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Comments: We believe the apparent decision in the SDEIS for the Sibnite Gold Project to degrade or eliminate some existing grooming on the Johnson Creek Road during the construction phase of the project is very short sighted.

We have not attempted to read every page of the SDEIS, but have scanned through & the only place we found reference to the status of Johnson Creek Road during the construction phase is on 2-5 (page 88 of SDEIS) and that page doesn't make much sense to us.

We believe the proposal will likely have a devastating economic impact on the Village of Yellow Pine & will strongly impact cabin owners and residents in YP & Big Creek. Three years of no snowmobile access to Yellow Pine will close the few remaining businesses that are open year round. If this proposal avoided truly significant financial costs for the mine or avoided any kind of environmental impact then the proposal would have some merit, but neither are true for this proposal. This proposal just negatively impacts businesses in Yellow Pine, Winter recreation activities & access to private property.

A more rational alternative would be to manage the Johnson Creek Road for both over snow use & wheeled traffic.

Kiff Brown proved that dual use of the Johnson Creek Road by snowmobiles & light wheeled traffic was very doable in 2005. A video of Kif's work is attached, and is also available at the following link:

<https://drive.google.com/file/d/1wjryb2a4dxswSKZon1XID5Dxkybl0lq/view?usp=sharing> . A copy of this video (on a CD) was given to Valley County shortly after the video was made. We travelled this dual function route several times in 2005.

It must be noted that Kif was using a standard ski hill groomer to make the snowmobile trail. The job he did would be much easier today using smaller snow grooming equipment that is now available - just google " narrow trail snow groomer"

Kif's work was focused on just making the road work for both existing users. Kif did not take advantage of the fact that the power line road runs parallel to the Johnson Creek, and could easily be used as a groomed trail in locations where the existing road is too narrow for snowmobile & truck traffic. An example of where the power line road alternative would work well is the steep & winding section of the Johnson Creek Road just north of Ice Hole campground. In this section the power line road would be an easy alternative for snowmobiles with easy connections (flat ground) to the Johnson Creek Road.

Over the past years we have been supportive of the SGP, and we were among those that early on suggested the Burnt Log Road as mine access, but we strongly opposed the initial thoughts to cut off access to YP from Stibnite, because of the economic impact to YP & loss of recreation opportunities - which is consistent with our concerns on this current proposal.

One final point - The proposal does not address the parking issue for BC home owners that will be forced to trailer to the Yellow Pine area. The existing parking at the Profile Creek Road has been marginal for past users & certainly will be grossly inadequate under this proposal - this proposal will result in winter travelers to Big Creek trailering to the EFSF/Profile Creek Road intersection instead of snowmobiling from Warm Lake to Big Creek.

I could not upload the file referenced above so will resubmit using USPS