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Comments: The Stibnite Gold Project (SGP) Draft Environmental Impact Statement (DEIS) is incomplete and misleading. As such, it must be rejected in its current form and amended to include necessary information about the noise, ambient light, and wildlife affected due to heavy truck travel on Warm Lake Road during the construction, operations, and reclamation phases.

Specifically:

Noise. The DEIS does not address noise from trucks driving along the Warm Lake Road during any of the construction, operations or reclamation phases, including the impact of the loss of forests from fires on such noise levels, on and around Warm Lake.

Having spent thousands of days and nights at Warm Lake over a 60-year period, we know that most of the time, the area is free of all manmade sounds. Typically what you hear is silence other than the sound of the wind in the trees or birds and other animals. Warm Lake is an incredibly quiet area. The only exception is on weekends from 11:00 am until 6:00 pm during July and August when some visitors enjoy motorized water sports during boating hours. Since many cabin owners and other Warm Lake users spend time on the lake on weekdays and in April, May, June, September and October, it is imperative that noise levels be measured on weekdays and during non-peak months. One of the major reasons people visit the Warm Lake Area is to experience quiet and tranquility. What the DEIS fails to tell us is to what extent the tranquility around Warm Lake will be destroyed by heavy truck travel around the lake (e.g., from Warm Lake Lodge to where the road begins the climb up the mountain on the northeast side of the lake) and up the Warm Lake Road to the summit.

Page 4.6-2 the DEIS provides that it is using the 82 decibels of a diesel bus as a representation of the decibel level of a heavy truck. But a bus is not a semi-truck. A bus carries people and as such people would not ride a bus that is more than 82 decibels. Harm from noise increases exponentially. Thus using 82 decibels as a measurement of the decibel level from a semi-truck is very misleading. The DEIS should include the actual decibel level produced by a semi-truck as it travels on flat sections of roads as well as when it is downshifting or using compression brakes on steep grades like those on various sections of the Warm Lake Road.

Finally, the DEIS needs to take into account the loss of trees and forests that otherwise might have acted as a buffer against noise from trucks traveling along the Warm Lake Road. Our cabin is the last one on the lake and since the 1960s you could hear the breaks from the logging trucks on the Warm Lake Road, and that was before the fires denuded the forests. Now it is even worse because there is very little to stop or block the sound. The brakes of logging and other large trucks traveling on the Warm Lake Road is louder than it has ever been because of the loss of forests due to fires.

Ambient Light. We did not see anything in the DEIS that addresses the light from truck headlights traveling up and down the Warm Lake Road at night and early in the morning. This needs to be addressed.

Traffic Accidents Involving Wildlife. The marsh and wooded area on the northeast and east side of the lake is full of wildlife, including grouse, deer, elk and moose. The additional truck traffic will undoubtedly result in more accidents between vehicles and wildlife with the wildlife being on the losing end of those encounters. We did not see anything in the DEIS about the impact on such wildlife or how to prevent such accidents.

The thousands of recreationists, including cabin owners, who use Warm Lake deserve to be provided with a complete DEIS that includes a comprehensive study of the impact of noise, ambient light and accidents involving wildlife due to truck traffic on Warm Lake Road. Without this information the DEIS is incomplete and must be amended.

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