



NTC • CNS

NATIONAL TRAILS COALITION COALITION NATIONALE SUR LES SENTIERS

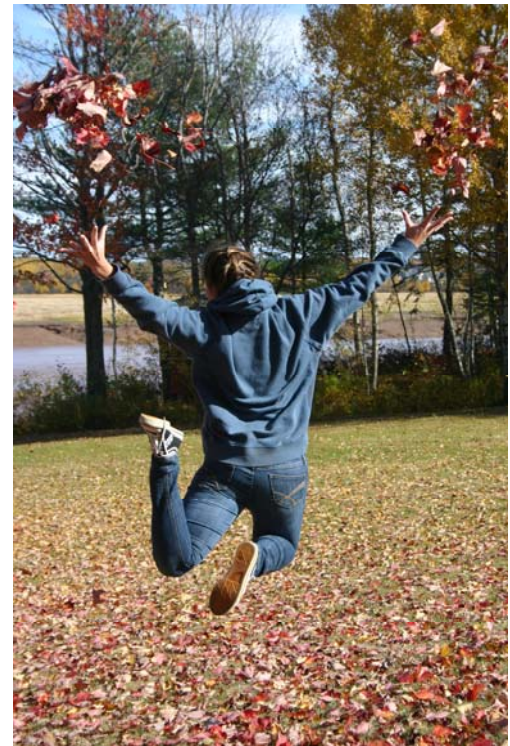
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Issue #1

NATIONAL TRAILS COALITION E-NEWS LETTER



This is our first official news letter with hopefully many more to come. The National Trails Coalition has been in operation for two years and was appointed to over see the distribution of \$25 million in funding to trail groups all across Canada. This is part of the Economic Action Plan put forth by the Federal Government to help build infrastructure across Canada thus creating jobs and making our communities stronger. The trails of Canada are the heart of our communities. They are gathering places, areas of great historic importance and green spaces to be explored and experienced. People from all walks of life utilize Canadian trails. Our trails today are resurrections of moments from our past. People from around the world can visit the Discovery Claim Trail in the Yukon and reflect back on the pivotal moments of the Klondike gold rush or go to Quebec and Ontario along the routes the soldiers used during the war of 1812. Our great country was once linked by railway and now organizations from all across the country are using these expired rail beds, paths of independence and prosperity to link us together once again.





WELCOME TO THE NTC

The goal of the National Trails Coalition (NTC) is to further communication, understanding and cooperation among groups and individuals with an interest in trails in Canada and to promote the development and wise use of trails for the benefit of Canadians and visitors. The NTC is the operating name for the Coalition of Canadian Trails Organizations, a federally incorporated not-for-profit organization. Our members are: Canadian Trails Federation (CTF), Canadian Council of Snowmobile Organizations (CCSO) and the Canadian Off-Highway Vehicle Distributors Council (COHV). We were founded in 2007 with the common ground of cooperative approaches and support at the national level would facilitate trail building and refurbishment activities, be beneficial to the long term sustainability of all forms of trail-based activities and stimulate economic activity and development in communities across the country.

PROJECT PROFILE

ONE PERSON'S GARBAGE IS A BRILLIANT WOMAN'S TREASURE



Laura Barkhouse, the Trails and Open Space Coordinator for the Municipality of the District of Lunenburg, was scouring Lunenburg County looking for a location to hold an ATV riding school. At one possible location she noticed a huge pile of junked asphalt shingles. The question that immediately popped into her head was “I wonder if that could be a trail surface?” and the rest is history.

Beginning in the summer of 2006, and continuing until the end of 2007, the Municipality of the District of Lunenburg completed Phase I of a pilot project which investigated the use of a product created from discarded asphalt shingles mixed with aggregate (ASA) in two ratios of

25:75 and 50:50 (aggregate : asphalt) as a potential trail resurfacing material.

Three trail sections (each 500 m in length), located in Maitland (Adventure Trail), Wileville (Bull Run Trail) and Mahone Bay (Dynamite Trail), were resurfaced with two mixtures of ASA material. To prepare each site for the ASA product placement, the existing rail-trail surface was first re-graded and compacted. The ASA material was applied to an average width of 3.5 m, an approximate depth of 15 cm and compacted using a vibrating drum roller. Inspec-Sol provided construction quality control services and verified the material compaction using a nucleodensimeter.

Soil and groundwater samples were obtained from the test sites prior to the placement of the ASA product to establish an environmental baseline. Subsequent samples were obtained and tested at 3, 6 and 12 months following construction and were compared to the baseline. Samples obtained included two soil samples and one ground water sample collected at each site, for a total of 27 samples.

Overall, the ASA product, as a trail surface, provides an innovative alternative that addresses a “triple bottom line” of social, environmental, and economic impacts. This trail surface product has proven itself to be durable, softer and manageable for those with mobility impairments (including wheelchairs) and preferred by trail users as a finished trail surface material.

Additionally, it provides an excellent waste diversion opportunity, increases the safety and lifetime of the trail, increases the recreational value of community trails, and significantly reduces the chronic dust problems that currently exist.



There is a tremendous amount of effort on behalf of many to help prevent this type of construction and demolition product from accumulating in our landfill sites. Since this product is currently being segregated and stored, it provides an excellent opportunity for the trail groups to partner with both industry and government in the search for innovative uses for this material.

Phase II will assess possible ecological risks to adjacent soil areas. Phase II will also assess possible groundwater risks under conditions different to those found in phase I. Different conditions could include high groundwater levels and different subsoil conditions.

The second phase will commence with a desktop review to select initial test sites which will provide different site conditions than those in phase I. The selection process will review various parameters

This Phase II project will see the Municipality of the District of Lunenburg partner with the Municipality of Chester along with six community trail groups. This will help ensure that needed resources are provided to the project, such as available shingle material, ideal test site locations, project administration and any additional assets.

Phase I of this “made in Nova Scotia” project has already generated interest at a regional, provincial, national and international level.

Moving forward and expanding this original project is a natural next step to help ensure that more definitive test results will allow the province to reach its stated solid waste targets in an appropriate and timely manner.

