

Data Submitted (UTC 11): 10/26/2020 6:00:00 AM

First name: Keith

Last name: Nottingham

Organization: Geotechnical Engineering and Testing

Title: Senior Geologist, American Geotechnics

Comments: I am a Senior Geologist working at American Geotechnics (for the last 3  $\frac{1}{2}$  years) after retiring with over 30 years' service from the Idaho Transportation Department (ITD). While employed at ITD from 1985 until 2017 I worked as an Engineering Geologist. As an ITD Engineering Geologist I was asked and attended a field review by the Payette National Forest Engineer for the successful paving project along the South Fork of the Salmon River Road. At ITD I provided several highway route location studies including the proposed US-95 58 mile long Emmett to Mesa Corridor Study. I am also a Valley County property owner. I have attended several field trips and professional presentations regarding the Stibnite Gold Project and I am very familiar with the area from camping, fishing, backpacking, and I worked on the foundation investigation for the ITD Bridge over Johnson Creek at the entrance to the airfield. I highly recommend that the Stibnite Gold Project be permitted. We need to mine these scarce critical minerals where we find them. I am very favorably impressed with the approach that Midas Gold is taking to restore the existing site. The Stibnite Gold Project road access guiding principles addressed all the important issues such as reducing risk to rivers, streams, riparian areas, avoiding long-term travel through Yellow Pine and the settled portions of Johnson Creek, reducing vehicle accidents, avoiding avalanche and landslide hazards, and provides year-round access. It is important to permit this project utilizing the recommended Burntlog Route especially to maintain the rural quality of Yellow Pine and the adjacent area such as the unique back country airfield at Johnson Creek. The Burntlog Route offers many other advantages including less excavation, less disturbance, the least road length along rivers, and reduces the potential impacts to existing residents. The Burntlog Route addresses the T E C H N I C 5 geologic hazards and has the lowest potential impact to residents and the environment. The Stibnite Gold Project should be permitted because the project has been approached with all of the right concerns in mind to include critical minerals, water quality, site restoration, and access. I appreciate the opportunity to comment on this important project for the State of Idaho and Valley County residents.