

K&P Trail Conservation Area – Bridge over the Clyde River

Q. 1: Who is responsible for the K&P Trail?

Several organizations and individuals own or have rights to portions of the 180-kilometre K&P Trail, with the MVCA owning a 40-kilometre stretch between Highway 509 near Snow Road Station and Barryvale.

Q. 2: How does MVCA manage and maintain its portion of the trail?

MVCA manages its portion of the trail as a “conservation area” in accordance with the [K&P Master Plan](#), which designates it as a “year-round multi-use recreational trail...to promote a conservation ethic towards our natural resources.” This is achieved through partnerships with various groups such as the Ontario Federation of Snowmobile Clubs (OFSC) and the Ottawa Valley ATV Club (OVATVC). Partners supply funding (when available) for routine maintenance of the trail. Logging companies that use the trail are responsible for reinstating the trail to an equal or better condition following use.

Q. 3: What is the issue with the bridge?

A structural and safety assessment completed in fall 2020 identified that the deck and handrail of the bridge do not meet current safety standards. The bridge must meet the *Canadian Highway Bridge Design Standard* (CHBDC) due to its height (more than 5 meters), and if it is to remain open to all vehicle types.

Q. 4: How much will it cost?

Designing and building a deck and handrail to CHBDC standards is expensive - in the order of \$125,000 to \$236,000 depending on the final use of the bridge.

- Log trucks and dump trucks exert the heaviest loads on the deck and require the heaviest handrail configuration for side-ways loading.
- Vehicles such as half tonne pick up trucks and SUV’s, while lighter, still require the structure to be designed to the CHBDC standards.
- The only vehicles that do not require the bridge to be designed to CHBDC standard are recreational and associated service vehicles.

The preferred use of the bridge will determine the final design and cost of the repairs.

Q. 5: What has been done to bring the bridge up to standard and mitigate the risk in the meantime?

In December 2020, MVCA provided engineered drawings to the Snow Road Snowmobile Club, which replaced the railings to meet the standards required for recreational vehicle use. This work allowed the bridge to remain open for the winter snowmobile season. A 5-tonne load restriction, speed limit signs, and hazard signs were installed to further limit risks to users of the bridge. Notices to this effect were published in local papers and on MVCA’s website.

Q. 6: What does this mean for how I use the trail outside of the snowmobile season?

Use of the bridge beyond this winter will be decided by the MVCA Board of Directors this spring following public consultations. Regardless of the Board's decision, passenger vehicles and larger vehicles will continue to be allowed to use the K&P Trail as before, but will not be permitted to cross over the bridge.

Q. 7: How will MVCA determine next steps?

Following the virtual public information session, MVCA staff will prepare a report that summarizes public feedback to the Board of Directors and make a recommendation. Affordability will be a key factor, and MVCA is reaching out to County councils to determine interest in supporting the repair of the bridge and ongoing maintenance of the trail.

Q. 8: Why are public vehicles allowed on the trail?

In the 1970's before snowmobiles and ATV's became the popular recreational vehicles they are today, the K&P Trail was promoted as a trail accessible by passenger vehicles so the public could better experience nature. This led to some adjacent landowners building camps and houses with the K&P Trail as their sole route of access. Sections of the trail at Flower Station and Lavant Station are under agreement with the local municipality to maintain and use the trail for access to year-round residences in lieu of maintaining older road accesses. Use of the K&P Trail by passenger vehicles is no longer encouraged as the trail is now used predominately by snowmobiles and ATV's.

Q. 9: How does MVCA manage the use of the K&P for logging of land adjacent to the K&P?

MVCA permits logging companies to use the K&P Trail to access woodlots under a Temporary Secondary Use Agreement where the property lacks access to a municipal road. Agreement set out terms and conditions of use. i.e. snow to be left on trail, signage of logging activities, time of use restrictions, etc.

Q. 10: How does MVCA manage competing uses of the K&P Trail? (Recreational vs non-recreational)

MVCA's primary objective is to manage the trail as a multi use trail for recreational purposes. This is achieved by working with local municipalities with respect to issuing permits in an effort to reduce year-round vehicular demand on the trail. Vehicle access to adjacent lands outside of the winter months is currently allowed provided it does not interfere with recreational use of the trail. MVCA has a long-standing partnership with the OFSC and local snowmobile clubs for use as a snowmobile trail in the winter, meaning only snowmobiles are permitted unless authorized by the Temporary Secondary Use Agreement.