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Comments: I have raised a family, grown a business, and recreated extensively through camping, motorcycling, biking, hiking, and kayaking, in the South Fork of the Salmon area for the last 40 years. I wish to address the access routes that Perpetua Resources has proposed to transport to and from the mine, as a citizen concerned not only for further financial burdens on taxpayers here, but also for the safety of our populace and visitors.

The Burnt Log Road. Has this road been designed in sufficient detail that we can intelligently assess its impact on the environment? The current jeep trail drains into the Middle Fork of the Salmon at several locations along the ridge-top adjacent to the largest wilderness area in the lower 48. This route is 8000 to 8600 feet above sea level - the second highest routes in Idaho. However, this route has a significantly greater amount of snow and longer road miles at the above 8000 ft.level than Galena Pass, the highest route. What are the plans to keep this road open in winter? Do these plans include Magnesium Chloride, known to cause damage to road surface, vehicular brakes, and plant life? This route is supposedly going to be a 5 to 7 percent grade. Massive amounts of earth will need to be moved to achieve this. This grading, plus the 20 some streams that will to be crossed, need to be examined by scientists to assess potential damage to waterways and wildlife migratory paths. Should the road fail, or should there be spillages, there needs to be a bond to clean up from such disasters and make sure toxic waste does not enter the Middle Fork of the Salmon drainage. Who will be assuring that the construction process and construction camps, are following environmental protective guidelines? We need a detailed design of the Burnt Log Road to assure safety for people, wildlife, and the environment.

The Stibnite Johnson Creek Road. In April 2019, an avalanche followed by land slides, buried the Stibnite Road to depths of close to 100 feet in areas and closed access to the mine for close to a month. Photos show massive logs in the debris. Valley County was responsible for the repair. Apparently, the federal government will help with the expenses. Thus federal taxpayers as well as Valley County taxpayers are responsible for the bill. The understanding is that Perpetua Resources would use the Stibnite and Johnson Creek roads during the time of mine operation should the Burnt Log road be impassable. Is this plan in writing where responsibilities and protocols for Valley County are clearly designated? How do they intend to prevent slides in the numerous avalanche chutes to keep the road open and the mile long fish tunnel clear? Both the Midas Gold newsletter of May 2019 and the book 83 Miles of Hell by Duane Peterson state that weather and consequently slides are very difficult in that country

The Warm Lake Road. The SDEIS does not discuss clearly what happens on the Warm Lake Road. At present, it is plowed to Warm lake and is hugely popular with snowmobilers and back country skiers. The grade to Landmark is not plowed. That route has a grade of 13 percent in places, has sharp switchbacks, and a narrow crumbling road surface. Winter use by heavy ore trucks and magnesium chloride would further degrade this road. Who is responsible for improvements and repairs, and is any agreement in writing? Can campers and ore trucks safely negotiate this track together? Maintaining the Warm Lake road for Perpetua Resource's trucks would be a huge burden to Valley County taxpayers. Especially since the South fork area is becoming more popular for recreation and tourism, and we must have a safe corridor for all to travel on.

HWY 55. The SDEIS does not address the HWY 55 route north of the Warm Lake Road. Thus we in McCall have little information as to who is responsible for the construction, maintenance and potential hazmat cleanup of the major artery to our town. A local Star New article stated that truckers prefer to drive through downtown McCall over the city bypass road, because of the steep slippery grades over the North Fork of the Payette river. An accident or spillage on either route would be devastating to our economy and drinking water. We have had such accidents happen in the past with logging trucks. But not with such severe consequences as logs are not toxic. At any rate, the amount of mining traffic stated as needed by Perpetual Resources will deter tourists from

wanting to visit and deflate our present financial base.

As a citizen concerned about taxes and more importantly safety, I respectfully submit my comments and ask that you select the No Action Alternative .