

Environmental Assessment

Multi-Purpose Recreational ATV Trail

Crown Lands Registration Application #: 164404

Submitted by Discovery Trail Snowmobile Association

C/O Mr. Peter Troke

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Date of Submission: September 16, 2025

Environmental Assessment Registration Form

Name of Undertaking

Multi-Use Recreational ATV Trail

Proponent

1. Discovery Trail Snowmobile Association
2. Peter Troke-President
3. Principal Contact: Peter Troke – President
4. CADO # 80345

Description of the Undertaking

1. Geographic Location

The proposed multi-use recreational trail will be located in the Bloomfield area and is designed to form a loop, beginning and ending at Bloomfield Resource Road. The trail will begin at **Waypoint 48°20'23" N, 53°59'04" W**, located at the intersection of Bloomfield Resource Road, and will terminate approximately 9 kilometers later at **Waypoint 48°19'24" N, 54°04'02" W**, rejoining Bloomfield Resource Road at a different location.

The trail will be approximately **9 kilometers** in total length and will be comprised of three distinct sections, each utilizing varying types of terrain and existing infrastructure:

- **Section 1:**
Beginning at **48°20'23" N, 53°59'04" W**, the trail will follow an old, abandoned forest access road for a distance of approximately **4.1 kilometers**, utilizing existing infrastructure. This section will end at **Waypoint 48°20'52" N, 54°02'14" W**.
- **Section 2:**
Starting at **48°20'52" N, 54°02'14" W**, this segment will extend approximately **0.6 kilometers**, ending at **48°20'41" N, 54°02'37" W**.
- **Section 3:**
The final segment begins at **48°20'41" N, 54°02'37" W** and follows another section of abandoned forest access road for approximately **4.3 kilometers**, terminating at **48°19'24" N, 54°04'02" W** at Bloomfield Resource Road.

The proposed trail will be fully integrated and developed under **License to Occupy (LTO)** Application 164404, supporting multi-use recreational activities along its route.

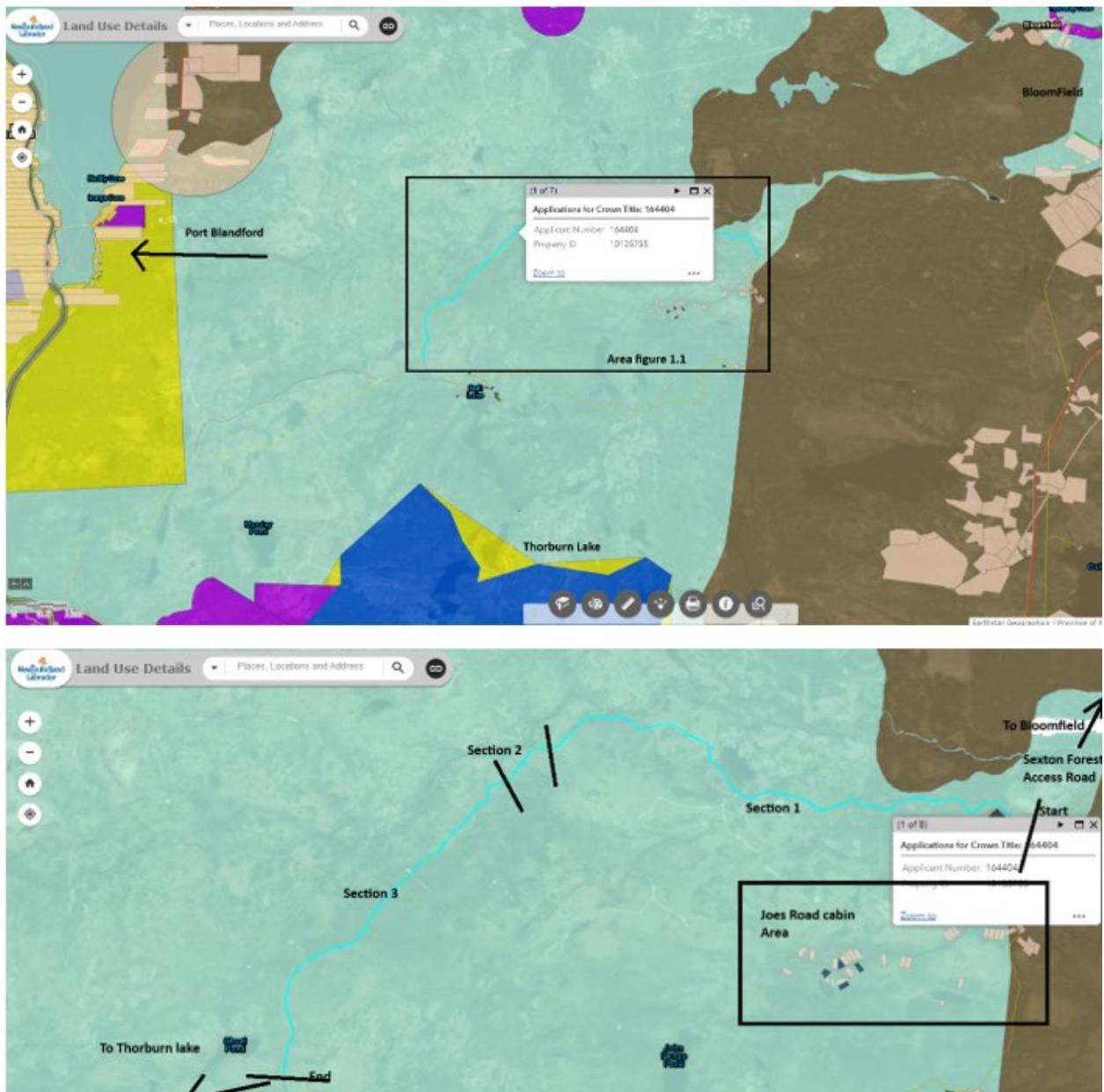


Figure 1.1

2. Physical Features

The proposed multi-use trail is approximately 9 km. It consists of three distinct sections, each with unique physical characteristics and existing infrastructure:

Section 1 – Abandoned Forest Access Road (Approx. 4.1 km)

Section 1 begins at **Waypoint 48°20'23" N, 53°59'04" W** and follows an **abandoned forest access road** constructed to the forest access standards of previous years. The roadbed was built using onsite earth materials and features galvanized metal culverts to support drainage and stability.

- Surface Condition: The road surface remains largely intact and in good condition, with minimal signs of erosion or structural failure.
- Vegetation: Approximately 50-70% of the roadbed is covered with Alder growth, which has developed over time since the road's end of use. Despite the vegetation, the road alignment and structure remain mostly *in situ* and clearly visible.
- Accessibility: The existing roadbed provides a stable base, requiring moderate clearing and brushing to restore it for multi-use trail purposes.

Section 2 – Former Skidder Trail (Approx. 0.6 km)

This section starts at **Waypoint 48°20'52" N, 54°02'14" W** and ends at **48°20'41" N, 54°02'37" W**. It follows an existing trail previously used for forest harvesting operations with skidder equipment.

- Surface Condition: The trail is characterized by a predominant plain with little growth. There is Rocky Barron, covered in white Caribou moss. This is generally indicative of rocky gravel-type soil with excellent drainage. This plain is bookended by two hills linking into sections 1 & 3.
- Vegetation: Since the cessation of harvesting activities, the ruts and surrounding trail area have become vegetated with native species, including blueberry bushes, alder shrubs, white caribou moss or lichen, and other small growth.
- Soil type: Rocky Barron- Dry gravel type with white caribou moss and lichen
- Hydrology: The terrain is predominantly dry, with occasional small pockets of water present in low-lying areas.
- Current Use: This trail continues to be informally used by residents for ATV and snowmobile access, indicating its ongoing recreational value and usability.



Figure 1.2

Section 3 – Abandoned Forest Access Road (Approx. 4.3 km)

The final section begins at **Waypoint 48°20'41" N, 54°02'37" W** and ends at **48°19'24" N, 54°04'02" W**, once again following an abandoned forest access road constructed to historic forest access standards.

- Surface Condition: Similar to Section 1, the roadbed was constructed using locally sourced earth materials and includes galvanized metal culverts for drainage management.
- Vegetation: Roughly 50-70% of the surface is now covered in Alder growth, yet the structural integrity of the roadbed is largely preserved and in excellent condition.
- Accessibility: The alignment is clearly identifiable, and the section is well-suited for restoration as part of the multi-use trail network with standard brushing and clearing.

3. Construction

Construction Methodology

The proposed 9 km multi-use recreational trail will be constructed with a focus on minimizing environmental disturbance by utilizing existing infrastructure and onsite materials. The trail is divided into three sections, each with specific construction requirements:

Section 1 – Reconditioning of Abandoned Forest Access Road (Approx. 4.1 km)

Section 1 follows an abandoned forest access road built to historic forest access standards. The construction methodology for this section is as follows:

- A medium-sized excavator will travel along the existing roadbed to perform alder removal and surface work.
- Alder growth, which currently covers approximately 50-70% of the roadbed, will be removed using the excavator's bucket and thumb.
- Vegetation will be placed along the trail edges, windrowed in accordance with environmental best practices.
- The trail surface will be graded and smoothed using the excavator to restore it to a safe and usable condition.
- Some sections are in excellent condition and require no intervention.
- The trail will be re-established entirely within the original road footprint, maintaining existing trail alignment and minimizing new disturbance.
- Existing galvanized metal culverts will be reused where possible. Damaged or missing culverts will be replaced with plastic culverts, installed in full compliance with Water Resources Division requirements to ensure proper drainage and environmental protection.

Section 2 – New Trail Construction (Approx. 0.6 km)

Section 2 traverses a previously used skidder trail and will require new trail construction within the general alignment of the former forestry path:

- Construction will be completed using a medium-sized excavator.
- The trail bed will be established using onsite earth materials, similar to forest road construction methods.
- Ditching materials excavated from either side of the trail alignment will be used to build and shape the trail surface.
- The finished trail surface will be 5 meters wide, with an approximate thickness of 300–600 mm, ensuring long-term durability and support for multi-use traffic.
- Though no brooks or streams are known to exist in this section, plastic culverts will be installed as required to ensure proper surface drainage, maintain dry conditions, and prevent erosion or soft spots. Culverts will be installed in full compliance with Water Resources Division requirements to ensure proper drainage and environmental protection.

- The trail alignment will be adjusted slightly as needed to avoid any wet areas or sensitive features, though no significant water crossings are anticipated



Figure 1.3

Section 3 – Reconditioning of Abandoned Forest Access Road (Approx. 4.3 km)

Section 3 mirrors the characteristics and construction approach of Section 1:

- The trail follows an abandoned forest access road constructed to historical standards, using onsite earth materials and existing galvanized metal culverts.
- Alder growth, covering roughly 50-70% of the roadbed, will be cleared using an excavator.
- The road surface remains in good condition, with the alignment and structure largely in situ.
- The trail surface will be graded, cleared, and re-established within the original road footprint, minimizing environmental impact.

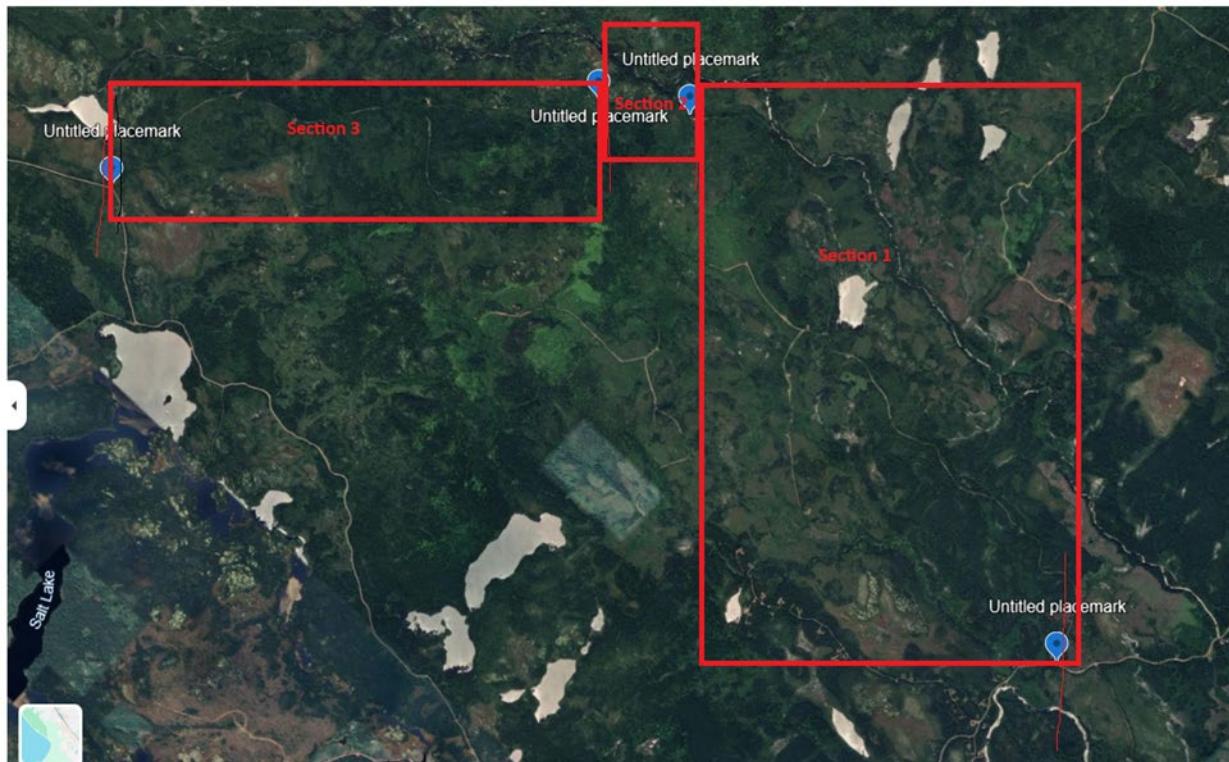


Figure 1.4

Statement on Culvert Compliance and Environmental Cooperation

- Throughout the construction process, we will fully cooperate with the provincial Water Resources Management Division to ensure that all culvert installations are properly permitted and that installation guidelines are strictly followed. All drainage work will be carried out in accordance with **best** practices to minimize environmental impact, protect natural water flow, and ensure the long-term stability of the trail.

Construction of the proposed multi-use recreational trail will be carried out using a medium-sized excavator. All work will be performed with a strong focus on minimizing environmental impact and ensuring regulatory compliance throughout the project.

Equipment Operation and Maintenance

- Daily maintenance of construction equipment, including greasing and inspections, will be conducted in cleared, stable areas, away from any sensitive habitats.
- Greasing activities will be performed using best management practices, and a spill response kit will be present on-site at all times to ensure rapid containment in the unlikely event of a spill.
- A fire extinguisher will be present at all times during construction

Fueling Procedures

- Fueling operations will also take place in cleared, designated areas, away from any environmentally sensitive features.
- No fuel will be stored on site during construction. Instead, fueling will be conducted using a CSA-approved fuel tank, which will arrive on-site as needed.
- All refueling activities will be carried out in full compliance with provincial refueling regulations, and a spill kit will be on-site and readily accessible during all fueling operations.

Spill Prevention and Response

- The proponent is committed to zero tolerance for environmental contamination. A spill response kit will be in place, and all personnel involved in construction will be informed of the proper procedures for spill containment and reporting.
- The Discovery Trail Snowmobile Association (DTSA) maintains a fully equipped spill response kit at its maintenance depot and will ensure a kit is on-site and available during all construction activities.

Through adherence to these measures, the project will maintain a high standard of environmental stewardship and meet or exceed all applicable environmental protection requirements.

Project Timeline and Phasing

Construction of the proposed multi-use recreational trail is planned to take place during the spring or fall seasons, specifically to mitigate forest fire risk associated with dry summer conditions. These seasons provide optimal ground conditions for equipment operation while reducing the potential for wildfire hazards.

The project is expected to be carried out in two or three phases, depending on weather, ground conditions, and resource availability:

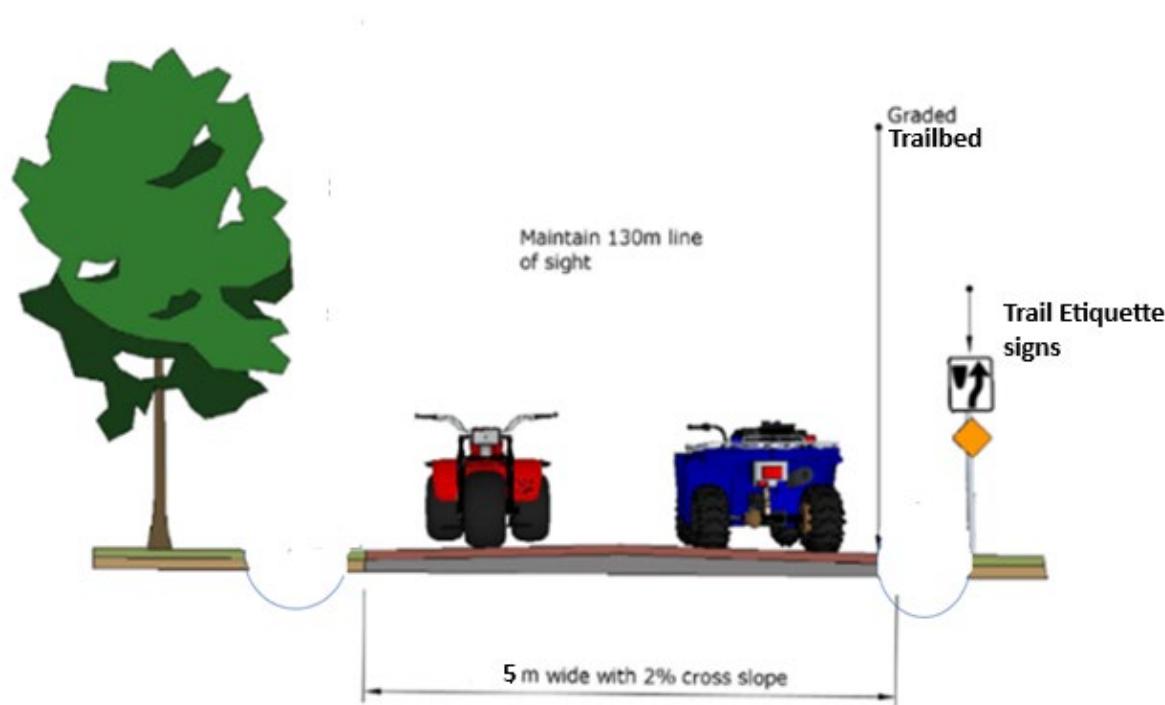
- Phase 1: Construction of Section 1, which follows an existing abandoned forest access road, is anticipated to be completed first. This section is the most accessible and will serve as a base for staging and access to the remainder of the trail. Duration: 1 week.
- Phase 2 & 3: Sections 2 and 3 will be constructed in subsequent phases, either consecutively or simultaneously, depending on conditions at the time of construction. Duration 1 week.

The total anticipated cost of the trail development project is estimated at \$30,000, including equipment operation, labor, materials, environmental protection measures, and signage.

All work will be undertaken with full adherence to environmental protection standards and applicable provincial regulations.

Proponent will follow all requirements/permits issued pertaining to this trail per the link to the Project Release from environmental assessment subject to the conditions as outlined in the Minister's decision letter available on the Department's Project web page.

Figure 1.5: Sectional view of the typical proposed scope of work.



4. Operation

The proposed multi-use recreational trail will primarily accommodate all-terrain vehicles (ATVs), snowmobiles, and hikers. Anticipated use is classified as moderate, with an expected range of 3 to 10 users per day. The trail is intended for both residents and tourists, and will be maintained to ensure safe and responsible use year-round.

Potential environmental impacts are minimal, with the only identified pollutant being emissions from recreational vehicle exhaust. While refueling along the trail is rare, the potential exists; however, this is considered an unlikely occurrence. To mitigate this, the Discovery Trail Snowmobile Association (DTSA) maintains a spill response kit at its central maintenance depot, ready for immediate deployment if required.

To reduce forest fire risk, the trail corridor will be cleared of dry moss, flammable debris, and other fire-prone organic material during construction and routine maintenance. The DTSA adheres strictly to provincial fire bans and seasonal fire restrictions as outlined by the Department of Fisheries, Forestry and Agriculture. In accordance with legal requirements, all ATVs operating on the trail are required to carry fire extinguishers.

For safety and environmental protection:

- The trail will be maintained regularly by the proponent to ensure it remains safe and compliant.
- Intermittent wooden trail markers will be installed along the route to aid navigation.
- Signage promoting proper trail etiquette and environmentally responsible behavior will be posted to encourage users to minimize their impact on surrounding ecosystems.

These measures, combined with responsible trail stewardship, will ensure that the trail remains a sustainable, low-impact recreational resource for the community.

Note: No designated parking area is required to access this trail, nor will there be a designated trailhead.

5. Occupations

The construction of the proposed multi-use recreational trail will require a minimal workforce due to the focused and small-scale nature of the project. A total of **two occupations** will be required to complete the trail construction activities:

1. Excavator Operator (NOC 73400)

An experienced excavator operator will be responsible for:

- Operating the excavator to perform vegetation removal, grading, ditching, and trail surface preparation.
- Installing culverts (if required) in accordance with environmental and engineering specifications.
- Following designated trail alignments and maintaining safe equipment practices in environmentally sensitive areas.

The operator must have prior experience in trail or forest access road construction and be familiar with best practices for working in natural terrain while minimizing environmental impact.

2. Construction Labourer (NOC 75110)

A general construction labourer will support the excavator operator by:

- Assisting with minor manual tasks associated with trail preparation and cleanup.
- Guiding machine operation from the ground where needed, especially during culvert placement, fine grading, and installation of silt fencing if required.
- Clearing small vegetation and debris, placing signage or markers, and assisting in the proper use of spill kits and environmental protection materials if required.

The labourer will also help ensure that all activities align with environmental compliance measures and safety protocols.

6. Project Related Documents

Water Resources Management Division 164404

I have been in contact with the Water Resources Management Division, and we are currently gathering the necessary data to complete the Application for a Permit to Alter a Body of Water.

As required under Section 48 of the *Water Resources Act*, SNL 2002 c W-4.01, existing culverts will be assessed, GPS coordinates will be provided, and site pictures will be included to ensure full compliance with the Act.

Approval of Undertaking

LTO 164404

EA 164404

Schedule

Construction of the proposed multi-use recreational trail is planned to take place during the spring or fall seasons, specifically to mitigate forest fire risk associated with dry summer conditions. These seasons provide optimal ground conditions for equipment operation while reducing the potential for wildfire hazards.

The project is expected to be carried out in two or three phases, depending on weather, ground conditions, and resource availability:

- Phase 1: Construction of Section 1, which follows an existing abandoned forest access road, is anticipated to be completed first. This section is the most accessible and will serve as a base for staging and access to the remainder of the trail. Duration: 1 week.
- Phase 2 & 3: Sections 2 and 3 will be constructed in subsequent phases, either consecutively or simultaneously, depending on conditions at the time of construction. Duration 1 week.

All work will be undertaken with full adherence to environmental protection standards and applicable provincial regulations

Capital Cost and Funding

The total anticipated cost of the trail development project is estimated at \$30,000, including equipment operation, labor, materials, environmental protection measures, and signage.

Date: Sept 12/2025

Peter M Troke

Peter Troke

President DTSA