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Comments: I would like to voice my concerns about the current Midas Gold proposal on the road access to the public land that lays beyond Stibnite area, and the effect of the new road proposal on the winter recreation in that area.

As an avid hunter the current road through stibnite is a main access road to the backcountry during hunting season, which is usually hunted by horse back. This road provides a good way to get large horse trailers in and out of the backcountry in bad weather conditions, by allowing you to drop elevation quickly and come out the south fork where road conditions are better and safer. The proposed road would make you travel near the tops of ridges in the high country for greater distances in weather that may not be passable with a truck and trailer. Not to menschen it would no longer be posable to make a quick trip into Yellow pine to grab supplies if needed.

My second concern is the access to the landmark area in the winter during snowmobile season. If the proposed road is to be maintained year around, and the public has access you are asking 30-50 trucks and snowmobile trailers to transverse warm lake summit, witch is a recipe for disaster. The road can't be kept in ideal condition all the time, not to mention the frequent avalanches that could block the road back down the summit. Would there be a plowed area at the summit or landmark to turn around and park 30-50 trucks and trailers. Another safety concern would be a snowmobiler falling into plowed road that is ten to twenty feet deep depending on the year.

If public access is not granted you would be closing off a huge area of public land that has some of the best snowmobiling in Idaho, and don't forget the access to Deadwood Outfitters would be cut off from the Cascade side.

My solution is to build a short bypass road around the mining site, which still allows access and utilizes the current roads, the same roads that have supported the mine for many years.