

**The Burin**

**Peninsula**

**Trailway**

**Project**

The Big Picture

June, 2010

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# **Part 1**

## **On The Trail**

### **Preamble**

In 1994, the Government of Newfoundland and Labrador enacted legislation that required ATVs to be driven on approved trails only. Most ATVers on the Burin Peninsula had no place to ride. Almost immediately, trail associations were formed for the purpose of building and maintaining community trails. Over the past fifteen years, several hundred kilometers of trail have been constructed. For the most part, funding came from association members and fund raising. These trails provided access to rivers, ponds, and other remote wilderness spots all around the Burin Peninsula.

It did not take long for some to notice a tourism potential. Because these trails were all around the Peninsula, additional trail could link them to create at least two loop trails that would include most communities. In 2007, Heritage Run Tourism Association (HRTA) formed a committee to investigate the possibilities. In 2009, that committee found government funding to start construction of the Burin Peninsula Trailway. Almost \$192 000 was used to construct forty- five kilometers of new trail to link trails on the Fortune Bay side and Placentia Bay side of the Peninsula. Working with three trail associations, Phase 1 of a five-year plan turned two short trails into an eighty-km full day excursion on the first proposed Trailway loop. In that year, the HRTA committee evolved into the Burin Peninsula Trailway Board Inc. That Board, made up of, and representing twelve Peninsula Trail Associations, is now seeking funding to build an additional thirty kilometers of trail in Phase 2 of the Project. This will complete the first loop of the trail network as well as build some new trail to assist in the creation of a second.

The purpose of the Burin Peninsula Trailway Project is to bring ATVers, and other trail users, to the Burin Peninsula. Thousands ride the NL T’Railway every year. The plan is to build a link from the Burin Peninsula trail network to the NL T’Railway at Goobies, to bring some of that traffic to the Boot.

This document will detail a multi-year plan to create the Burin Peninsula Trailway.

### **The Long Term Plan**

The next page shows a map that shows the Burin Peninsula Trailway as envisioned by the Burin Peninsula Trailway Board. Two complete loops are included, as well as the link to the NL T’Railway at Goobies. Almost all communities on the Peninsula are linked to the trail network.

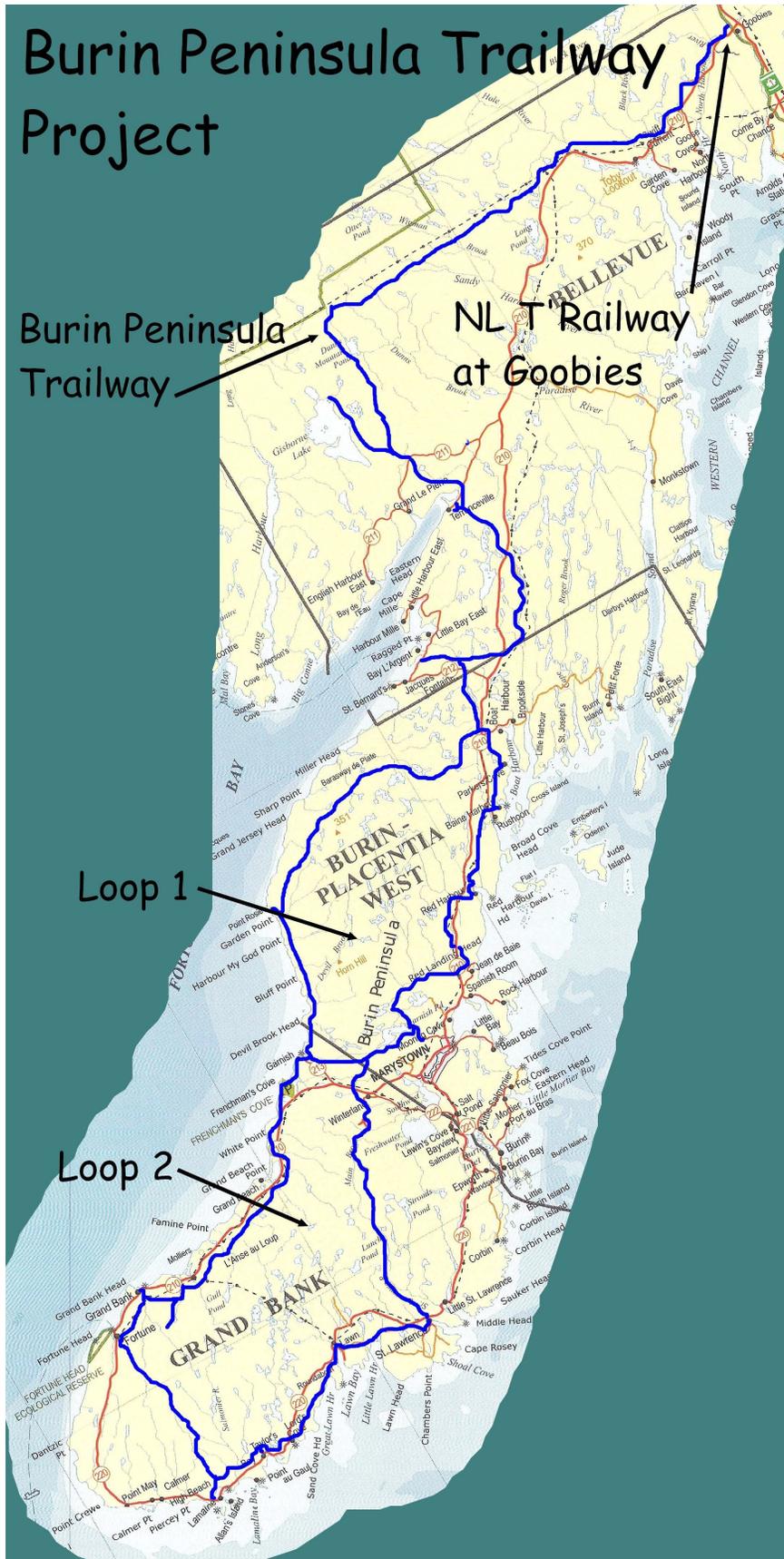
# Burin Peninsula Trailway Project

Burin Peninsula Trailway

NL T Railway at Goobies

Loop 1

Loop 2



## On the Trail

Let's follow the trail from the NL T' Railway at Goobies. Imagine you are driving ATV or snowmobile, or hiking, east from Clarenville. Near Goobies, there is an intersection. Signage indicates that turning right (South), will take you to the Burin Peninsula Trailway network. A large map, similar to the previous page, will show more than 400 kilometers of trail adventure. A right turn will take the traveler through the forest and across the barrens and marshes towards Swift Current. An abandoned dirt road that runs through cottage country is the trail bed for the first twenty kilometers. Not much further, along, the trail crosses Black River, a prolific salmon fishing river. From there, new trail leads to the high hills behind Swift Current. This picturesque community is wedged between a range of high hills and Placentia Bay. A branch trail leads the traveler from the main trail to Kilmory Resort where cabins and campgrounds are available. A convenience store will sell you anything you need to continue your journey. From Kilmory, you can book a side trip to a resettled island community, Woody Island, now partly restored, and an adventure in itself.

Swift Current is also the home of a large automobile museum. You may be interested in the large number of restored antique cars and trucks, perfectly preserved, and almost ready to drive away.

Continuing on down the Peninsula, you will cross another salmon fisherman paradise, Piper's Hole. There is a small camping park near the bridge for those who prefer to rough it. The trail takes you up Mile Hill, accurately named, to the high ground where a splendid view of the area awaits. For the next fifty kilometers the trail runs by hundreds of ponds and small stream where trout fishing is popular. Once you arrive at the Grand Le Pierre Trail, you will see Gisbourne Lake in the distance. One of the largest bodies of fresh water in the Province, this lake is a serious destination for salmon and trout fishermen, hunters and nature lovers of every stripe. The next thirty kilometers will take you to a branch trail that will lead you to a small camping park in the fishing outport of Grand Le Pierre. You can buy gasoline, groceries and other supplies, and enjoy the service of a bed and breakfast.

Back on the Trailway, travelling south, a short branch trail will take you to Terrenceville. This community was a major transportation hub years ago, the start and stop point for the ferries that plied the coast of southern Newfoundland, visiting all outports as far west as Port au Basques. A long sandbar stretches far out into the bay, a beachcomber's dream. The Trailway travels over high ground and the view of Fortune Bay and surrounding area is spectacular. You will find similar amenities as at your previous stop.

The next leg of your trip will take you close to Grandy's Pond, another large body of fresh water. Clam Brook, a salmon fisherman's dream, is just beyond, near an abandoned stretch of dirt road that has been converted to cabin country and ATV trail. Soon you will take the Berry Hill Trail and return to Fortune Bay. Forest, ponds and barrens will take you to Sugar Loaf Mountain and the trail to Bay L'Argent. Trail elevation at this point is almost 700 ft. and looks down directly into the narrow bay and the little

community. Just off the main Trailway, and down the hill, a small camping park awaits. A bed and breakfast is available. Gasoline is available but you have to drive more than three kilometers down a paved road, one that travels between the high cliffs on one side and the salt water of Fortune Bay on the other.

From Bay L'Argent, you can take the ferry for a day trip to Rencontre East and Pool's Cove. The former is completely isolated, except for the ferry. There are no roads to speak of but well-maintained by-ways, mostly traveled by ATVs, will take you, in just a few minutes, around the isolated community. You can buy groceries and supplies and find lodging in a bed and breakfast. The community is located underneath a range of high hills and the scenery alone makes the visit worthwhile.

Back on the Trailway, you will travel towards another mountain, the highest, and one of the most accessible on the Burin Peninsula, the Powderhorn. Before you get there you will find the access trail to the community of St. Bernards / Jacques Fontaine. These are prosperous fishing communities. Between them, they have two gas stations, a convenience store / Take Out and larger grocery store. Both communities have access trails to the Trailway. The view alone of both communities and Fortune Bay from Tom Stone's Hill makes this a worthwhile side trip.

### **Travelling Loop One on the Burin Peninsula Trailway**

After travelling 135 kilometers from Goobies, you arrive at a major intersection. At the Powderhorn Trail, near Boat Harbour, we will turn left and turn onto the first loop on the Burin Peninsula Trailway. A left turn will take you to Boat Harbour and the services of the Midway Gas Bar and Restaurant. Next to the Midway is Livyer's Lot, a reconstructed home, craft shop and museum, a project of the Placentia Bay Development Association. Here you can go back in time, to Newfoundland as it existed 100 years ago.

Continuing on your way, you arrive in time, at Parker's Cove, Baine Harbour, Rushoon and Red Harbour. All of these are picturesque outport fishing communities, the last three connected by an abandoned dirt road that has been converted into ATV trail. All of these communities have convenience stores, but few other amenities. You will pass numerous ponds and streams and go around The Horseshoe. This is a place near Red Harbour where the trail turns back on itself to cross a large stream. The view of Placentia Bay and the fishing premises of Red Harbour will make you want to stop for a closer look. The community of Red Harbour was resettled from Port Elizabeth, an island in Placentia Bay. It is one of the few, perhaps the only community, where everyone moved, as a community, from one isolated location to one that is not. You cannot help but notice the Port Elizabeth style homes situated among those more modern. The Trailway crosses Route 210 just before arriving at Red Harbour.

Continuing your journey from Red Harbour, you will travel up Red Harbour Hill and onto Jean de Baie, another outport fishing community. After crossing Route 210, the Trailway will take you to the wilderness of the Black River / Garnish Pond water shed. These are large bodies of fresh water, a paradise for salmon and trout fisherman, boaters,

and hunters. The Marystown Trail system will take you down the Black River, and along a trail that skirts the south side of Garnish Pond. Garnish Pond Road, a six kilometers trip, will take you to Marystown, the largest community on the Burin Peninsula. The trail comes into Town not far from the downtown and any amenity or convenience you can find in any major community in the Province is within walking distance. You can drive your ATV to the HRTA information center where you can learn about all the places in town, and on the Peninsula, that are worth visiting. Walmart is just across the street and a Farmer's Market right next door. From the Information Center, you can see several outdoor recreational dealerships, car rental companies, and lots more.

If you are not familiar with the area, you can easily spend several days visiting the museums, public gardens and walking trails in Marystown. Burin, just ten kilometers up the road, is an adventure in itself. You can visit restored buildings, museums, board walk trails and see the site and learn the details of the 1929 tsunami. Golden Sands, open during summer, is a favourite beach area for swimming and just relaxing on the sand. Winterland, a farming community, has an ecotrail that will help you discover the flora and fauna of the region. You might even get to see an oil rig parked in Mortier Bay, one of the few refit and repair centers for those behemoths on the continent. Shop to your heart's content at Walmart, Canadian Tire, Sobey's and any number of other brand name and specialty stores in two malls.

At this point you are half way around the first loop in the Burin Peninsula Trailway and have traveled more than 200 kilometers from your start point at Goobies. Scenery of a completely different sort is yet to come.

Back on the Trailway, you will return to Garnish Pond. From there you will travel twelve kilometers down the Garnish River, another salmon river, and onto Garnish and the start of the Garnish-Point Rosie Trail. While travelling the River, you will pass the intersection that leads to the second loop of the Burin Peninsula Trailway, but we will leave that one for later. At Garnish, and for the next twenty-five kilometers, you will have the taste of salt water on your lips. Before leaving Garnish, you may want to travel the Trailway to Frenchman's Cove for a round or two of Golf at Grande Meadows, a nine-hole course with an excellent reputation. Mulligan's Restaurant in the Club House, provides a full range of dining services. You can camp out in Frenchman's Cove Provincial Park, between May 20 and Sept. 10. In Garnish, you can purchase gasoline and groceries. Cabin rentals are available at both Garnish and Frenchman's Cove. Garnish is also the home of the Long Ridge Hiking Trail. This one is for the physically fit, offering fantastic view points of both communities and Fortune Bay if you are up to climbing a series of stairs that lead to a high range of hills between the two Towns.

Garnish is unique in that all of its streets are designated by the local municipal government as ATV trailway. As such, ATVs are street legal and must comply with all the regulations of the NL ATV Regulations as well as the NL Highway Traffic Act. For the trip to Frenchman's Cove, you can follow the signs through Town until you arrive at a two km stretch of Fortune Bay beach that will take you to "The Cove." Once there, the golf course and the park are just across Route 213.

Now, onto Point Rosie. Twenty-four kilometers of sea shore trail will take you to the resettled community of Point Rosie. Travelling never far from the shoreline of Fortune Bay, you will cross Devil's Brook, Scott's Brook, and others, as well as several long stretches of beach. Along the way, in season, you can watch, and chat with lobster fishermen from the beach. Pick berries, trout, bird watch and walk the beaches. At Point Rosie, you will find a picturesque cabin community that boasts two graveyards. Wildlife such as caribou are common around Town. Eagles nest in the high cliffs.

After Point Rosie, the trail takes you away from the coastline. Travel through the forest along the Eastern River, and onto the wilderness area of Peltry. Caribou and moose are seen on a daily basis along this stretch of trail. The terrain becomes treeless, dotted with ponds, some of which have never been fished. Long before you arrive, you will see the highest landmark along the entire Trailway, the Powderhorn Mountain. The bravest can drive ATV right to the summit, 1 100 feet above sea level. This is not encouraged. The Trailway travels one side of the mountain, half way to the top. A short, but not too steep hike, will give you a view of both Placentia and Fortune Bay, on a clear day, and for dozens of kilometers all around.

Ten kilometers further on, you will arrive at the intersection that will return you north to Goobies and the NL T'Railway. We have traveled 150 kilometers around Loop 1 and almost 300 since we left the T'Railway at Goobies. Along the way, we may have visited more than a dozen communities. And the trip is not yet done. A second loop on the Burin Peninsula Trailway, equally exciting, and offering even different scenery and attractions await.

### **Travelling Loop 2 on the Burin Peninsula Trailway**

Let us imagine you have driven your ATV from the NL T'Railway at Goobies south on the Burin Peninsula Trailway to Marystown. You may have started your trip with an overnight at Kilmory Resort and perhaps a visit to Woody Island. You certainly topped up your gasoline tanks at Grand Le Pierre, and perhaps walked the sand bar at Terrenceville. At St. Bernard's you may have watched lobster being landed and at Livyer's Lot, traveled back in time more than 100 years. At the Midway Restaurant, near Boat Harbour, you purchased more gasoline and perhaps enjoyed one of their first class meals. Certainly, you made use of the trail facilities such as outdoor privies, along the way. Certainly, you used one of the many picnic table sites to have a snack or a meal. Perhaps you caught the trout at some pond near the trail. You may have spent the night at a bed and breakfast. Perhaps, you used one of the trail shelters to get out of a rain squall, or to spend the night, depending on the situation. Perhaps, you had to brake suddenly because a moose was occupying some of the trail just ahead, or a herd of caribou was occupying all of it, and in no hurry to let you drive by. You saw rabbits and partridges, and eagles. You likely did not see any bears because they saw you first. On top of Sugar Loaf mountain at Bay L'Argent, and in many other places, your camera was put to good use. By the time you arrived in Marystown, three days after leaving Goobies, your video camera tape or flash memory was full and the card in your digital camera was

nearing capacity. You had to rush off to Walmart or The Source to find more camera memory. After spending several days checking out the many attractions in Marystown, the trail took you down the Garnish River where you may have enticed a salmon to take your fly at one of the many fishing holes. At Garnish, you drove along ATV friendly streets, then along a two kilometer beach on the shores of Fortune Bay to Frenchman's Cove. There you spent several days camping in the provincial park or in one of the rental cabins while testing your skills on the only golf course on the Burin Peninsula. And perhaps you saw the scenery from the heights of the Long Ridge Hiking Trail in Garnish. Now, you are ready for more trail riding.

After all of that, you say, what else can there be to see? Lots and lots, including the site of a tragic shipwreck during WW 2, a 500 million year old world heritage site archeological dig, miners museum and dinner theatre. And lots more, all part of the Burin Peninsula Trailway Adventure.

At Garnish, the trail makes a left turn toward Frenchman's Cove. Still travelling south, and east, we are now on our way to Grand Bank, Fortune and communities around the Boot including St. Lawrence. This is the second complete loop in the Burin Peninsula Trailway network, reconnecting to Loop 1 at the trail along the Garnish River between Garnish and Garnish Pond via the Winterland Trail. From start to finish, this Loop 2 trail is more 150 kilometers.

After Frenchman's Cove, the Trailway travels several stretches of Fortune Bay Beach towards Grand Beach. At this small fishing outport, the trail leaves the coast and turns inland to get around Grand Beach Barachois. It crosses Route 210 twice before returning to the coastline just south of Grand Beach. Some very scenic shoreline, Barachois and the red cliffs of Crouse make this an interesting leg of the trip. At Crouse, the trail leaves the shoreline once again and turns towards the interior. Six kilometers of new trail run through wilderness that includes scenery unlike anything yet seen. This will take the trail user to Lance au Loup Road, cabin country, and the Lance au Loup Trailway at the historic town of Grand Bank.

Grand Bank is an historic community with deep roots in the fishery. You can visit a memorial to seaman, Seaman's Memorial Museum, and walk the small harbour front. Historic architecture in the town has been preserved allowing the visitor to step back in time while walking the narrow streets. All amenities are available including a swimming pool. Granny's Motor Inn is just a short hop down a paved road from the Trailway access. The town is famous for its dinner theatre, during summer season. You can have a fine meal and get a good laugh, all at a reasonable cost.

Once you leave Grand Bank, you will travel towards Grand Bank Brook where a bridge will take you to the Fortune Trail system. Fortune, too, has all amenities. Just beyond Fortune, and not far from the Trailway, you will find Fortune Head. A cliff exposed some 500 – 600 million years ago show fossil remains of the first multi-cellular organisms which are more recognizable here than elsewhere else on the planet. At Fortune, you might wish to visit France. Several times each day, two ferries make the

ninety minute trip from Fortune to St. Pierre, just off the Peninsula's South Coast. At Fortune, you might wish to overnight at Horsebrook Campground. Trail users can also enjoy the comfort of the B & B Breakfast & Efficiency units, just minutes from the Trail.

Just beyond the Ecological Reserve area at Fortune Head, riders can visit the Fortune Light House Station. From its tower, you can see the French Islands of St. Pierre et Miquelon and watch the fishing boats as they fish. An adjacent rest area provides comfort for an outdoor picnic. Not far away is the Grassy Patch Trail where riders will find a gazebo and rest area. Stop, relax and enjoy the fresh air of Fortune Bay, or do a little beachcombing along the miles of salt water shoreline that extend to the most southern part of the Peninsula

After Fortune, the Trailway turns due south towards Lamaline, the most southerly community on the Island of Newfoundland. Branch trails will take you to fishing outposts including Point May, Lamaline, Lord's Cove and Lawn. Some of these have no amenities but all are worth a visit. Much of the trail runs not far from the sea shore offering splendid views of the wild Atlantic. At Lord's Cove, dirt road has been converted into ATV trail and will take you Lawn, and onto the St. Lawrence Trail System.

You cannot drive ATV to the site of the Pollock and Truxton wreck, but you can get there by way of an excellent walking trail. The site is now a memorial to the wreckage of two U.S. navy ships that struck the cliffs in a blinding snow storm not far from St. Lawrence. Books have been written about the event and the rescue operation performed under the most extreme conditions by hardy locals. This is a must-see location, at least once. St. Lawrence was once the home of a fluorspar mine, now closed. The mine left a tragic legacy with regard to the large number of miners who suffered very early deaths due to illness contracted from working underground. There is a miner's museum on Route 210 and that too, is a must-see at least once. In the town, you will find all the amenities the traveler could wish for.

The St. Lawrence Trail system includes many kilometers of dirt road built during the days of the mining operations. The Trailway turns north from St. Lawrence and travels along rivers, besides ponds and through the forest to Main Brook Road, part of the Winterland Trail System. While on Main Brook Road, an access trail provides a short side trip to the sandy shores of Fresh Pond. This large body of fresh water is a boater's paradise. Main Brook and the ATV trail arrive at the Pond not far from each other. This is an excellent place to camp out while trying for the elusive salmon. Golden Sands Resort is on the same shore but you will need a canoe or small boat to get there.

The Trailway turns left on Main Brook Ridge just before Winterland and continues North. It crosses Route 210 and continues across the barrens and through the forest to the Trailway not far from the Garnish River. From here, you can travel down river to Garnish or upriver to Garnish Pond and the Marystown Trail System.

The second loop in the Burin Peninsula Trailway takes the rider more than 150 kilometers around the toe of the Boot that is the Burin Peninsula. There are many historic attractions along the way, as well as lots of interesting wilderness and seashore areas. As for Loop 1, there are numerous places to fish for trout and some places, for salmon. Berries, particularly the Bakeapple, grow in large numbers along part of this trip. There are no commercial campgrounds except for Horsebrook Park in Fortune, but there are numerous places that are ideal for an overnight campout. As for Loop One, in strategic locations, outdoor facilities including picnic tables and shelters are provided for the comfort and convenience of the traveler.

Our trip around Loop 2 has taken us more than 125 kilometers, right around the boot of the Burin Peninsula. Our odometers will show more than 400 kilometers since we left the NL T' Railway at Goobies, up to 600 if we choose to drive our ATV all the way back to where we started. There are enough interesting communities and sights to see to make such a trip last well over a week. Hikers could spend a whole summer exploring the resettled communities, observing the wildlife and landscape without covering the same ground twice. Because of this multi-day experience, we anticipate lots will want to do all or part of it, ensuring a significant economic boost to the Burin Peninsula tourism industry.

### **Long Term Potential Benefits of Project**

1. Cabin rental operations in communities along the Trail will likely see an increase in rental nights. If there is a major increase in reservations, it might lead to the construction of new rental units.
2. Retailers of gasoline and groceries will see more off - Peninsula vehicles in their parking lots.
3. There will most likely be applications made to construct summer homes along the newly constructed trail. There are any number of ponds and streams that will become accessible and which are ideal for such investment. Building supply companies and local trades people will benefit.
4. There will be potential for a cabin rental operation or a lodge along the Trail. Lots of users now overnight with tents but on a longer trail of up to 200 kilometers one way, such as the loop trail will make possible, some will likely wish to purchase cabin accommodation.
5. Anyone who has traveled or interested in travelling the Newfoundland Trailway will want to experience our loop trail. We know several thousand adventure tourist bring their ATVs across on the Gulf Ferries every year. We anticipate many of those will want to come to experience the Burin Peninsula

Loop Trail. Needless to say, the tourist dollars they leave behind will be a welcome stimulus to the local economy.

6. There will be potential for tour operators and guide services for those who wish to see the see caribou, eagles and other wildlife.
7. There is potential for an equipment rental operation. ATVs, snowmobiles, cross country skis, kayak and canoes for rent will save the off - Peninsula user the trouble and expense of towing or bringing such gear over long distances

## Part 2

### Construction Phases

(Next Page)

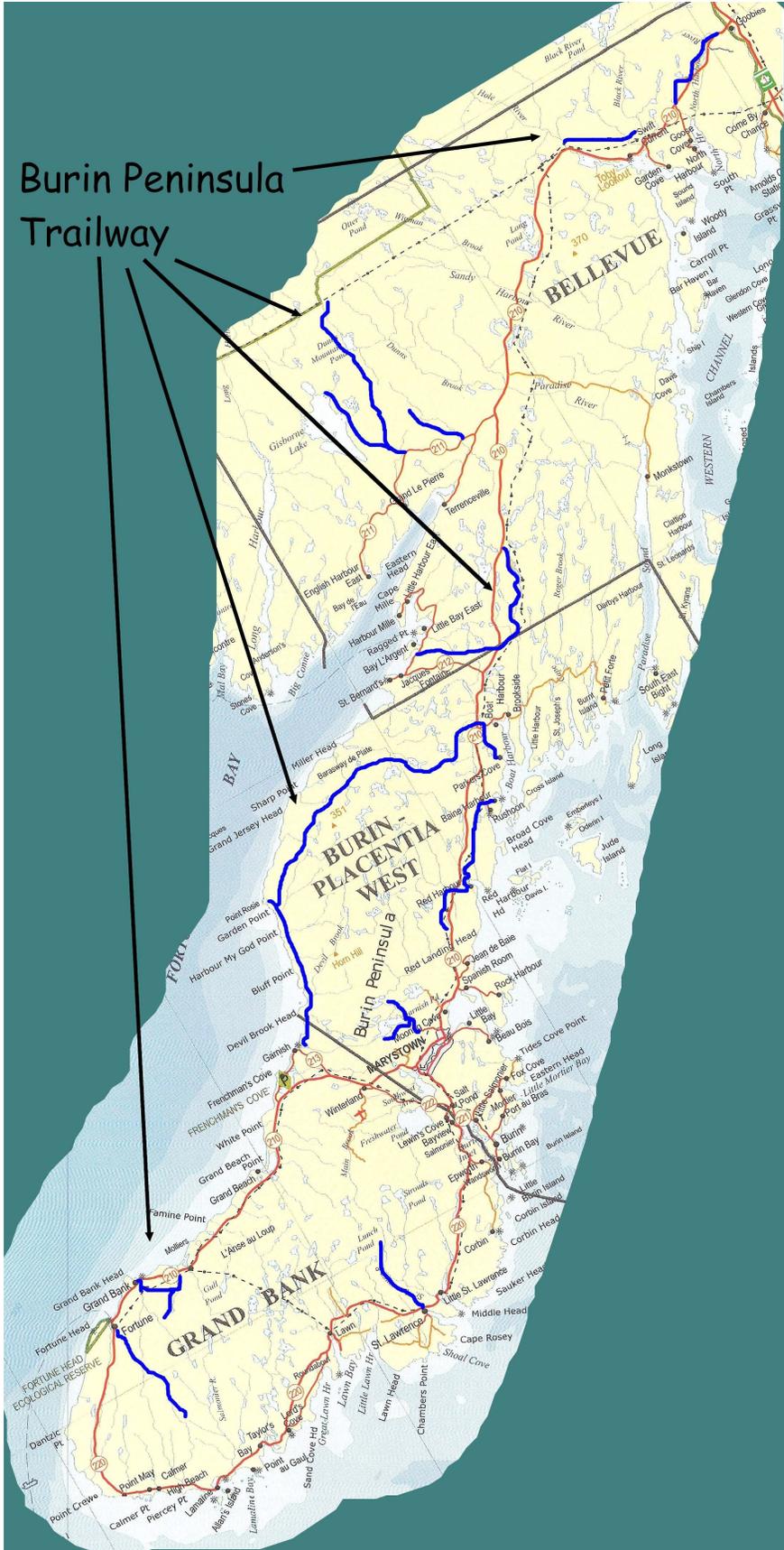
## **Phase 1 – 2009 Completed**

The Proponent for Phase 1 construction was Heritage Run Tourism Association. A subcommittee was successful in finding government funding of \$192 000 to construct forty-five kilometers of new trail. The longest stretch of new trail connected existing trails, the Garnish - Point Rosie Trail, constructed and managed by the Garnish – Point Rosie Trail Association, Inc. and the Powderhorn Trail, constructed and managed by the Powderhorn Blazers of Boat Harbour. The shorter ten kilometers stretch of new trail connected the Powderhorn Trail to the Parkers Cove trail. This created a continuous trail of eighty – five kilometers, a full-day, one-way ATV trip. Another five kilometers were build to extend the Lance au Loup Trailway towards the Garnish-Point Rosie trail.

Phase 1 construction completed in March, 2009. The map below shows the existing trail as well as the new trail. In April, 2010, the Burin Peninsula Trailway Project looked as follows:

**Burin Peninsula Trailway  
March 2010  
After Phase 1 Construction  
(See next page.)**

Burin Peninsula  
Trailway



## **Phase 2**

### **New Construction Proposed for Phase 2**

Job 1 - Additional trail to be constructed to finish the loop are as follows:

- 6 kilometers - Parker's Cove to Rushoon
- 2 kilometers - Red Harbour to Jean de Baie
- 10 kilometers - Jean de Baie to Marystown Black River Trail
- 10 kilometers - Marystown Trail System to Garnish – Point Rosie Trail

Job 1 - Total new trail construction – 28 kilometers

Job 2 - Trail to be constructed to connect other trails and communities to the loop are as follows:

- 7.5 kilometers - Lance au Loup Trailway towards Burin Peninsula Trailway
- 7.5 kilometers - Fortune Trail to connect to Lamaline Trail
- 7.5 kilometers - St. Lawrence Trail system towards Winterland trail and the Trailway
- 12.5 kilometers - Powderhorn Trail to Berry Hill Trail – to assist with connection of Burin Peninsula Trailway to NL T'Railway at Goobies.

Job 2 - Total new Trail construction – 35 kilometers

Total new trail to be constructed in Phase 2 – 63 kilometers.

## Budget/Financial

### Cost Breakdown

#### Phase 2 - (2010)

Phase 1 trail excavation in 2009 determined that trail construction is, on average, \$ 4 500 per kilometer. A cost breakdown might look as follows:

• Excavator Cost (63 km X \$ 4 500)	-	\$ 283 500
• Foreman, Carpenter and Labour wages	-	\$ 208 281
• Bridging, picnic tables, privies, etc., materials -	-	\$ 20 000
• Signage	-	\$ 2 000
• Promotion	-	\$ 10 000
<u>Total Investment Required:</u>	-	<u>\$ 523 781</u>

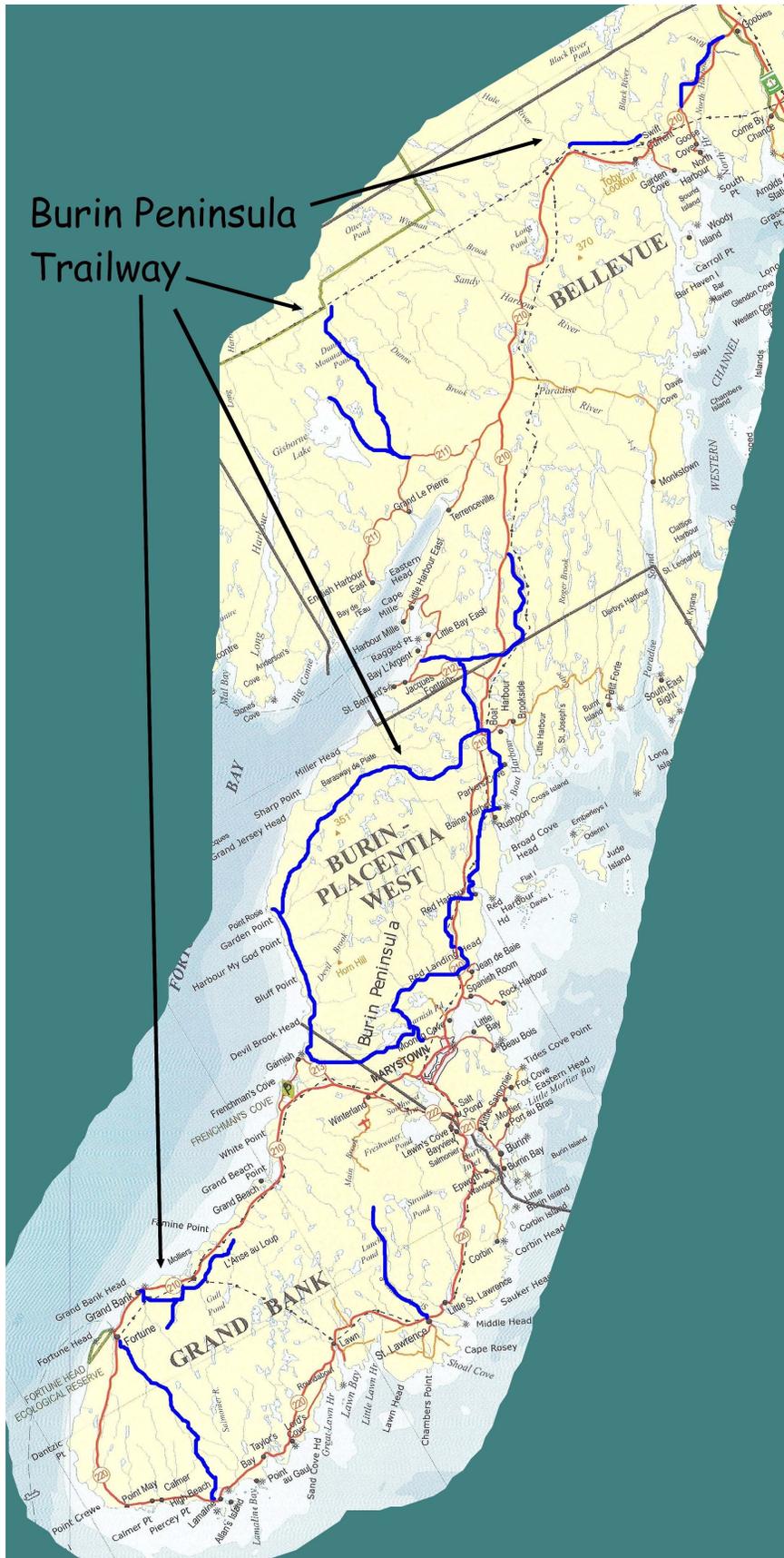
#### Labour Component Breakdown from above:

2 Forepersons x \$16 x 14 wks x 40 hrs per wk	= 20 480.00
4 Carpenters x \$14 x 14 x 40	= 31 360.00
6 Labourers x \$12 x 14 x 40	= 40 320.00
13% MERC's	= 11 981.00
Total labour required	= <u>208 281.00</u>

## Burin Peninsula Trailway

### After Phase 2 Construction

(See map on next page.)



### Phase 3:

Job 1 - 20 kilometers - Link the Berry Hill Trail from end of Baie de Loup Road to Terrenceville - Grand le Pierre Trail Systems in anticipation of the link to the NL T' Railway at Goobies.

Job 2 - 10 kilometers - Build additional trail from Grand Bank Lance au Loup Trailway to establish link to Trailway at Garnish.

Job. 3 – 3 kilometers – Build trail to link Fortune Trails to Grand Bank Brook. Build bridge to connect to Grand Bank Trail system.

Job 4 - 10 kilometers - Lamaline Trail system towards Lord's Cove

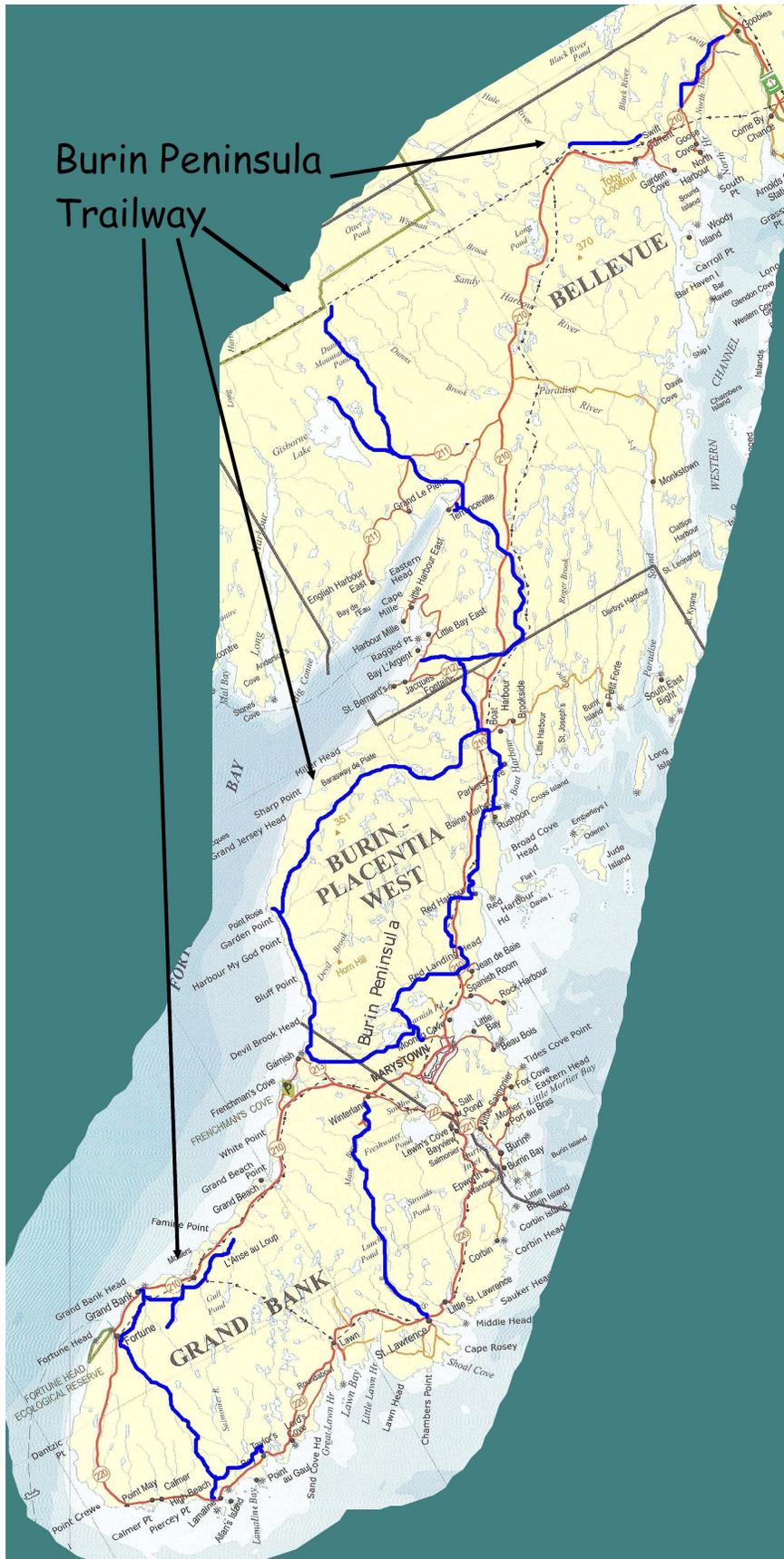
Job 5 - 10 – kilometers - Extend St. Lawrence Trails to Main Brook Road and Winterland Trail system to assist with connection to Trailway near Marystown.

• Excavator Cost (53 km X \$ 4 500)	-	\$ 238 500
• Supervisor Carpenter / labour wages	-	\$ 80 000
• Bridging, picnic tables, privies, etc., materials	-	\$ 10 000
• Signage	-	\$ 4 000
• Promotion	-	\$ 2 000
<u>Total Investment Required:</u>		<u>\$ 334 500</u>

## Burin Peninsula Trailway

### After Phase 3 Construction

(See map on next page.)



#### **Phase 4:**

Job 1 - 20 kilometers – Link Grand le Pierre Trail System to Swift Current Trail in anticipation of the link to the T’Railway at Goobies.

Job 2 - 10 kilometers – Extend Lance au Loup Trailway past Grand Beach towards Frenchman’s Cove.

Job 3 - 10 kilometers - Extend the Lamaline Trail system To Lord’s Cove so as to complete link to St. Lawrence Trail System.

Job 4 -10 km - Extend trail from Winterland trail system to Trailway close to Marystown, completing this link of Loop 2.

• Excavator Cost (50 km X \$ 4 500)	-	\$ 225 000
• Supervisor Carpenter / labour wages	-	\$ 60 000
• Bridging, picnic tables, privies, etc., materials	-	\$ 12 000
• Signage	-	\$ 4 000
• Promotion	-	\$ 2 000

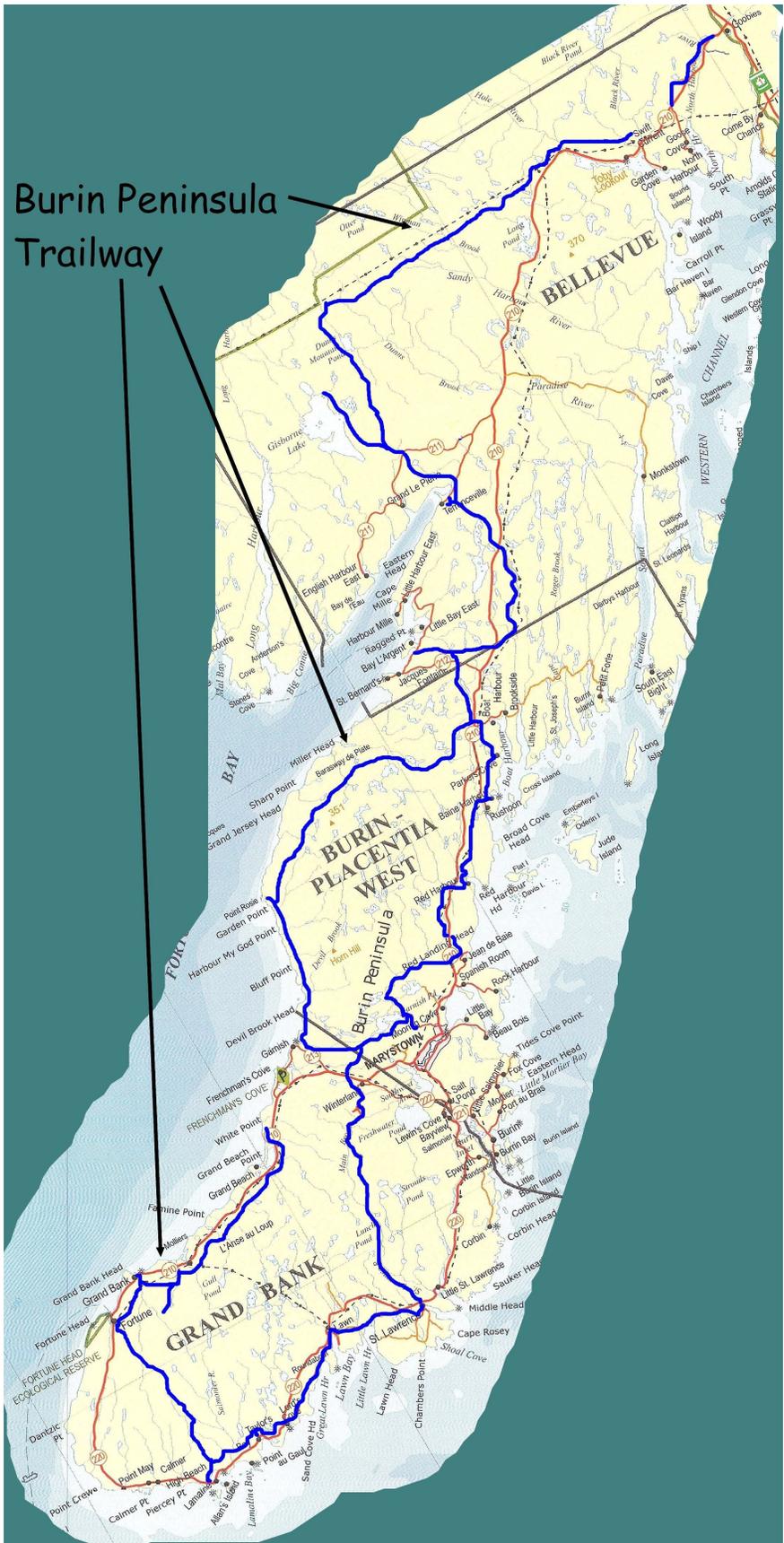
Total Investment Required:                    \$ 303 000

## **Burin Peninsula Trailway**

### **After Phase 4 Construction**

(See map on next page.)

Burin Peninsula  
Trailway



## Phase 5:

Job 1 – 10 km Complete link from Swift Current to abandoned dirt road at North Harbour intersection, completing the link to the NL T’Railway at Goobies.

Job 2 – 10 km Complete link from Lance au Loup Trail from Grand Beach to Garnish to complete Loop 2

Job 3 – Erect signage at intersection at Goobies. Touch up trouble spots along Trailway to ensure all trailway at acceptable standards.

Excavator Cost (20 km X \$ 4 500)	-	\$ 90 000
• Supervisor, Carpenter / Labour wages	-	\$ 60 000
• Bridging, picnic tables, privies, etc., materials	-	\$ 22 000
• Signage	-	\$ 14 000
• Promotion	-	\$ 2 000
	<u>Total Investment Required:</u>	\$ 188 000

# Burin Peninsula Trailway

## After Phase 5 Construction

(See map on next page.)

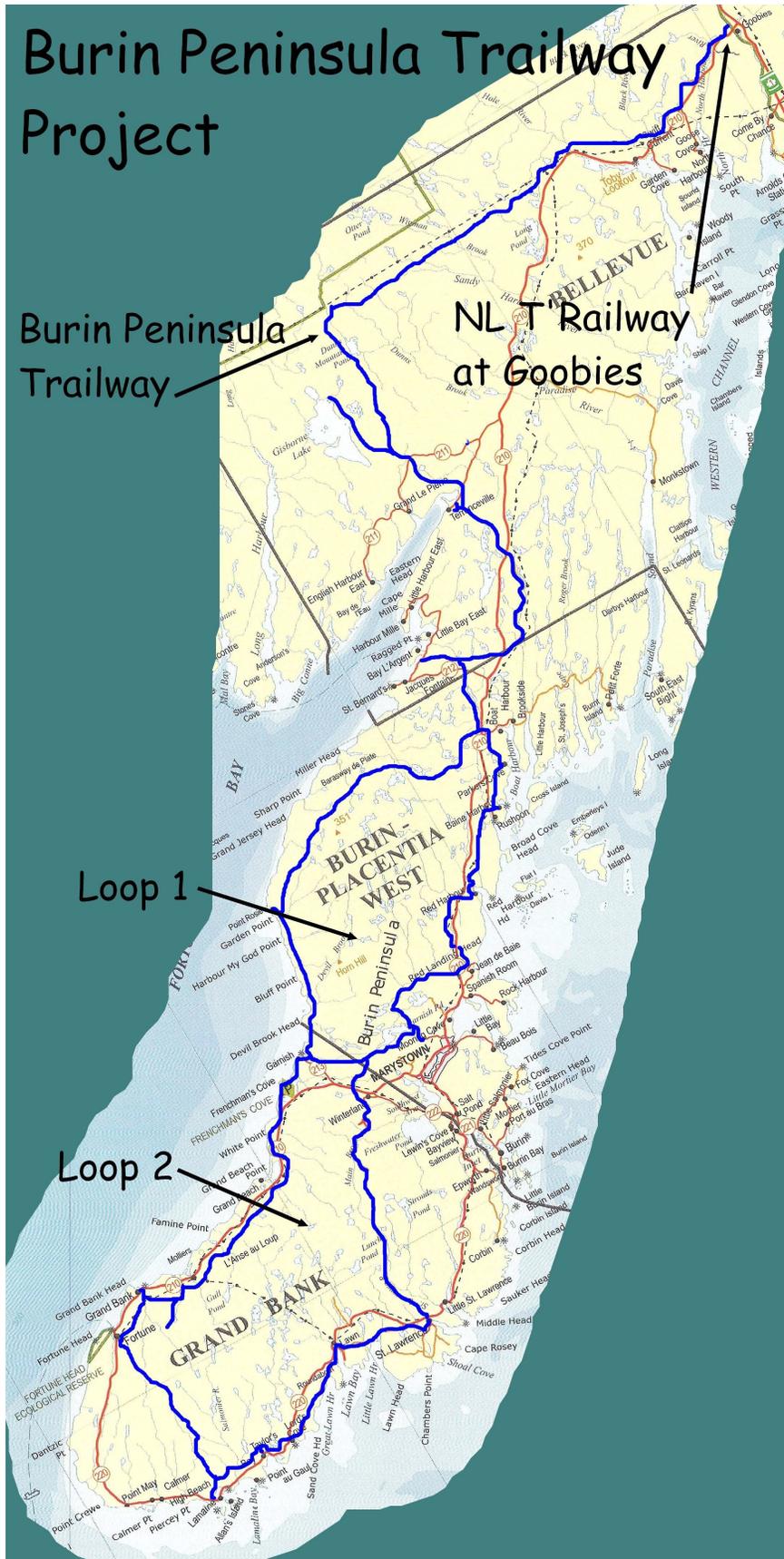
# Burin Peninsula Trailway Project

Burin Peninsula Trailway

NL T Railway at Goobies

Loop 1

Loop 2



## Costing Burin Peninsula Trailway Project

Phase 2 - 2010	\$ 523 781
Phase 3 - 2011	\$ 334 500
Phase 4 - 2012	\$ 303 000
Phase 5 - 2013	\$ 188 000

Total Project Cost     \$ 1 349 281

\*NOTE: Figures for cost of Phases 3 – 5 are estimates.

### Summary

We have all remarked at the beautiful video and print ads the Newfoundland and Labrador Government produces every year to entice tourist to visit our unique and very interesting island part of the world. The national and international ad campaigns say come see our icebergs, whales, and national parks. Sadly, the Burin Peninsula has neither of these. But we do have lots to offer any visitor. Almost every Peninsula community has a museum. We have dinner theatre at Grand Bank, a golf course, and several parks for campers. We have historic sites, an abundance of hiking trails, salmon rivers, and much more. Each and every one of these is unique in its own right, but not very different from what you will find in communities all over the Island. Nowhere in the Province is there an opportunity like the Burin Peninsula Trailway. The closest thing to it are the woods roads of central and western Newfoundland, and the NL T’Railway. Neither of these can offer anything compared to the wildness, wildlife and scenery that travelers on the Burin Peninsula Trailway will find. This Project may well be the only possibility in our lifetime to do something for the Peninsula economy that will really and truly put our “Boot” on the tourism map as a premier destination. As a clever man once said, and which has been echoed many times since, we know, “If we build it, they will come”.

Prepared by:

Burin Peninsula Trailway Board Inc.

Executive Members:

Chair Gerard Dicks – President  
Reg Walters – 1<sup>st</sup> Vice President  
Leonard Pittman - 2<sup>nd</sup> Vice President  
Marilyn Dicks - Treasurer  
Elroy Grandy – Secretary / Communications Officer

In consultation with all directors of the Board.

June, 2010

