

**From:** Lynn Imel  
**To:** [FS-comments-intermtn-payette](#)  
**Subject:** Scoping Comments: Midas Gold Proposal -- Stibnite Mine  
**Date:** Wednesday, July 19, 2017 9:40:38 PM  
**Importance:** High

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I support the Midas Gold Corp. proposal except for the failure to propose more than one possible re-route of access to Thunder Mountain.

The Burnt Log proposed road could be the answer for mine vehicles' access to Stibnite, but it is not a viable route for me and my family residing in Yellow Pine. The present Thunder Mountain access road through Stibnite allows me, and my visitors, to make a one day visit to the edge of the Frank Church Wilderness Area. Several of us visited the Sunnyside Mine location last August, not on ATV's .... in a family car. This made it possible to view an area that will not be available under the proposed route because:

1. The distance from Yellow Pine, to Landmark, to Burnt Log road, to Thunder Mountain and back will require an overnight camp-out that we cannot do. At present this is a one day trip with time allowed to see the old mine operations and Roosevelt Lake. Over the past 45 years I've been in Yellow Pine I have done this numerous times.

The proposed alternative (temporary) Burnt Log route takes too long to make this a one-day trip. It would eliminate Thunder Mtn. as a tourist destination for many people visiting Yellow Pine.

2. Thunder Mtn. is the starting point for hikers' access to Catherine Lake, Bear Lakes, across to Big Creek. I've hiked it twice with my family, transported other hikers to the starting point, and dropped on two skiers who made an extensive winter trip to the Salmon River and back to Yellow Pine. Time spent

driving is wasted time for someone with limited vacation days....hiking in the forest is the goal.

3. It became apparent at the Yellow Pine meeting that “temporary roads, related to a mine operation” are allowed in an inventoried roadless area. This would also apply to alternative routes other than Burn Log road. Midas Gold should be allowed to put forth additional alternative routes in the next phase of the process.
4. The “community of Yellow Pine” did not advocate for mine vehicles to be routed away from the village. One resident who lives several miles from the village did not want heavy traffic past their location. All comments to that effect should be made as a personal comment in the scoping process and not be viewed as a view expressed by many.
5. The proposed ATV/Jeep trail from Johnson Crk to Horse Heaven and on to Stibnite is an excellent plan, but does not allow for the use of the of family cars. It allows for more forest access which I firmly support. It does not make up for the loss of use of the present Stibnite road.
6. The economic impact to Yellow Pine has not been accurately addressed. I believe no recent survey has been made to talk to the local business owners. The lack of income will be considerable when mine employees do not pass through Yellow Pine. Since mines closed about 1996, tourism has risen considerably. Off road motorcycle riders and day-trip visitors from McCall area come because access is fast and in good condition, and the destination is to see more than forest...they

visit Stibnite, Cinnebar, and Thunder Mtn. An increasing number of dual-sport motorcyclists are detouring from the Big Creek destination to see Stibnite.

This proposal seems viable if a better vehicle route is developed.

Lynn Imel

