

# Access and Transportation

## Change in traffic volume – average annual daily transportation (AADT)

### Current Conditions

Refer to Table 3.16-2

### Mine Impacts/Protective Measures

- **Alternative 1:**
  - Construction: AADT = 65 (45 heavy vehicles) primarily on Yellow Pine route.
  - Operations: AADT= 68 (49 heavy vehicles) exclusively on Burntlog route.
- **Alternative 2:**
  - Construction: AADT = 65 (45 heavy vehicles) primarily on Yellow Pine route.
  - Operations: AADT= 50 (33 heavy vehicles) exclusively on Burntlog route; 26 percent reduction relative to Alternative 1 due to on-site lime generation.
- **Alternative 3:**
  - Construction: AADT = 65 (45 heavy vehicles) primarily on Yellow Pine route.
  - Operations: AADT= 68 (49 heavy vehicles) exclusively on Burntlog route.
- **Alternative 4:**
  - Construction: AADT = 65 (45 heavy vehicles) exclusively on Yellow Pine route.
  - Operations: AADT= 68 (49 heavy vehicles) exclusively on Yellow Pine route.
- **Alternative 5:** No change from baseline conditions.

### Reclamation/Restoration/Mitigation

- **Alternative 1:**
  - Closure/Reclamation: AADT = 25 (13 heavy vehicles) exclusively on Burntlog route.
  - Post-Closure: AADT = 6 (0 heavy vehicles) exclusively on Yellow Pine route once Burntlog route is decommissioned.
- **Alternative 2:**
  - Closure/Reclamation: AADT = 25 (13 heavy vehicles) exclusively on Burntlog route.
  - Post-Closure: AADT = 6 (0 heavy vehicles) exclusively on Yellow Pine route once Burntlog route is decommissioned.
  - Additional 40 truck trips annually to deliver chemicals for water treatment.
- **Alternative 3:**
  - Closure/Reclamation: Same as Alternative 1.
  - Post-Closure: Same as Alternative 1.

- **Alternative 4:**
  - Closure/Reclamation: Same as Alternative 1, except exclusively on Yellow Pine route.
  - Post-Closure: Same as Alternative 1, except exclusively on Yellow Pine route.
- **Alternative 5:** No change from baseline conditions.

## Net Change

- **Alternative 1:** AADT = 6 (0 heavy vehicles) on Yellow Pine route to conduct on-going monitoring and maintenance.
- **Alternative 2:** Same as Alternative 1, with an additional 40 truck trips annually to deliver chemicals for water treatment.
- **Alternative 3:** Same as Alternative 1.
- **Alternative 4:** Same as Alternative 1.
- **Alternative 5:** No change from baseline conditions.