

ACCESS TO SITE & TRAFFIC

MINE ACCESS ROUTE

- Midas Gold’s plans for travel to-and-from the project site were designed to prioritize the safety of its employees and Idahoans, as well as environmental protection. The company knows access is a very important issue for many Idahoans, so it strived to maintain recreational access and limit impacts on recreation in the surrounding area.
- The main access route proposed for the Stibnite Gold Project begins the intersection of State Highway 55 and Warm Lake Road north of Cascade. The route continues east along Warm Lake Road to Landmark before connecting to an upgraded and extended Burntlog Road before connecting with portions of the existing Meadow Creek Lookout Road and Thunder Mountain Road to Stibnite.
- The junction of Highway 55 and Warm Lake Road will need design changes and upgrades to maintain traffic flow and provide safe turning options. The proposed changes will be funded by Midas Gold and include a northbound (right hand turn) deceleration lane from Highway 55 onto Warm Lake Road and a southbound through lane with a southbound (left hand turn) deceleration lane off Highway 55 onto Warm Lake Road.
- As outlined in Alternative 2 of the U.S. Forest Service’s Draft Environmental Impact Statement (DEIS), the Burntlog route was presented by Midas Gold as the best transportation option because it allows traffic to access the mine while avoiding existing routes that parallel major fish bearing waterways, which will reduce risk of potential spills and minimize sediment delivery to waterways, avoid known winter avalanche sites, reduce potential conflicts with other drivers and users on South Fork and Johnson Creek Roads.
 - Alternative 4 uses both existing roads, Johnson Creek and Stibnite road for mine traffic to access the project. This alternative would keep traffic near fish bearing waterways and know winter avalanche sites, and would keep mine traffic directly through the village of Yellow Pine.
- Once the plan is approved, Midas Gold projects it will take roughly two years to upgrade the Burntlog route. The company will continue to use Johnson Creek and Stibnite roads during construction until the upgrades are complete.
 - Alternative 4 will take an additional two years to upgrade the existing roads, Johnson Creek and Stibnite Road for mine traffic to access the project. (*U.S. Forest Service, Draft Environmental Impact Statement (DEIS); Section 2.6.4.1*)
- Avoiding downtown McCall was identified early on as a priority and requires some upgrades to Highway 55 and the intersections of Boydston Street and Deinhard Lane. All changes fit within the long-term objectives of the City of McCall’s comprehensive plan and will be funded by Midas Gold, although the City may take the opportunity to take the upgrades further than those needed by Midas Gold.
 - Midas Gold is currently working with the City of McCall and the Idaho Transportation Department to improve traffic flow at the intersections of Deinhard Lane at State Highway 55 and Boydston Street at Highway 55.
 - All changes being discussed will fit with the Idaho Transportation Department and the City of McCall’s long-term objectives for these intersections.

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ACCESS SAFETY

- To increase safety and lower our overall impact, the traffic plan is designed to minimize trips on the access roads. In fact, ~90% of all employees will be driven to the site on buses for a two-week work cycle to reduce traffic to and from the project site.
- During operations, Midas Gold will use buses, vans and other light vehicles in addition to larger trucks to transport materials and supplies to site. A third of the overall trips during construction and operations would be made using the light vehicles you see our employees driving today, the rest will be comprised of heavy duty vehicles including flatbed semis, container trucks, or tanker trucks.
- Midas Gold will also consolidate supplies and shipments at its Stibnite Gold Logistics Facility in Scott Valley so it can reduce the number of trips to site.
- The stated commitment to transport goods when possible during business hours, Monday through Friday, reflects Midas Gold's commitment to safety and reducing impacts to recreational travel.
- To date, Midas Gold has not had a spill incident when transporting fuel or sensitive loads for 100 consecutive months. The safety protocol being used now (and proposed for the future) includes pilot vehicles to escort trucks carrying fuel, sensitive and oversized loads.
- All large trucks will be required to use muffled engine breaks to reduce noise.
- Only highway-rated trucks will be used offsite or on access roads to the site, off-highway haul trucks will only be used within the mine site on specially constructed haul roads that have no public access.
- Midas Gold also plans to evaluate the needs for slow traffic lanes to reduce the chances of people trying to pass in dangerous places.
- Through the permitting process, Midas Gold identified other ways to reduce daily operational traffic by 25% (50 average trips per day). By reducing traffic on the road, Midas Gold can reduce dust generation, sediment runoff and production of greenhouse gas emissions from extra vehicles on the road. (*See: U.S. Forest Service Draft Environmental Impact Statement (DEIS); 4.16-31; Table 4.16-7*)
- Throughout the entire life cycle of the project, Midas Gold has committed to using clear signage, community updates and other communications tools to keep the public and recreational communities informed about road conditions.

ROAD MAINTENANCE

- Midas Gold plans to enter into a winter maintenance agreement with the Valley County Road Department to supplement their current winter maintenance program for Warm Lake Road. Midas Gold is committed to paying its fair share to use, maintain and upgrade the roads.
- Midas Gold anticipates this agreement will cover:
 - Winter plowing;

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- Coordinating with partners to ensure there is room for a groomed over the snow vehicle (OSV) path from Trout Creek out to Warm Lake Road.
- Regular grading of Johnson Creek Road and application of dust suppressants while we are using it during construction to allow for a smooth-running surface for company and public vehicles.

PUBLIC ACCESS

- Midas Gold strongly believes in protecting public lands and maintaining Idahoans' access to the backcountry.
- Before Midas Gold, the Stibnite Road was not regularly maintained and often shut off to public access by winter snows until after the spring melt. Now, Midas Gold helps maintain the road and public access has increased as a result.
- Going forward, public access along the Stibnite Road will provide seasonal access to Stibnite and, if approved under NEPA, through the site to Thunder Mountain.
- Since 2016, during the short spring runoff, Valley County has placed a temporary road restriction for full-size vehicles on Stibnite Road to minimize damage to the road and protect the environment. The restriction usually lasts a few weeks until the road has sufficiently dried out.
 - The temporary vehicle restrictions on Stibnite Road are a regulatory condition with respect to access associated with Midas Gold's exploration plan, which was imposed by the Forest Service on the Valley County Road Department and only applies to full-size vehicles.
 - ATV, UTV, motorcycle, snowmobile users and, through an agreement with regulatory agencies, private landowners upstream, are permitted to use the road during this brief period. The temporary gate, installed during spring runoff, is removed as soon as the road dries out.
- Originally, Midas Gold did not plan to have a public access route through the site because of safety concerns. However, during the public scoping process, Midas Gold consistently heard from the public that maintaining access through the site to Thunder Mountain Road was important for recreationists.
 - Midas Gold acknowledged that this was an important issue for the community and worked with community representatives to identify a potential solution that still prioritized safety.
 - As a result, in Alternative 2 of the Draft Environmental Impact Statement, Midas Gold proposed maintaining access through the site by routing traffic on a road through or near the Yellow Pine pit as allowed by seasonal and operational safety conditions.

RECREATION

- The region surrounding the historical mining district has become a popular winter destination for snowmobilers. Midas Gold plans to plow Warm Lake Road between Landmark and the Burntlog Route into Stibnite throughout the winter to maintain access to the mine. Plowing Warm Lake Road will impact current OSV routes maintained by Valley County.
 - To mitigate these impacts, Midas Gold is working with the local snowmobiling organization to ensure a route exists between Warm Lake and Landmark. A new groomed route will follow Cabin Creek Road until it intersects Johnson Creek Road at Trout Creek Campground.

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- During construction of the Burntlog Route, The OSV route will parallel Johnson Creek Road between Trout Creek Campground and Landmark. Once construction of the Burntlog Route is complete, the groomed route will move to Johnson Creek Road.
- A snowmobile parking lot will be established at the intersection of South Fork Road and FS 467.