

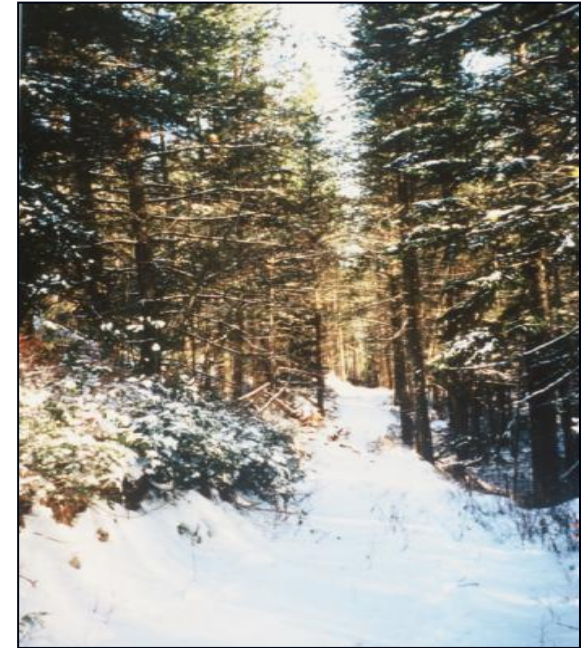


## TRAILS AND ROADS

Proponents need a means to get to their claims when exploration begins out on the land during the EX-2 or EX-3 stages (see the [diagram](#)).

Trails for light vehicles and ATVs are most common. Trails rarely exceed 8 meters wide but may be several kilometers long. Roads are only constructed during the final stages of exploration once a deposit has been found in order to justify the expense (during the DA-3 stage). Access roads are normally less than 25 meters wide but may be several kilometers long.

Trees and brush must be cleared for trails and roads. Water crossings are also frequently needed. Gravel surfaces are only considered on roads when proponents are confident that a mine can be set up (during the DA-4 stage).



The environmental impacts of trails and roads vary according to their size, lifespan, and intensity of use. Many impacts are temporary and local (e.g. noise), others may be significant and lasting (e.g. erosion, habitat destruction). Sound construction and restoration upon closure can prevent, reduce, and reverse many of their associated impacts.



Provincial authorizations are required before trail and road construction and additional federal authorizations may be required for certain water crossings. Obligations for restoration also apply.