expected as soon as possible and the project is expected to finish June 2027.

Owner's Policy (Division 8, General Specifications Book, 2011)

To ensure protection of the environment, the work at all times shall be subject to inspection by the staff of relevant municipal, provincial and federal agencies. Normally, all inspections other than by the Engineer will be arranged in advance through the Engineer. Any specific matters relating to environmental protection will be dealt with between the Contractor and the Engineer.

Any violations of environmental permits or authorizations or any environmental related incidents which are observed by inspectors representing regulatory agencies are to be reported by them prior to leaving the site to the Engineer. Except in emergency situations, environmental protection measures required by other agencies must be approved by the Engineer prior to implementation by the Contractor.

It is Owner's policy to protect the environment along the route of the project, in areas adjacent the route, and in associated work areas such as pit or quarry sites. DTW is committed to cost-effective environmental protection measures that will prevent serious or irreversible environmental damage through the planning and implementation phases of the project.

Protection of Vegetation and Wetlands

The Contractor shall be made aware that the work required in and around water crossings shall be performed with due care and caution so as to prevent undue disturbance to adjacent vegetation and the environment from construction activities

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and off Right Of Way travel (Section 850). Immediately following and during some construction activities, the Engineer may identify areas requiring seeding/sodding or stabilization by a method to prevent erosion. Damage or disturbance of vegetation and/or wetlands outside the ROW shall be re-vegetated and/or restored to the satisfaction of the Resident Engineer at the Contractor's expense (Section 855).

Storage and Handling of Fuels and Other Hazardous, Toxic, or Dangerous Material

All storage tank systems must be registered under and in compliance with Newfoundland Regulation 58/03, The Storage and Handling of Gasoline and Associated Products Regulations, 2003 before commencing operation. Registration does not apply to storage tank systems of a capacity less than 2500 litres that are connected to a heating appliance. Contractors shall supply verification of storage tank registration to the Engineer prior to the commencement of work (Section 820).

Contractor Environmental Mitigation Plan

A Contractor Environmental Mitigation Plan (**CEMP**), completed by the contractor and approved by DTW before work commences, is required for this project. It is important to note this document won't be available until after the tender has been awarded as TI doesn't know which contractor will be doing the construction.

Elements required in a **CEMP** are:

- Pre-construction planning, including the identification project-environmental interactions (e.g., Valuable Ecosystem Components including: public and worker safety, wildlife, habitat, plants, resource users, etc.);
- Detailed environmental mitigation measures to avoid negative or irreversible environmental impacts;

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- Contingency plans for unplanned events;
- List of DTW and Contractor contacts and reporting numbers; and
- Decommissioning Plan that includes site rehabilitation measures.

The potential for adverse environmental impacts during construction will be minimized as all construction activities will be undertaken in accordance with the environmental requirements of the Department of Transportation Specification Book for transportation projects.

All heavy machinery will be in good running order with functioning exhaust systems. Dust will be at a minimum with a project of this nature where it is excavation and infilling. We don't anticipate dust becoming an issue but if it does, a water truck or other means of containing dust will be implemented. The impact on travelers will be a temporary reduction of speed through the traffic diversion. TI complies with OHS standards.

Prohibitions

The following are directives for the Owner and Contractor in carrying out this project. Reference is also provided to the Section where this prohibition is located in Division 8.

- Contractors, subcontractors and their personnel shall not harass wildlife or waterfowl or unduly disturb fish (Section 805);
- No pesticides or other products shall be used without prior approval of the Owner and the Department of Environment and Climate Change (Section 810);
- The Contractor shall not wash equipment or containers, nor dump herbicides in or near any fresh or salt water bodies, or at any location where the herbicide may enter a body of water (Section 810);
- No person shall discharge into a body of water any sewage or effluent (Section 815);
- The use of equipment or machinery in a watercourse or water body is not

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permitted (Section 815);

- The contractor shall not ford a watercourse without prior approval from the Resident Engineer (Section 815);
- Silted or muddy water is not permitted to be released into any watercourse or water body or into any ditch or areas that leads directly to a watercourse or waterbody (Section 815.07);
- Smoking shall be prohibited within 10 m of a fuel storage area or during refueling operations (Section 820.03);
- Fueling or servicing of mobile equipment shall not be allowed within 100 m of a watercourse, water body, or designated wetlands (Section 820.03);
- The Contractor shall ensure that no servicing or washing of heavy equipment occurs adjacent to watercourses and designated wetlands. Fueling, servicing or washing of equipment shall not be allowed within 100 m of a watercourse (Section 820.04);
- No waste material shall be deposited in any watercourse or wetland (Section 825.01);
- There shall be no open burning of waste material, slash or grubbing material onsite. Rubber tires, waste oil, or similar material shall not be used to ignite slash or used to maintain the burning operation (Section 835);
- Unnecessary cutting of trees is to be avoided. Care will be taken during construction to prevent damage to trees and shrubs adjacent to the flagged clearing limits which are to remain after construction (Section 850);
- The Contractor shall not use living trees as survey marks and shall not cut blazes or otherwise mark live trees except with removable surveyor's tape and/or tags (Section 850);
- The Contractor shall limit equipment travel to the surveyed right-of-way and existing municipal and provincial roads. Use of equipment of any type is not permitted outside the clearing limits of the right of way without prior approval (Section 850); and
- Should any archaeological remains be encountered, such as stone, bone or iron tools, concentrations of bone, fireplaces, house pits and/or foundations, work in the area of the find shall cease immediately in accordance with the Historic Resources Act (RSNL1990 CHAPTER H-4) (Section 860).

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Operation

The bridge is a permanent operation with mitigations including inspections and repair work when needed. Winter maintenance will consist of snow clearing and the application of sand and salt for ice control.

The temporary bridge will serve to allow traffic to continue during the construction of the new bridge. It will be removed once the new bridge is open to traffic.

Occupations

The various types of occupations anticipated for this project include:

- (a) Civil Engineers; 21300
- (b) Structural Engineers; 21300
- (c) Engineering Technicians; 22300
- (d) Road Surveyors; 21203
- (e) Heavy Equipment Operators; 72021
- (f) Drillers and Blasters; 72021
- (g) Carpenters; 7271
- (h) Heavy Equipment Mechanics; 7312
- (i) Labourers; 72013
- (j) Truck Drivers; 72024
- (k) Concrete Finishers; 72014
- (l) Concrete Technicians; 72014
- (m) Material Technicians and Engineers; 22300
- (n) Steel Erectors. 72010
- (o) Senior Environmental Planner 24010

Contract completion is expected to be June 30, 2028. There is an estimate of approximately 50-100 general construction workers during the course of building.

TI projects do not require any project specific hiring. TI will contract the work through a tender as a typical road construction tender. The work does not justify any dedicated project hiring and is a routine project with no extended dedicated

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project resource:

- TI will manage the contractor using existing internal resources. There is no expected/required hiring.
- The Contractor will manage with their normal and existing organizational resources. There is no expected incremental resourcing to what would be in their normal crews/organization.

As such, there is no expected “recruitment/hiring” by either TI or the Contractor.

Project-related Documents

- Contractor Environmental Mitigation Plan.
- Department of Transportation and Infrastructure Specifications Manual

APPROVAL OF THE UNDERTAKING

The following is a list of the permits, licences, approvals that may be necessary for this project:

MAJOR REGULATORY APPROVALS BY TYPE AND AGENCY

Type of Permit	Agency
1. Stream crossing approvals	Dept. of Fisheries & Oceans
3. Stream crossing approval	Water Resources Management Division
4. Fuel storage & handling	Government Services

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5. Solid waste disposal	Government Services
6. Commercial Cutting	Fisheries, Agriculture, and Lands
7. Environmental Assessment	Environment, Conservation, and Climate Change

SCHEDULE

The Department of Transportation and Infrastructure would like to complete the requirements of the Environmental Assessment Act and seek approval for the project by 2026 02 28. A tender call could take place in early spring of 2027 with construction starting shortly after.

COST ESTIMATE

Due to the tendering process and competition between contractors with the costs involved the Department of Transportation and Infrastructure isn't in the position to reveal the potential cost of the project.

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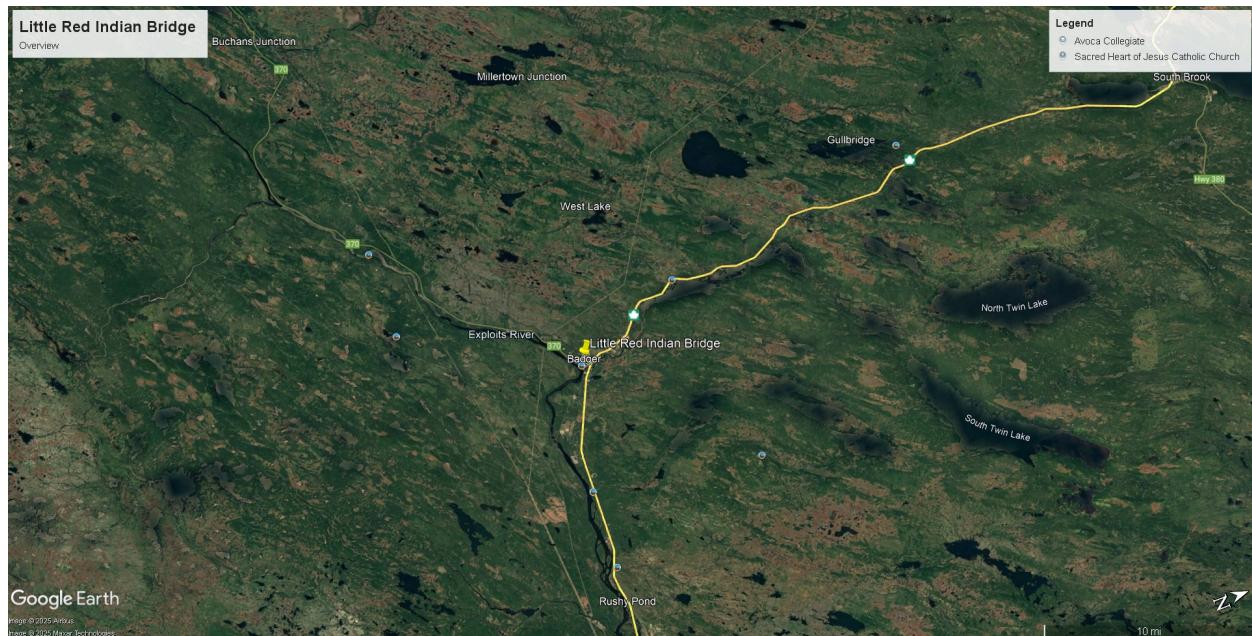
Appendix A

General Project Details



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Map 1: Location on Island



Map 2: Close up of Nearest Receptors

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Map 3: Close-up of Bridge Site

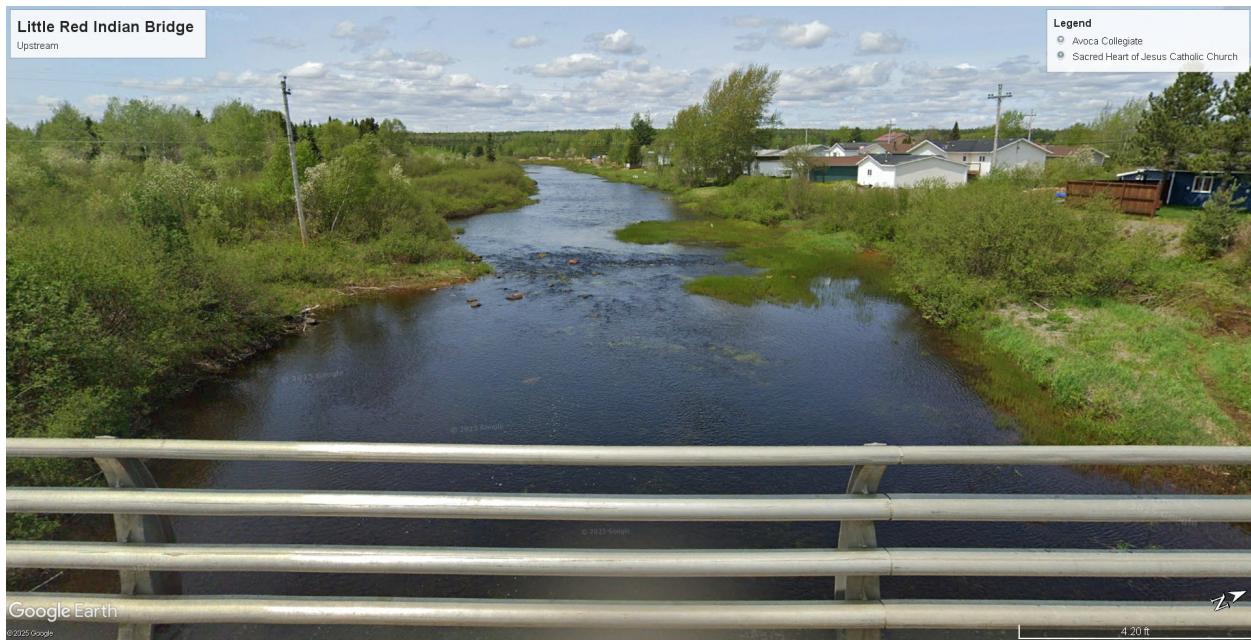
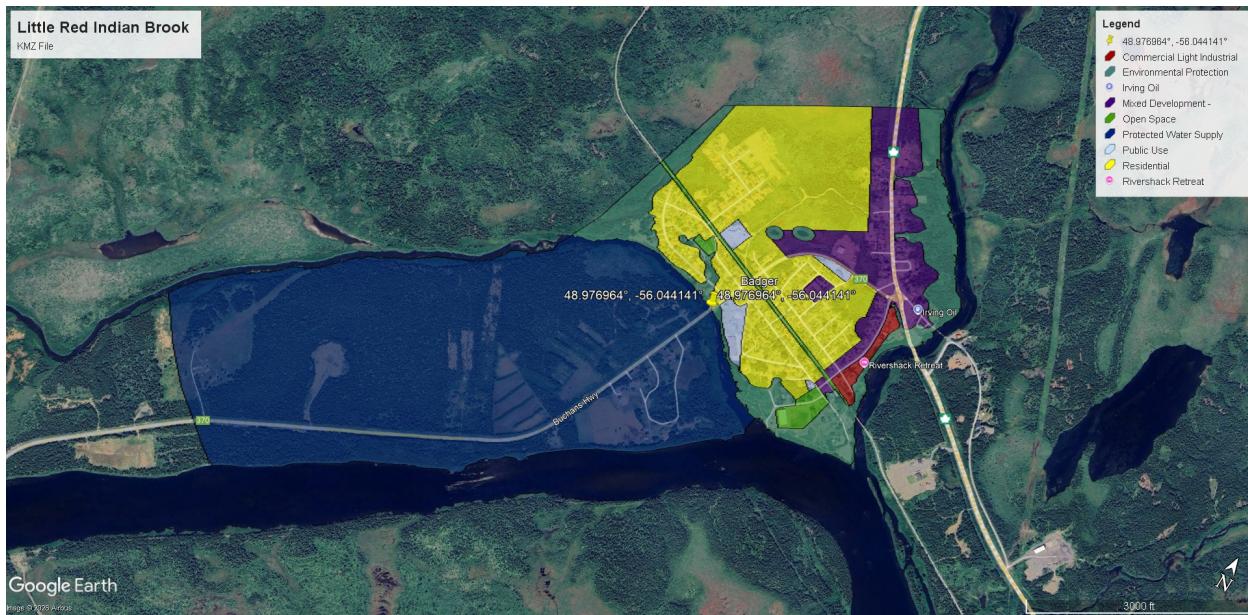


Photo 4: Upstream View of Little Red Indian Brook

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Photo 5: Downstream View of Little Red Indian Brook



KZM File