

Stibnite Gold Project

Recreation Specialist Report

Prepared by:
USDA Forest Service
Payette National Forest

for:
Payette and Boise National Forests

August 2022

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List of Acronyms

AADT	average annual daily traffic
ANFO	Ammonium Nitrate and Fuel Oil
ARPA	Archaeological Resources Protection Act
ASAOC	Administrative Settlement Agreement and Order on Consent
ATV	all-terrain vehicle
BNF	Boise National Forest
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMP	Draft Conceptual Stream and Wetland Mitigation Plan
CR	County Road
CY	cubic yards
dBA	decibels on the A-weighted scale
DRSF	Development Rock Storage Facility
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right to Know Act
FCRNRW	Frank Church River of No Return Wilderness

Forest Service	United States Forest Service
FR	Forest Road
FRTA	Forest Road and Trail Act
FT	Forest Trail
GIS	Geographic Information System
GMU	Game Management Unit
IDFG	Idaho Department of Fish and Game
IOGLB	Idaho Outfitters and Guides Licensing Board
IPCo	Idaho Power Company
IRA	Inventoried Roadless Area
ITD	Idaho Transportation Department
MA	Management Area
Midas Gold	Midas Gold Idaho, Inc.
MMP	Modified Mine Plan
NFS	National Forest System
NHPA	National Historic Preservation Act
NOA	Notice of Availability
OHV	Off-Highway Vehicle
OSV	Over-Snow Vehicle
PNF	Payette National Forest
Perpetua	Perpetua Resources Idaho Inc.
RAMP	Restoration and Access Management Plan
ROS	Recreation Opportunity Spectrum
SGLF	Stibnite Gold Logistics Facility
SGP	Stibnite Gold Project
SH	State highway
SOPA	Schedule of Proposed Actions
SPCC	Spill Prevention Control and Countermeasures Plan
TSF	Tailings Storage Facility
U.S.	United States
YWAM	Youth with a Mission

1.0 Introduction

The United States (U.S.) Department of Agriculture Forest Service (Forest Service) received the Stibnite Gold Project (SGP) Plan of Restoration and Operations, (Midas Gold Idaho, Inc. 2016) for review and approval in accordance with regulations at 36 Code of Federal Regulations (CFR) 228 Subpart A for the proposed SGP in central Idaho. A revised Plan, also known as ModPRO,¹ was submitted to the Forest Service in 2019 (Brown and Caldwell 2019). A further modified Plan, also known as ModPRO2,² was then submitted in October of 2021 (Perpetua 2021a). Midas Gold changed their name to Perpetua Resources Idaho Inc. (Perpetua³) in February 2021.

The SGP would consist of mine operations, including an open pit hard rock mine and associated processing facilities, located within Valley County in central Idaho on federal, state, and private lands (**Figure 1-1**). The SGP would produce gold and silver doré, and antimony concentrate, for commercial sale by Perpetua. The SGP would have a life (construction, operation, closure, and reclamation), not including post-reclamation monitoring, of approximately 20 years, with active mining and ore processing occurring over approximately 15 years.

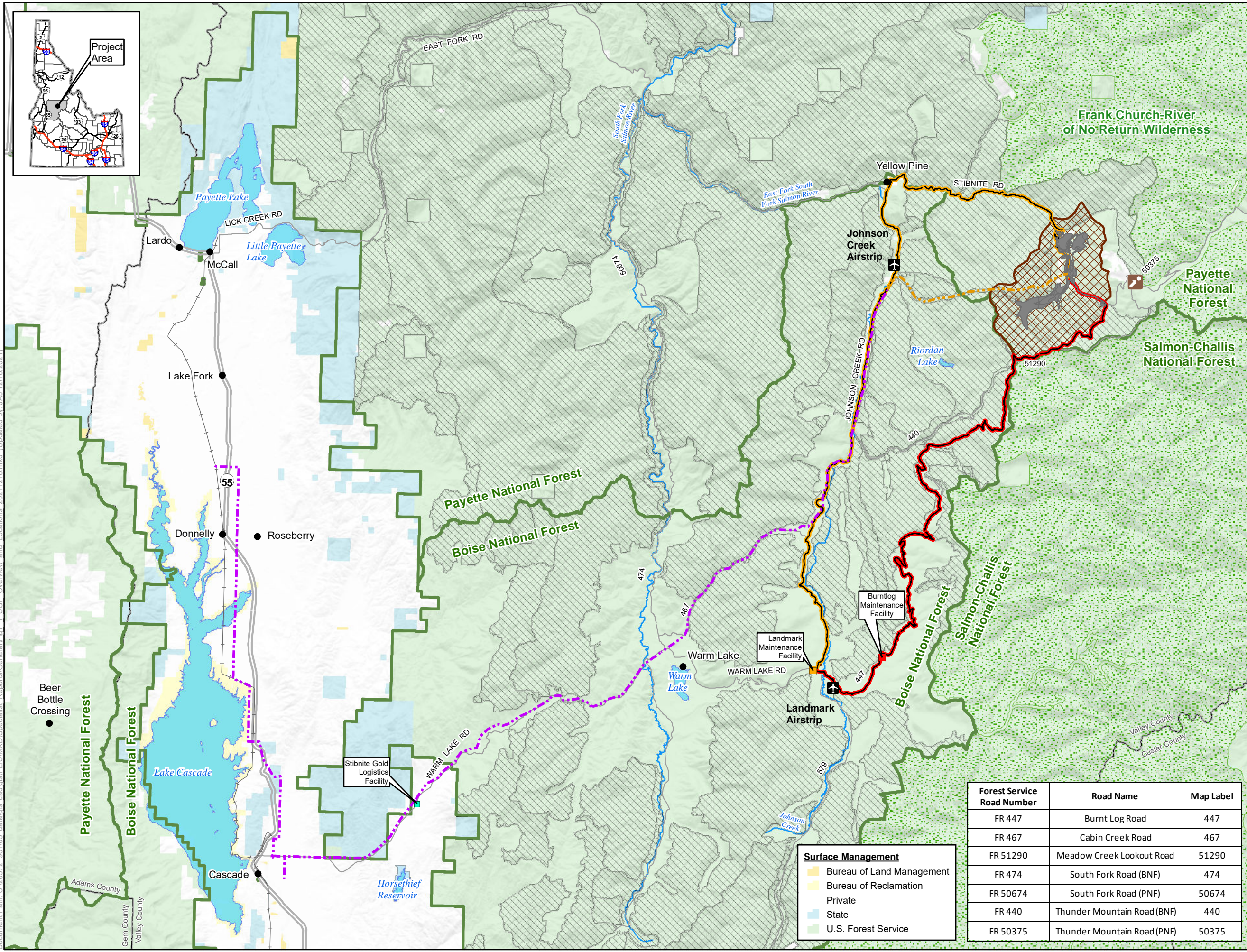
This section describes recreation resources, including recreation opportunities, physical facilities, access for recreation, and the setting in which recreation activities occur within the analysis area. This section also describes existing recreation uses/users and recreation-related special use permits. As shown in **Figure 1-2**, the analysis area for recreation includes Payette National Forest (PNF) Management Area (MA) 13 (Big Creek/Stibnite) and Boise National Forest (BNF) Management Areas BNF MA 21 (Lower Johnson Creek), BNF MA 20 (Upper Johnson Creek), BNF MA 19 (Warm Lake), and a portion of BNF MA 17 (North Fork Payette River) because these are the management areas where SGP components are located and where recreation surrounding these components generally occurs and thus may be affected by the SGP. The analysis area for recreation also includes a 5-mile radius from the major SGP components to account for where the SGP could be visible within foreground or middle ground distances (Forest Service 2021e), and noise from SGP activities could be audible (Forest Service 2021d), thereby potentially affecting recreation opportunities and settings. The 5-mile radius generally falls within the management areas listed above; however, it does extend outside the management area boundaries discussed above in some locations, particularly into the adjacent Frank Church-River of No Return Wilderness (FCRNRW) where recreation could be affected.

¹ Associated project documents may reference the Revised Plan as the ModPRO.

² Associated project documents may reference the Modified Plan as the ModPRO2.

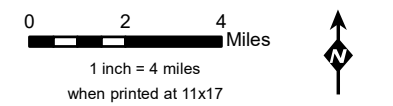
³ Documents provided by Perpetua prior to the February 2021 name change will still be cited and referenced as Midas Gold.

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- LEGEND**
- Project Components**
- SGP Features
 - Operations Area Boundary
- Access Roads and Trail System**
- Burntlog Route *
 - Johnson Creek Route
- Utilities**
- Upgraded Transmission Line
 - New Transmission Line
- Offsite Facilities**
- Burntlog Maintenance Facility *
 - Landmark Maintenance Facility **
 - Stibnite Gold Logistics Facility
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and/or Forest Plan Special Area
 - County
 - City/Town
 - Monumental Summit
 - Airport/Landing Strip
 - Railroad
 - Highway
 - Road
 - Stream/River
 - Lake/Reservoir

* Associated with 2021 MMP only
 ** Associated with Johnson Creek Route Alternative only
 Note:
 The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.



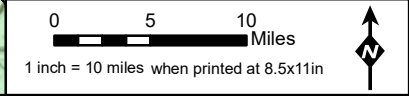
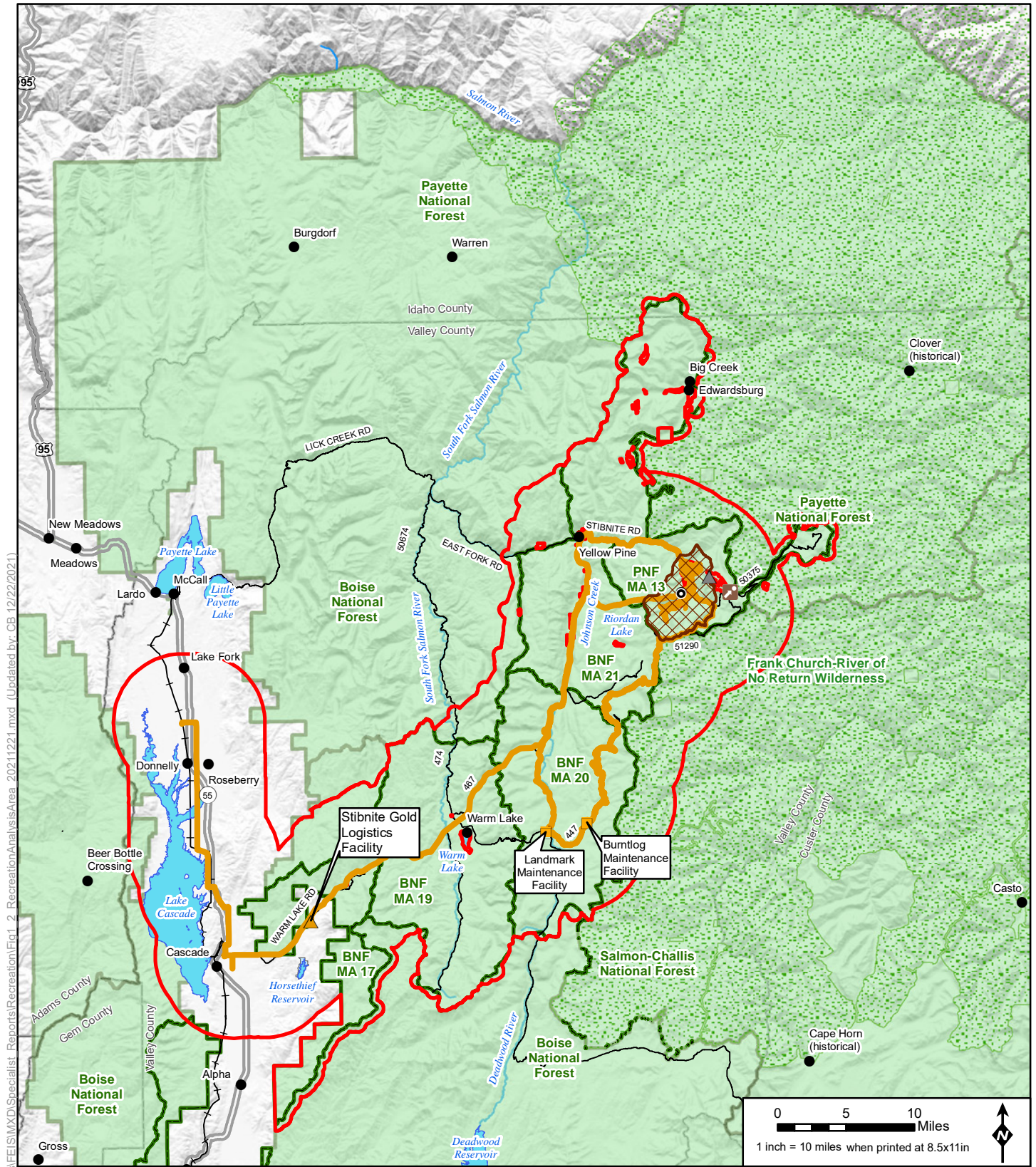
Surface Management

- Bureau of Land Management
- Bureau of Reclamation
- Private
- State
- U.S. Forest Service

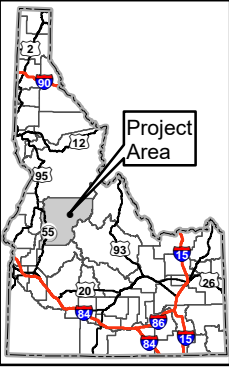
Forest Service Road Number	Road Name	Map Label
FR 447	Burnt Log Road	447
FR 467	Cabin Creek Road	467
FR 51290	Meadow Creek Lookout Road	51290
FR 474	South Fork Road (BNF)	474
FR 50674	South Fork Road (PNF)	50674
FR 440	Thunder Mountain Road (BNF)	440
FR 50375	Thunder Mountain Road (PNF)	50375

**Figure 1-1
 SGP Overview
 and Location
 Stibnite Gold Project
 Stibnite, ID**

Base Layer:
 Other Data Sources: Perpetua; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



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LEGEND		Other Features	Stream/River
Recreation Analysis Area	Operations Area Boundary	U.S. Forest Service	Lake/Reservoir
Project Components*		Wilderness	
Project Features	Offsite Facility	USFS Management Area	
Utilities		County	
New Communication Tower	Existing Communication Tower	City/Town	*Project Components are associated with both Alternatives. The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
Cell Tower		Monumental Summit	
		Railroad	
		Highway	
		Road	

**Figure 1-2
Recreation
Analysis Area
Stibnite Gold Project
Stibnite, ID**

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

2.0 Alternatives, including the Proposed Action

The SGP 2021 Modified Mine Plan (MMP) Alternatives Report (Forest Service 2021a) contains the details of the alternatives that are being considered and fully analyzed in this report. For reader usability, the alternatives are briefly summarized here.

2.1 No Action Alternative

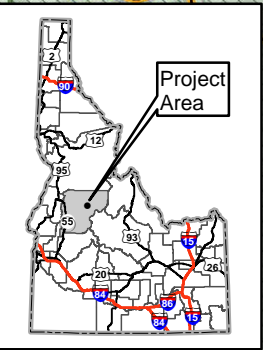
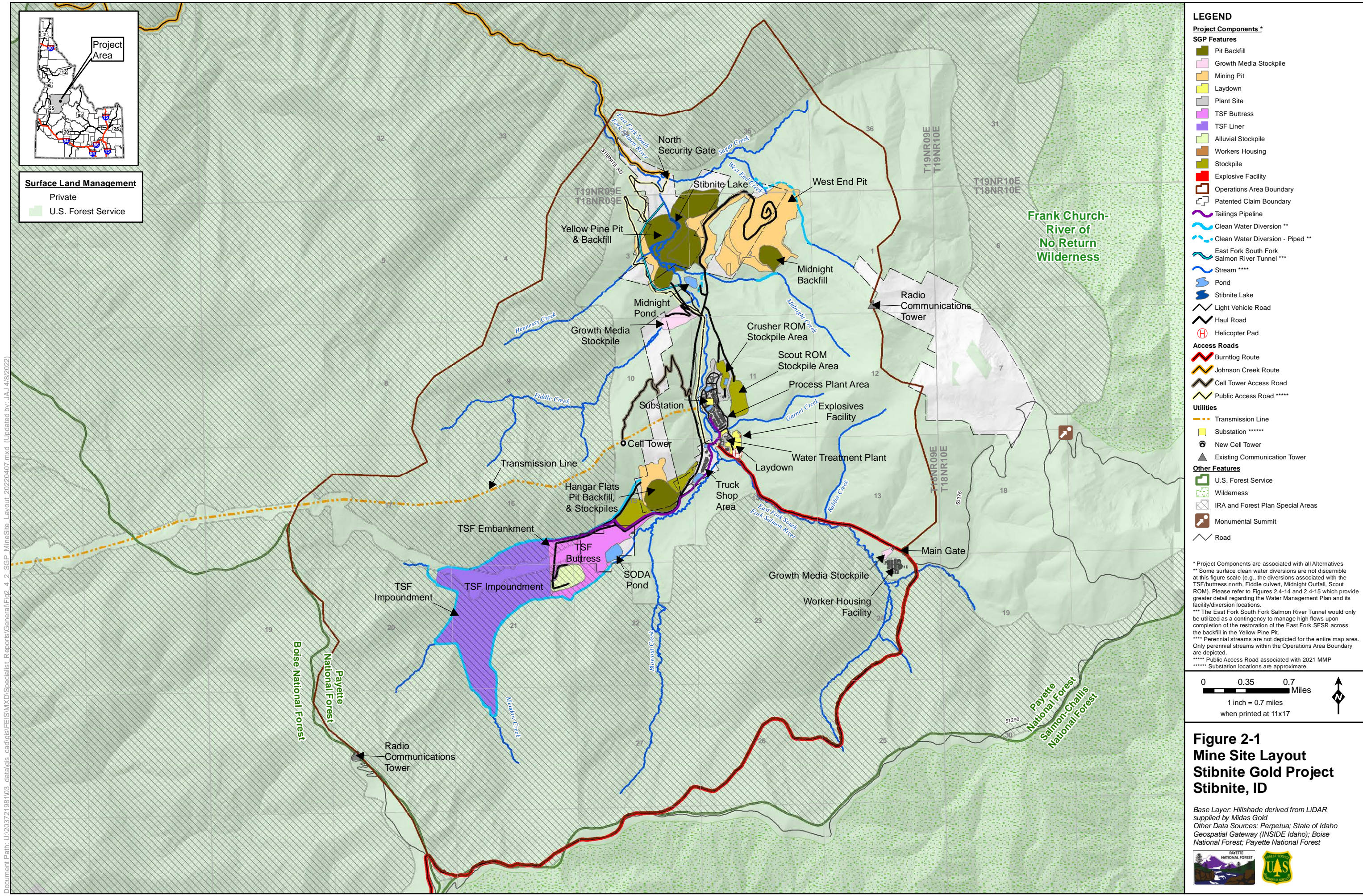
The No Action Alternative provides an environmental baseline for comparison of the action alternatives. Under the No Action Alternative, the mining, ore processing, and related activities under the 2021 MMP or the Johnson Creek Route Alternative would not take place. In addition, certain legacy and existing mining impacts would be addressed as directed in the 2021 Administrative Settlement Agreement and Order on Consent (ASAOC), including installation of stream diversion ditches designed to avoid contact of water with sources of contamination and removal of development rock and tailings currently impacting water quality. However, existing and approved activities (i.e., approved exploration activities and associated reclamation obligations) would continue and Perpetua would not be precluded from subsequently submitting another plan of operations pursuant to the General Mining Law of 1872.

2.2 2021 MMP

The 2021 MMP is based upon Perpetua's Revised Plan (ModPRO2) and is considered the Proposed Action. The description of this alternative has been updated per the Revised Plan submitted in 2021 (Perpetua 2021a). The SGP operations footprint has been modified but would still be within the previously identified Operations Area Boundary (**Figure 2-1**).

The following mine components would be common to the action alternatives:

- Mine pit locations, areal extent of disturbance, and mining and backfilling methods
- Transportation management on existing and proposed roads
- Pit dewatering, surface water management, and water treatment
- Ore processing
- Lime generation
- Tailing storage facility (TSF) construction and operation methods
- TSF Buttress construction methods
- Water supply needs and uses
- Management of mine impacted water and stormwater runoff
- Stibnite Gold Logistics Facility (SGLF)
- A road maintenance facility
- Surface and underground exploration
- Stibnite Gold Project worker housing facility



Surface Land Management
 Private
 U.S. Forest Service

- LEGEND**
- Project Components ***
- SGP Features**
- Pit Backfill
 - Growth Media Stockpile
 - Mining Pit
 - Laydown
 - Plant Site
 - TSF Buttress
 - TSF Liner
 - Alluvial Stockpile
 - Workers Housing
 - Stockpile
 - Explosive Facility
 - Operations Area Boundary
 - Patented Claim Boundary
 - Tailings Pipeline
 - Clean Water Diversion **
 - Clean Water Diversion - Piped **
 - East Fork South Fork Salmon River Tunnel ***
 - Stream ****
 - Pond
 - Stibnite Lake
 - Light Vehicle Road
 - Haul Road
 - Helicopter Pad
- Access Roads**
- Burntlog Route
 - Johnson Creek Route
 - Cell Tower Access Road
 - Public Access Road *****
- Utilities**
- Transmission Line
 - Substation *****
 - New Cell Tower
 - Existing Communication Tower
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Areas
 - Monumental Summit
 - Road

* Project Components are associated with all Alternatives
 ** Some surface clean water diversions are not discernible at this figure scale (e.g., the diversions associated with the TSF/butress north, Fiddle culvert, Midnight Outfall, Scout ROM). Please refer to Figures 2.4-14 and 2.4-15 which provide greater detail regarding the Water Management Plan and its facility/diversion locations.
 *** The East Fork South Fork Salmon River Tunnel would only be utilized as a contingency to manage high flows upon completion of the restoration of the East Fork SFSR across the backfill in the Yellow Pine Pit.
 **** Perennial streams are not depicted for the entire map area. Only perennial streams within the Operations Area Boundary are depicted.
 ***** Public Access Road associated with 2021 MMP
 ***** Substation locations are approximate.

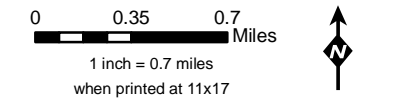


Figure 2-1
Mine Site Layout
Stibnite Gold Project
Stibnite, ID

Base Layer: Hillshade derived from LIDAR supplied by Midas Gold
 Other Data Sources: Perpetua; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



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For access, the 2021 MMP would utilize Warm Lake Road, Johnson Creek Road, and Stibnite Road during construction of the SGP and the proposed Burntlog Route; then once constructed, the Burntlog Route would be utilized during operations and reclamation. The actions proposed under the 2021 MMP would take place over a period of approximately 20 years, not including the long-term, post-closure environmental monitoring or potential long-term water treatment.

2.3 Johnson Creek Route Alternative

The Johnson Creek Route Alternative was developed to evaluate differences in impacts to various resources if this alternative access route was used. The mining portion of this alternative would be the same as under the 2021 MMP. Therefore, the primary focus of the Johnson Creek Route Alternative would be using an existing road for mine access through operations and reclamation instead of the Burntlog Route that under the 2021 MMP requires new road construction in Inventoried Roadless Areas. The Johnson Creek Route Alternative would require extensive upgrades to both Johnson Creek Road and Stibnite Road. The construction schedule for upgrading the roads and construction of the SGP would increase from 3 years to 5 years.

The action alternatives are summarized in **Table 2-1**.

Table 2-1 Action Alternatives Summary

SGP Phase	Component/ Subcomponent	2021 MMP	Johnson Creek Route Alternative
All Phases	SGP timeline	<ul style="list-style-type: none"> • Construction: Approximately 3 years. • Operations: Approximately 15 years. • Exploration: Approximately 17 years (during construction and operations). • Reclamation: Approximately 5 years (except for the TSF which would require an additional 9 years for tailings dewatering and consolidation). • Closure/Post-Closure Water Treatment: Approximately through Mine Year 40. • Environmental Monitoring: As long as needed. 	Same as 2021 MMP except: <ul style="list-style-type: none"> • Construction: Approximately 5 years (upgrading the existing Johnson Creek and Stibnite Roads to provide permanent mine access).
All Phases	Access Roads	Construction/Operations: <ul style="list-style-type: none"> • Warm lake road from State Highway (SH) 55 to Johnson Creek Route intersection (34 miles). • Johnson Creek Route for SGP access during early construction with minor improvements within the road prism. • Burntlog Route (38 miles) for SGP access during last year of construction, mining and ore processing operations, and 	<ul style="list-style-type: none"> • Warm lake road from SH 55 to Johnson Creek Route intersection (34 miles). • Johnson Creek Route (39 miles: Johnson Creek Road 25 miles, Stibnite Road 14 miles) upgraded and used for access throughout life of mine (LOM) instead of the Burntlog Route. • Access route around the Yellow Pine pit for public access, employee access, and deliveries of supplies and equipment to the

SGP Phase	Component/ Subcomponent	2021 MMP	Johnson Creek Route Alternative
		<p>closure and reclamation. Includes improvements of existing segments (23 miles) and road construction for new segments (15 miles).</p> <ul style="list-style-type: none"> • Up to eight borrow areas developed along Burntlog Route for materials needed for road improvements and maintenance. • Access route around the Yellow Pine pit for public access. <p>Closure and Reclamation:</p> <ul style="list-style-type: none"> • New sections of Burntlog Route to be reclaimed after the closure and reclamation period. 	<p>processing, warehouse, worker housing facility, and administration areas.</p> <ul style="list-style-type: none"> • No improvements or construction of new segments for Burntlog Route. • Up to seven borrow sources developed along the Johnson Creek Route for materials needed for road improvements and maintenance. <p>Closure and Reclamation:</p> <ul style="list-style-type: none"> • Improved Johnson Creek and Stibnite roads would not be reclaimed to pre-existing conditions.
All Phases	Public Access	<p>Construction:</p> <ul style="list-style-type: none"> • Temporary groomed over-snow vehicle (OSV) trail on the west side of Johnson Creek from Trout Creek to Landmark while Burntlog Route is constructed (8 miles). • OSV trail on west side of Johnson Creek from Wapiti Meadows to Trout Creek campground closed during construction (9 miles). • OSV trail from Warm Lake to Landmark closed during construction through operations (8.5 miles). • Cabin Creek Road Groomed OSV trail (11 miles). • Public roads remain open through the SGP with temporary closures as needed to accommodate construction. <p>Operations:</p> <ul style="list-style-type: none"> • Groomed OSV trail moves from west side of Johnson Creek Road to Johnson Creek Road from Landmark to Wapiti Meadows (16.7 miles). • Stibnite Road (County Road [CR] 50-412) / Thunder Mountain Road (FR 50375) closed through the SGP. • Seasonal public access through the Operations Area Boundary provided by constructing new 	<p>Construction and Operations: Same as 2021 MMP except:</p> <ul style="list-style-type: none"> • OSV trail on the west side of Johnson Creek from Wapiti Meadows to Trout Creek campground would be closed from construction through mine closure (9 miles). • Groomed OSV trail on the west side of Johnson Creek from Trout Creek to Landmark lasting from construction through mine closure. <p>Closure and Reclamation: Same as 2021 MMP.</p>

SGP Phase	Component/ Subcomponent	2021 MMP	Johnson Creek Route Alternative
		<p>road through Yellow Pine pit and below mine haul road to link Stibnite Road (FR 50412) to Thunder Mountain Road (FR 50375).</p> <ul style="list-style-type: none"> • Public access allowed on Burntlog Route to Thunder Mountain Road (FR 50375). <p>Closure and Reclamation:</p> <ul style="list-style-type: none"> • New road constructed over the Yellow Pine Backfill (backfilled Yellow Pine pit) connecting Stibnite Road (FR 50412) to Thunder Mountain Road (FR 50375). 	
Operations	Utilities – Transmission Lines	<ul style="list-style-type: none"> • Upgrade approximately 63 miles of the existing 12.5 kilovolt (kV) and 69 kV transmission lines. • New approximate 9-mile, 138 kV line would be constructed from the Johnson Creek substation to a new substation at the mine site. • Upgrade the substations located at Oxbow Dam, Horse Flat, McCall, Lake Fork, and Warm Lake. • Reroute approximately 5.4 miles of transmission line to avoid the Thunder Mountain Estates subdivision. • Reroute approximately 0.9 miles of transmission line between Cascade and Donnelly to use an old railroad grade on private property. • Installation of approximately 3 miles of new underground distribution line along Johnson Creek Road from the Johnson Creek substation south to Wapiti Meadows. 	Same as 2021 MMP.

SGP Phase	Component/ Subcomponent	2021 MMP	Johnson Creek Route Alternative
Operations	Utilities - Communication Towers and Repeater Sites	<ul style="list-style-type: none"> • One cell tower located north of the Hangar Flats pit. • Locations along Burntlog Route for very high frequency (VHF) repeater sites. • Use existing access roads to repeater site locations along Burntlog Route. • Communication site at the SGLF. • Upgrades to existing communication site. 	Same as 2021 MMP except: <ul style="list-style-type: none"> • Cell tower sites constructed and maintained using helicopter (instead of constructing access roads) for sites within IRAs managed for Backcountry/Restoration. • Locations along Johnson Creek route for repeater sites.
Operations	Off-site Maintenance Facility	<ul style="list-style-type: none"> • SGLF located along Warm Lake Road. • Burntlog Maintenance Facility located at one of the borrow source locations 4.4 miles east of the junction of Johnson Creek Road and Warm Lake Road along the proposed Burntlog Route. 	<ul style="list-style-type: none"> • SGLF same as 2021 MMP • Landmark Maintenance Facility located at junction of Warm Lake Road at Johnson Creek Road.
Closure and Reclamation	Access road segments	<ul style="list-style-type: none"> • Removal and reclamation of new road segments constructed for Burntlog Route. • Return of previously existing road segments to pre-construction width and condition. 	<ul style="list-style-type: none"> • No removal or reclamation of pre-existing access routes.

Table Source: Perpetua 2021a

2.4 Environmental Design Features

The SGP must comply with all laws and regulations that apply to the proposed activities (Forest Service 2021a). Standards and guidelines in the Payette and Boise National Forest Land and Resource Management Plans (Forest Service 2003, 2010) that are designed to reduce or prevent undesirable impacts resulting from proposed management activities are incorporated into all the action alternatives by reference. In addition, best management practices outlined in the Best Management Practices for Mining in Idaho (Idaho Department of Lands 1992) would be implemented where appropriate and applicable for operations to minimize site disturbance from mining and drilling activities.

In the design of the 2021 MMP, Perpetua has already considered many of the potential environmental impacts that might be caused by the SGP. This has led to an internal evaluation of project design features and operational characteristics that may have the effect of reducing and/or eliminating potential environmental impacts of the SGP. Such project-specific measures intended by a proponent to inherently reduce and/or avoid potential environmental impacts of a proposed action are referred to as environmental "design features."

Based on the application of permits and regulatory compliance requirements (Forest Service 2021a) to the project, regulatory requirements, standards and guidelines, best management practices, and likely permit conditions are listed in **Table 2-2**. The environmental design features that have been proposed and committed to by Perpetua are listed in **Table 2-3**. All of these environmental protection measures have been assumed to be effective in conducting the environmental analysis presented in **Section 7.0**.

Table 2-2 Prominent Regulatory and Forest Plan Requirements for Recreation

Description	Type	Reference
Damage to or loss of Forest System trails from mining activities should be repaired or mitigated by the appropriate party	FP Component	BNF: REGU22, REGU24 PNF: REGU23, REGU26
Architectural designs would follow principles and concepts outlined in the Built Environment Image Guide (BEIG). Facilities identified as necessary should blend with the surrounding landscape character and the ROS setting. ROS descriptions in the BNF and PNF Forest Plans Appendix F should be used to help guide facility development and recreation activity management within each ROS class. When a structure or facility is created for other than public use, the materials, color, and location should be chosen to reduce visual contrast of the structure. Natural or neutral colors should be used in to help structures blend with the landscape. The use of natural or neutral colors and non-reflective surfaces would be considered for structures. An exception to this would be when the function of the structure is to be seen.	FP Component	BNF and PNF: FRGU13, SCGU13, SCGU14, SCGU15 BNF: REGU12, REGU15 PNF: REGU13, REGU16

Table 2-3 Proponent Proposed Environmental Design Features for Recreation

Description
An 8-mile temporary 16-foot-wide groomed over snow vehicle (OSV) trail would be created adjacent to Johnson Creek Road between Landmark and Trout Creek Campground during construction of the Burntlog Route.
A 16-foot-wide groomed OSV trail would be created south of Warm Lake Road to connect the southern end of Johnson Creek Road to the Landmark-Stanley Road. This 0.3-mile route will be used throughout construction and operations.
During construction, approximately 13 miles of groomed OSV trail would be maintained along Cabin Creek Road (FR 467).

3.0 Relevant Laws, Regulations, and Policy

3.1 Land and Resource Management Plan

Physical, social, and biological resources on National Forest System lands are managed to achieve a desired condition that supports a broad range of biodiversity and social and economic opportunity. National Forest Land and Resource Management Plans embody the provisions of the National Forest Management Act and guide natural resource management activities on National Forest System land.

In the SGP area, the Payette National Forest Land and Resource Management Plan (Forest Service 2003a), the Boise National Forest Land and Resource Management Plan (Forest Service 2010), and the Frank Church River of No Return Wilderness Plan (Forest Service 2009) provide management prescriptions designed to realize goals for achieving desired condition for recreation and include various objectives, guidelines, and standards for this purpose.

3.2 Federal Laws, Regulations, and Policy

3.2.1 National Forest Management Act

The National Forest Management Act of 1976 (16 United States Code 1600) directs the U.S. Forest Service (Forest Service) through the forest planning process to provide for a variety of multiple uses, including recreation. To implement the terms of the National Forest Management Act, the Forest Service developed the Recreation Opportunity Spectrum (ROS) to ensure “a broad spectrum of dispersed and developed recreation opportunities,” which is described in further detail in **Section 6.1.4**, Recreation Setting (Forest Service 1982).

3.3 Executive Orders

3.3.1 Executive Order 11017

As stated in the 1962 Executive Order 11017, the Recreation Advisory Council shall include advice to the Federal agencies concerned with respect to the following aspects of outdoor recreation resources: “(1) the protection and appropriate management of scenic areas, natural wonders, primitive areas, historic sites, and recreation areas of national significance, (2) the management of Federal lands for the broadest possible recreation benefit consistent with other essential uses, (3) the management and improvement of fish and wildlife resources for recreational purposes, (4) cooperation with and assistance to the States and local governments, (5) interstate arrangements, including Federal participation where authorized and necessary, and (6) vigorous and cooperative leadership in a nationwide recreation effort.”

3.4 State and Local Policy

3.4.1 State of Idaho Local Land Use Planning Act (1972)

As stated in Section 67-6502, the purpose of the State of Idaho Local Land Use Planning Act (1972) is, in part “to promote the health, safety, and general welfare of the people of the state of Idaho as follows: ...10) to protect fish, wildlife, and recreation resources.”

3.4.2 Idaho Outfitters and Guides Act

The Idaho Outfitters and Guides Act (Title 36, Chapter 21, Idaho Code) requires a license as a prerequisite for conducting outfitting and guiding. Under the Act, the Idaho Outfitters and Guides Licensing Board (IOGLB) is responsible for determining the qualifications for outfitters and guides and issuing state licenses to commercial outfitters and guides in the State of Idaho.

3.4.3 Valley County Comprehensive Plan

The purpose of the Valley County Comprehensive Plan is to promote the health, safety, and general welfare of the people of the state of Idaho, and in part, to ensure the protection of “fish, wildlife, and recreation resources” (Valley County 2018). The Valley County Comprehensive Plan also includes a Recreation and Open Space goal “To promote and support a viable recreation and tourism program ...” (Valley County 2018). Objectives include creating improvements for more varied recreation opportunities, promoting development of new recreation facilities when compatible with land use goals, and protecting access to public lands (Valley County 2018).

3.4.4 City of Cascade Comprehensive Plan

The City of Cascade Comprehensive Plan (City of Cascade 2018) recognizes recreation and open space as management elements that set forth the community's goals and objectives for expanded and enhanced recreational opportunities. One of the city's goals is to "Expand recreation and open space varieties and opportunities." The City of Cascade Comprehensive Plan recognizes the proximity of BNF recreational opportunities to residents and acknowledges that these recreational use areas are a major tourism driver.

4.0 Issues and Resource Indicators

4.1 Significant Issues

Significant issues are those which are used to formulate alternatives to the Proposed Action and to develop mitigation measures. No significant issues were identified for recreation resources.

4.2 Resource Issues and Indicators

Although recreation was not identified as a significant issue, it was identified by the public, the Forest Service, and cooperating agencies as a relevant consideration. The analysis of effects to recreation includes the following issue and indicators:

Issue: The SGP may cause changes to recreation setting, access, facilities, and/or opportunities.

Indicators:

- Changes in motorized access (including restrictions and/or changes in maintenance) to recreation opportunities.
- Changes in recreation physical setting characteristics and related Recreation Opportunity Spectrum (ROS) class (by season) measured in acres.
- Changes in recreation facilities (trails, campgrounds, trailheads), including the level of development and setting.
- Changes in recreation use.
- Changes in recreation opportunities available.
- Changes in the ability to participate in recreation opportunities.

For special use permits, the IOGLB website provided information regarding permitted outfitters for each Idaho Department of Fish and Game, game management unit, in the Analysis Area (the analysis area is defined in **Section 1.0** and depicted on **Figure 1-2**).

The following assumptions were made in the evaluation of the environmental consequences related to recreation:

- Increased access (in the form of new/improved roadways or off-highway vehicle (OHV)/over snow vehicle (OSV) routes, or a change in maintenance) is assumed to lead to an increase in visitor use.

- Impacts to recreation experiences are assumed to result if changes to the recreation setting occur.
- Forest Service and county roads would not be closed during transmission line upgrades, but access may be delayed or detoured during upgrade activities.
- All winter use is considered dispersed recreation.
- SGP construction, operation, or closure/reclamation would not be expected to change the origin of visitors to the analysis area and would not encourage visitors' use in new areas.
- After access is restored and the site is reclaimed, some visitors may choose to remain at their displacement location rather than return to the SGP area.
- Sound from SGP activities at recreation sites/areas is based on estimated noise that does not consider the effects of topography or vegetation on noise propagation. Therefore, the noise impacts presented in the analysis may be more extensive than would actually occur given the topography and vegetation present in the analysis area.
- Emissions plume visibility was evaluated for a hypothetical observer at the Frank Church River of No Return Wilderness (FCRNRW) as part of the air quality analysis (Forest Service 2021c). Results of this analysis and the corresponding impacts to recreation are discussed under operation of the SGP. Specific modeling details related to plume visibility can be found in the Air Quality Specialist Report (Forest Service 2021c).
- SGP workers would not be expected to substantially contribute to recreational use outside of the Operations Area Boundary. During operations, workers would be primarily expected to stay on site in the Operations Area Boundary and use the recreation facilities provided in this area. During construction and closure/reclamation, it is assumed that most workers would be working in the analysis area but may recreate near the temporary construction worker housing areas.
- While there would be an increase in local jobs due to the SGP, on-site worker housing would be provided thus there would be limited in-migration of workers living off-site during construction, operations, and closure/reclamation (Forest Service 2021f). Most of the new in-migrating workers would be expected to relocate to Cascade and McCall given the existing distribution of population and housing within the communities closest to the SGP, as well as the expected employee shuttle location. A minor portion of employees might be expected to relocate to Council or New Meadows and few, if any, new employees and their families would be expected to relocate to the small communities of Yellow Pine, Donnelly, or elsewhere within Valley County's or Adams County's unincorporated and more rural areas. Therefore, the SGP would not be expected to generate a large increase in the number of full-time residents within the analysis area. As a result, a small increase in recreational use would likely occur during SGP construction, operations, and closure/reclamation due to a small increase in the full-time residential population, and local residents may notice slightly more people participating in recreation activities locally.

Because there are no specific recreational use and demand estimates for the analysis area, the discussion of changes to recreational use is qualitative, and describes potential changes in recreational use due to displacement, increased access, reduced acreage for recreation, and changes in the recreation setting.

It was assumed that designated ROS classes contained in the Payette Forest Plan (Forest Service 2003a), Boise Forest Plan (Forest Service 2010), and Frank Church River of No Return Wilderness Plan (Forest

Service 2009) for the relevant management areas are current, and match ROS GIS data available between April 20 and September 25, 2017. Designated ROS classes were determined for the analysis area through review of the Payette Forest Plan, the Boise Forest Plan, and the Frank Church River of No Return Wilderness Plan. ROS GIS data from the PNF and BNF were overlaid on the analysis area to determine applicable ROS designations in the analysis area. Assumptions in the analysis of ROS and ROS physical settings include:

- Changes in access could result in change in physical setting criteria, thereby affecting overall ROS physical setting.
- “Better than Primitive Roads” was assumed to include roads with a maintenance level of “Passenger Car.”
- A designation of “Primitive” was given to the portion of the FCRNRW in the analysis area in the PNF for which there was no ROS classification in GIS to match the adjacent Salmon-Challis National Forest designation.
- Roads with a maintenance level of “Basic Custodial Care – Closed” were not included in the ROS physical setting analysis or included as part of existing motorized road or trail facilities.

To address the issue and indicators listed in this section, the impacts to recreation have been structured into two topics: 1) recreation opportunities, facilities, access, and use, which are all interdependent and therefore discussed together; and 2) impacts to the ROS classes and physical setting.

To increase readability and avoid redundancy in the impact discussion for the action alternatives if the impacts on recreation (opportunities, facilities, access, and use) of an alternative component are the same as 2021 MMP, this is stated and the impacts are not repeated. Figures are provided of existing recreation facilities under operational conditions in both the summer and winter for each alternative and routes available in both the winter and summer under each alternative.

Effects on the physical ROS in the analysis area focus on two impacts: (1) identified inconsistencies with the existing designated ROS classes due primarily to changes in where motorized use would be allowed, or increased development/landscape modification with implementation of the action alternative; and (2) impacts to the estimated ROS physical setting. The estimated ROS physical setting class is not always the same as the designated ROS class of an area; therefore, there may be impacts to the physical setting that may not result in a change to the designated ROS class if the class allows more landscape modification than the physical setting currently includes. There also may be differences in impacts to both topics (designated ROS classes and estimated ROS physical setting) between winter and summer. These are noted in the discussion of impacts to designated ROS classes and impacts to the estimated ROS physical setting, where appropriate. Almost all impacts to designated ROS classes and the estimated ROS physical setting would occur from construction through closure and reclamation. Impacts after reclamation are described for those components that may have such impacts. Impacts that would only occur during construction are noted as well.

The impacts of the SGP to recreation special use permits approved for the analysis area are also described.

5.0 Methodology

5.1 Analysis Area

The analysis area for the recreational resource includes the area where effects (direct / indirect and cumulative) may be caused by the SGP and associated activities (FSH.1909.15, 15.2a).

5.1.1 Direct/Indirect Effects Boundaries

As shown in **Figure 1-2**, the analysis area for direct and indirect impacts to recreation includes PNF Management Area (MA) 13 (Big Creek/Stibnite) and BNF MA 21 (Lower Johnson Creek), BNF MA 20 (Upper Johnson Creek), BNF MA 19 (Warm Lake), and a portion of BNF MA 17 (North Fork Payette River). The analysis area for recreation also includes a 5-mile radius from the major SGP components. The 5-mile radius generally falls within the management areas listed above; however, it does extend outside the management area boundaries in some locations, particularly into the adjacent FCRNRW where recreation could be affected.

5.1.2 Cumulative Effects Boundaries

The cumulative effects analysis area for recreation is the same as the analysis area for direct and indirect effects to recreation as well as a 5-mile radius from the major SGP components to account for where the SGP could be visible within foreground or middle ground distances (Forest Service 2021e) and noise from SGP activities could be audible (Forest Service 2021d) and thus could potentially affect recreation opportunities and settings. Other past, present, and reasonably foreseeable actions occurring on federal and non-federal lands, with similar effects that overlap in time and space include forest management, mining and mine reclamation, road maintenance, recreation, campground upgrades, and winter motorized use of forest roads.

Past and present mining and mining-related activities have occurred around the Stibnite Mining District for over 100 years. These activities have led to the existing setting, which includes previous development and reclamation within the analysis area.

5.2 Analysis Area Methodology

Recreation was analyzed using Geographic Information System (GIS) analyses, information, and analysis documented in reports prepared for the SGP, and existing studies and plans, including the Payette National Forest Land and Resource Management Plan (Payette Forest Plan) (Forest Service 2003a), the Boise National Forest Land and Resource Management Plan (Boise Forest Plan) (Forest Service 2010), the Frank Church -River of No Return Wilderness Plan (Forest Service 2009), and the Valley County Comprehensive Plan (Valley County 2018). Recreation data managed by PNF and BNF include recreational use areas, such as roads and trails; developed recreational use areas, such as campgrounds and trailheads; groomed OSV trails; special management areas; special use permits; and ROS classifications. Data on existing ROS physical setting attributes were developed per the Recreation Opportunity Spectrum User Guide (Forest Service 1982) and National Recreation Opportunity Spectrum Mapping protocol (Forest Service 2003b). The analysis area was selected because these are the management areas where SGP components are located and where recreation surrounding these components generally occurs and thus may be affected by the SGP. The analysis area for recreation also includes a 5-mile radius from the major SGP components to account for where the SGP could be visible within foreground or middle ground distances (Forest Service 2021e) and noise from SGP activities could be audible (Forest Service 2021d), thus potentially affecting recreation opportunities and settings.

6.0 Affected Environment

6.1 Existing Condition

The analysis area is a popular area for a variety of recreation activities on both private and public lands. The village of Yellow Pine is located east of State Highway (SH) 55 in the analysis area. Services are limited in Yellow Pine, which had a year-round population of 32 in 2018 (Census 2018). There also is an unincorporated community in the Big Creek/Edwardsburg area, which has residents during the summer (Forest Service 2003a). **Figure 1-2** shows the recreation analysis area. The following sections describe the existing recreation opportunities, facilities, access, setting, use and users, and special use permits in the analysis area.

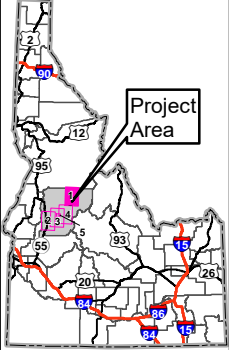
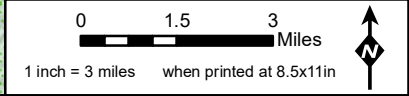
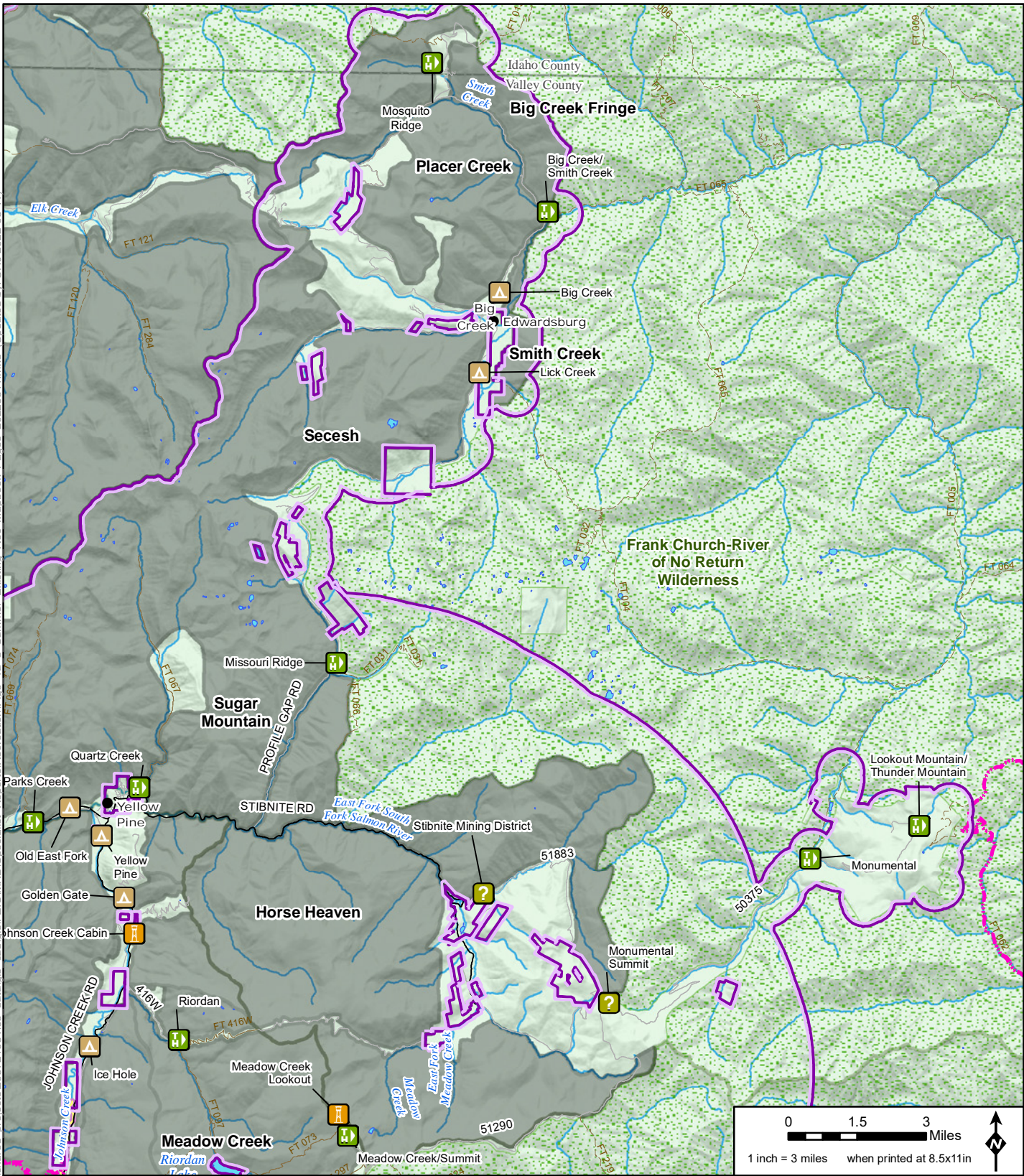
6.1.1 Recreation Opportunities

The analysis area consists of a multitude of recreation opportunities. Summer recreation opportunities are shown on **Figures 6-1a** through **6-1e**. Winter recreation opportunities are shown on **Figures 6-2a** through **6-2e**. The analysis area includes over 170 miles of trails open to motorized use (**Figures 6-3a** and **6-3b**). Over 60 percent of the trails in the analysis area that are open to motorized use are open to motorcycles, and over 35 percent are open to vehicles 50 inches or less in width. Motorized recreation opportunities are available throughout the analysis area, including on trails in Inventoried Roadless Areas (IRAs), which are predominantly in PNF MA 13 and BNF MAs 19, 20, and 21.

In the winter, the Idaho Department of Parks and Recreation grooms over 96 miles of OSV trails in the analysis area. Snowmobiling is popular on these groomed OSV routes that branch off the plowed main routes through the analysis area (**Figure 6-4**). Cross-country skiing opportunities are available in BNF MA 17 (Forest Service 2010).

Summertime recreation opportunities such as hunting, fishing, hiking, camping, mountain biking, river recreation, and horseback riding are popular throughout the analysis area with opportunities available at developed facilities, such as campgrounds and trails, and at dispersed locations, such as dispersed camping areas and specially designated areas including IRAs, FCRNRW, and suitable Wild and Scenic Rivers. Warm Lake is a destination for water-related recreation, such as boating and swimming. Backpacking and pack trips are popular in the Big Creek area and from trailheads into the FCRNRW. Fishing opportunities are available throughout the analysis area, particularly at Johnson Creek, Warm Lake, South Fork Salmon River, and East Fork South Fork Salmon River, for species such as salmon, steelhead, whitefish, and trout (**Figure 6-1a** through **6-1e**).

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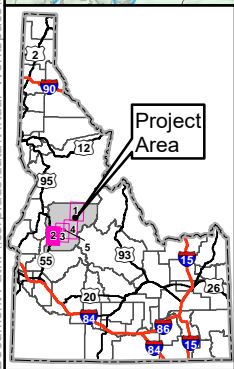
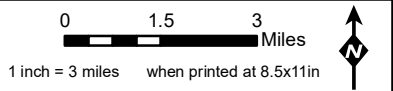
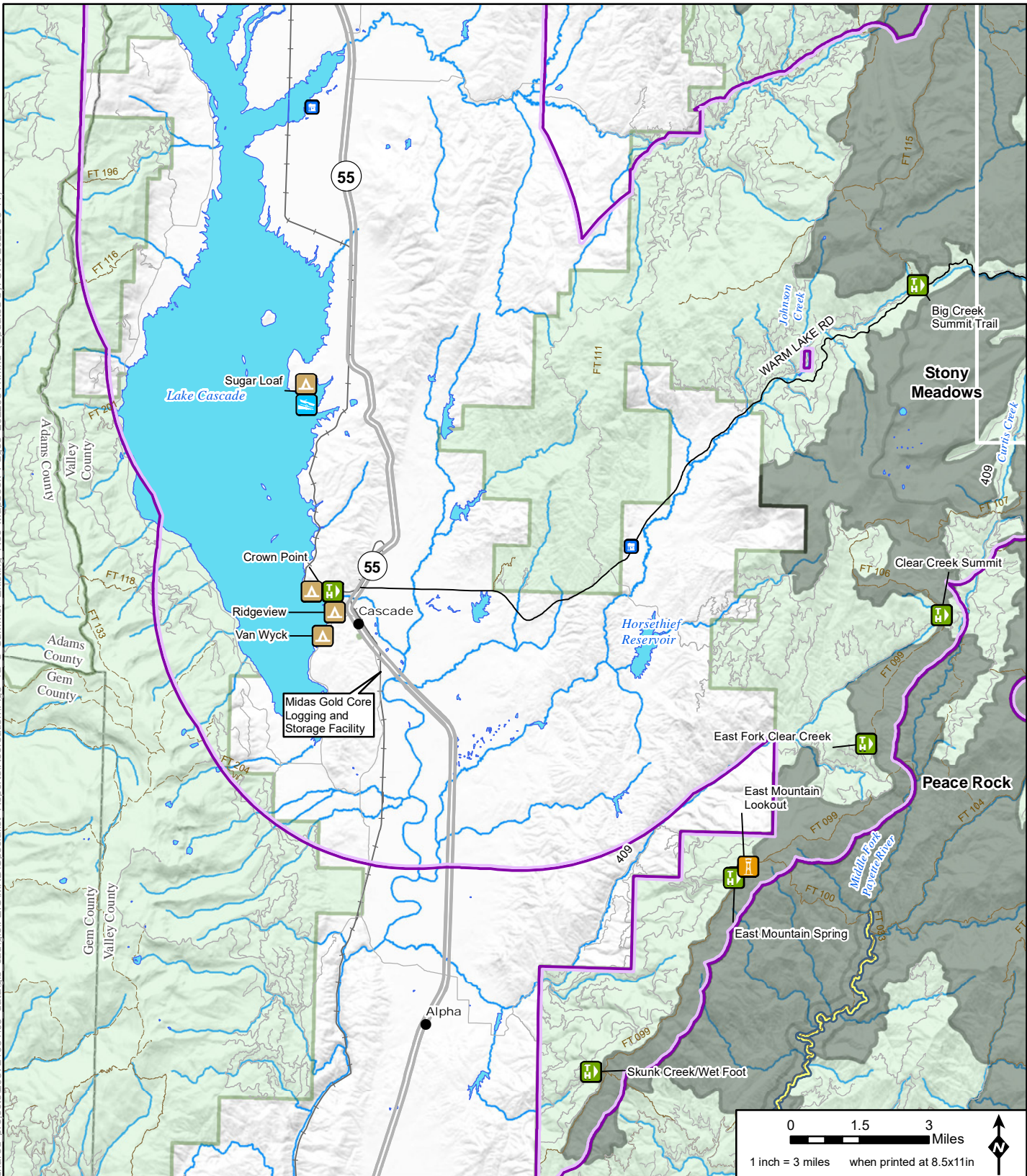
LEGEND	
SPECIAL DESIGNATIONS	RECREATION FACILITIES
<ul style="list-style-type: none"> ID Roadless Area Wild And Scenic Rivers Status/Classification Designated, Wild Eligible, Recreational Eligible, Scenic Eligible, Wild Suitable, Recreational Suitable, Scenic Suitable, Wild 	<ul style="list-style-type: none"> Campground Dispersed Camping Day Use Area Documentary Site Group Picnic Site Horse Camp Hotel/Lodge/Resort Information Site/Fee Station Interpretive Site (Admin) Interpretive Site (Minor) (Fire) Lookout/Cabin Organization Site Picnic Site
<ul style="list-style-type: none"> Wild Wildlife Viewing Site Recreation Analysis Area U.S. Forest Service Wilderness County City/Town Railroad Highway Access Road 	<ul style="list-style-type: none"> Recreation Residence Swimming Site Trailhead Wildlife Viewing Site Recreation Analysis Area Other Features U.S. Forest Service Wilderness County City/Town Railroad Highway Access Road

6-1a Existing Conditions Summer Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTE2010. Data refreshed January, 2020.
 Other Data Sources: Pappetta; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Not all features are visible in every map extent.





LEGEND	
ID Roadless Area	Campground
Wild And Scenic Rivers Status/Classification	Dispersed Camping
Designated, Wild	Day Use Area
Eligible, Recreational	Documentary Site
Eligible, Scenic	Group Picnic Site
Eligible, Wild	Horse Camp
Sustainable, Recreational	Hotel/Lodge/Resort
Sustainable, Scenic	Information Site/Fee Station
Sustainable, Wild	Interpretive Site (Admin)
Recreation Facilities	Interpretive Site (Minor)
Boating Site	(Fire) Lookout/Cabin
Recreation Residence	Organization Site
Swimming Site	Picnic Site
Trailhead	Wilderness
Wildlife Viewing Site	County
Recreation Analysis Area	City/Town
Other Features	Railroad
U.S. Forest Service	Highway
Access Road	
Road	
Idaho Centennial Trail	
Stream/River	
Lake/Reservoir	

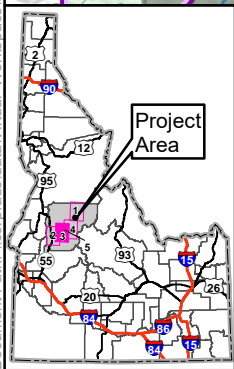
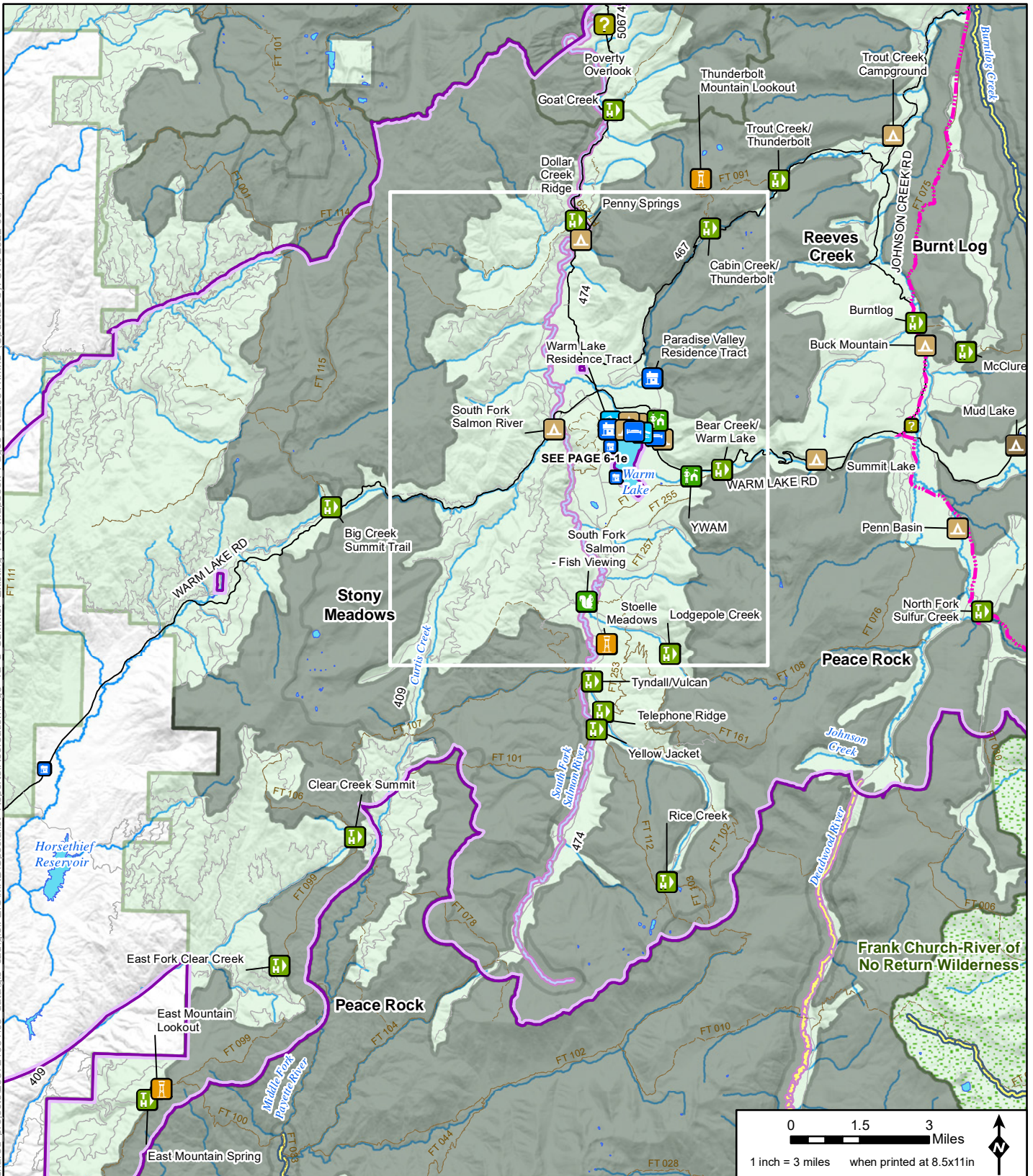
6-1b Existing Conditions Summer Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
Other Data Sources: Paipetua; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Not all features are visible in every map extent.



LEGEND	
Special Designations	Campground
ID Roadless Area	Dispersed Camping
Wild And Scenic Rivers Status/Classification	Day Use Area
Designated, Wild	Documentary Site
Eligible, Recreational	Group Picnic Site
Eligible, Scenic	Horse Camp
Eligible, Wild	Hotel/Lodge/Resort
Sustainable, Recreational	Information Site/Fee Station
Sustainable, Scenic	Interpretive Site (Admin)
Sustainable, Wild	Interpretive Site (Minor)
Recreation Facilities	(Fire) Lookout/Cabin
Boating Site	Organization Site
Swimming Site	Picnic Site
Trailhead	Wildlife Viewing Site
Recreation Analysis Area	Other Features
Road	U.S. Forest Service
Idaho Centennial Trail	Wilderness
Stream/River	County
Lake/Reservoir	City/Town
	Railroad
	Highway
	Access Road

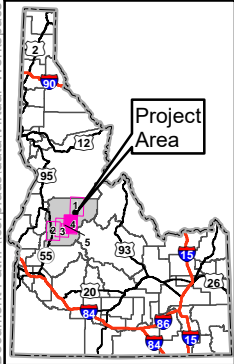
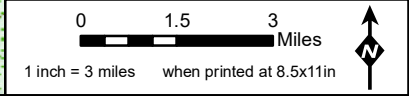
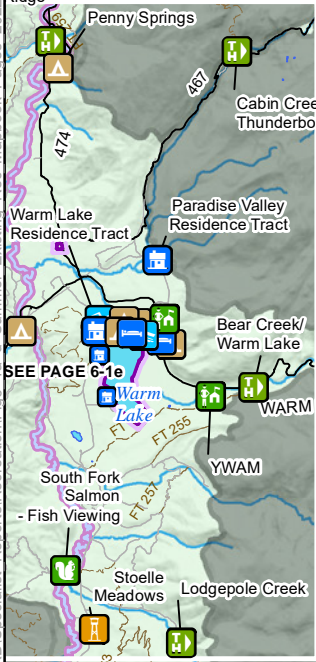
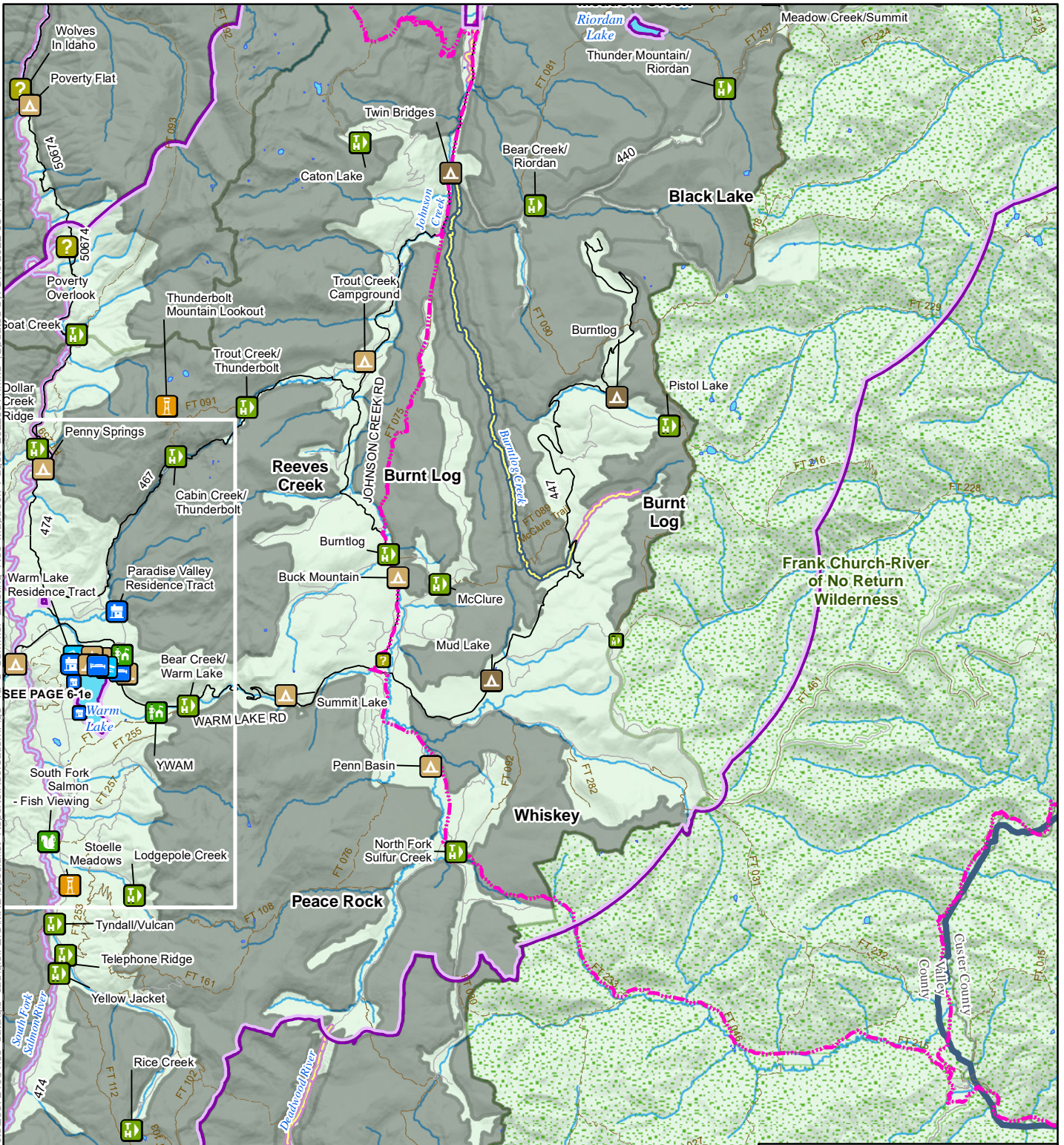
6-1c Existing Conditions Summer Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Paipetua; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Not all features are visible in every map extent.

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LEGEND	
ID Roadless Area	Campground
Wild And Scenic Rivers Status/Classification	Dispersed Camping
Designated, Wild	Day Use Area
Eligible, Recreational	Documentary Site
Eligible, Scenic	Group Picnic Site
Eligible, Wild	Horse Camp
Sustainable, Recreational	Hotel/Lodge/Resort
Sustainable, Scenic	Information Site/Fee Station
Sustainable, Wild	Interpretive Site (Admin)
Recreation Facilities	Interpretive Site (Minor)
Boating Site	(Fire) Lookout/Cabin
	Organization Site
	Picnic Site
	Recreation Residence
	Swimming Site
	Trailhead
	Wildlife Viewing Site
	Recreation Analysis Area
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Idaho Centennial Trail
	Stream/River
	Lake/Reservoir

6-1d Existing Conditions Summer Recreation Stibnite Gold Project Stibnite, ID

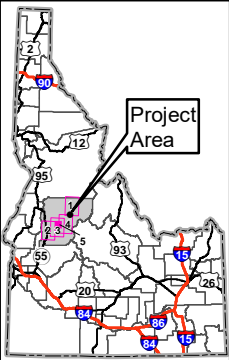
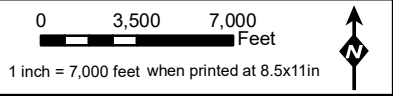
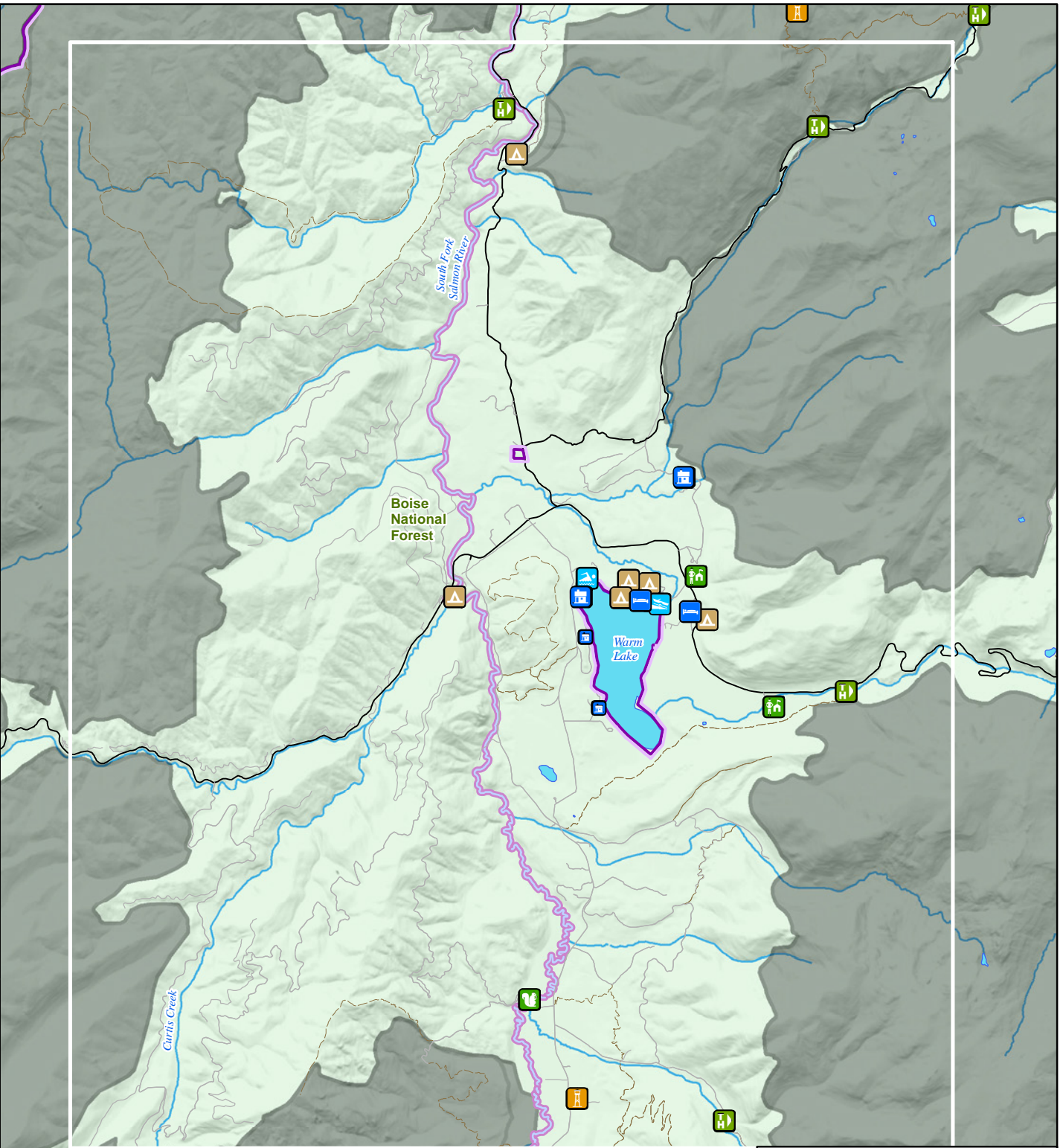
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Other Data Sources: Perpetua; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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LEGEND	
Special Designations	Campground
ID Roadless Area	Dispersed Camping
Wild And Scenic Rivers Status/Classification	Day Use Area
? Wild	Documentary Site
Designated, Wild	Group Picnic Site
Eligible, Recreational	Horse Camp
Eligible, Scenic	Hotel/Lodge/Resort
Eligible, Wild	Information Site/Fee Station
Sustainable, Recreational	Interpretive Site (Admin)
Sustainable, Scenic	Interpretive Site (Minor)
Sustainable, Wild	(Fire) Lookout/Cabin
Recreation Facilities	Organization Site
Boating Site	Picnic Site
Recreation Residence	Swimming Site
Trailhead	Wildlife Viewing Site
Recreation Analysis Area	Other Features
U.S. Forest Service	Wilderness
County	City/Town
Railroad	Highway
Access Road	Road
Idaho Centennial Trail	Stream/River
Lake/Reservoir	

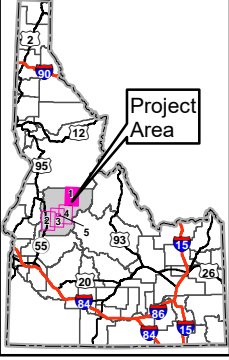
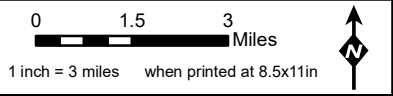
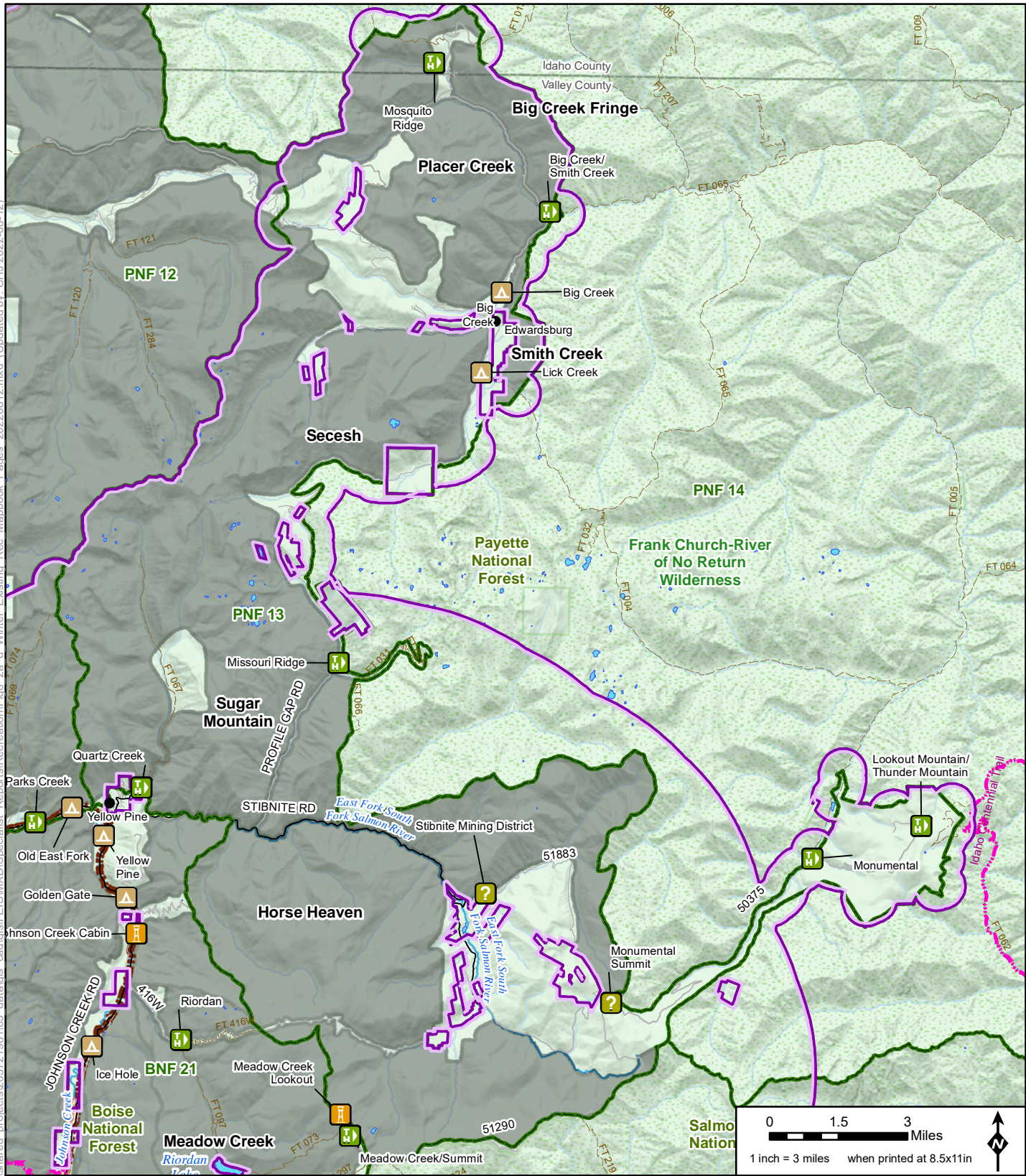
Figure 6-1e Existing Conditions Summer Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
Other Data Sources: Mitas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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LEGEND		Other Features	
	ID Roadless Area		U.S. Forest Service
	Wild And Scenic Rivers Status/Classification		Wilderness
	Designated, Wild		USFS Management Area
	Eligible, Recreational		County
	Eligible, Scenic		
	Eligible, Wild		
	Suitable, Recreational		
	Suitable, Scenic		
	Suitable, Wild		
	Boating Site		Recreation Residence
	Campground		Swimming Site
	Dispersed Camping		Trailhead
	Day Use Area		Wildlife Viewing Site
	Documentary Site		Recreation Analysis Area
	Group Picnic Site		
	Horse Camp		
	Hotel/Lodge/Resort		
	Information Site/Fee Station		
	Interpretive Site (Admin)		
	Interpretive Site (Minor)		
	(Fire) Lookout/Cabin		
	Organization Site		City/Town
	Picnic Site		Railroad
	Recreation Residence		Highway
	Swimming Site		Access Road
	Trailhead		Road
	Wildlife Viewing Site		Groomed Route
	Recreation Analysis Area		Plowed Route
	U.S. Forest Service		Idaho Centennial Trail
	Wilderness		Stream/River
	USFS Management Area		Lake/Reservoir
	County		

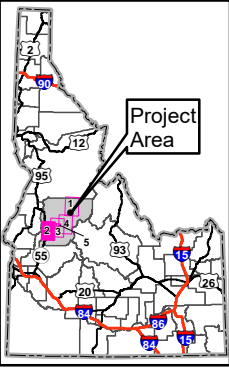
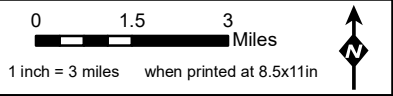
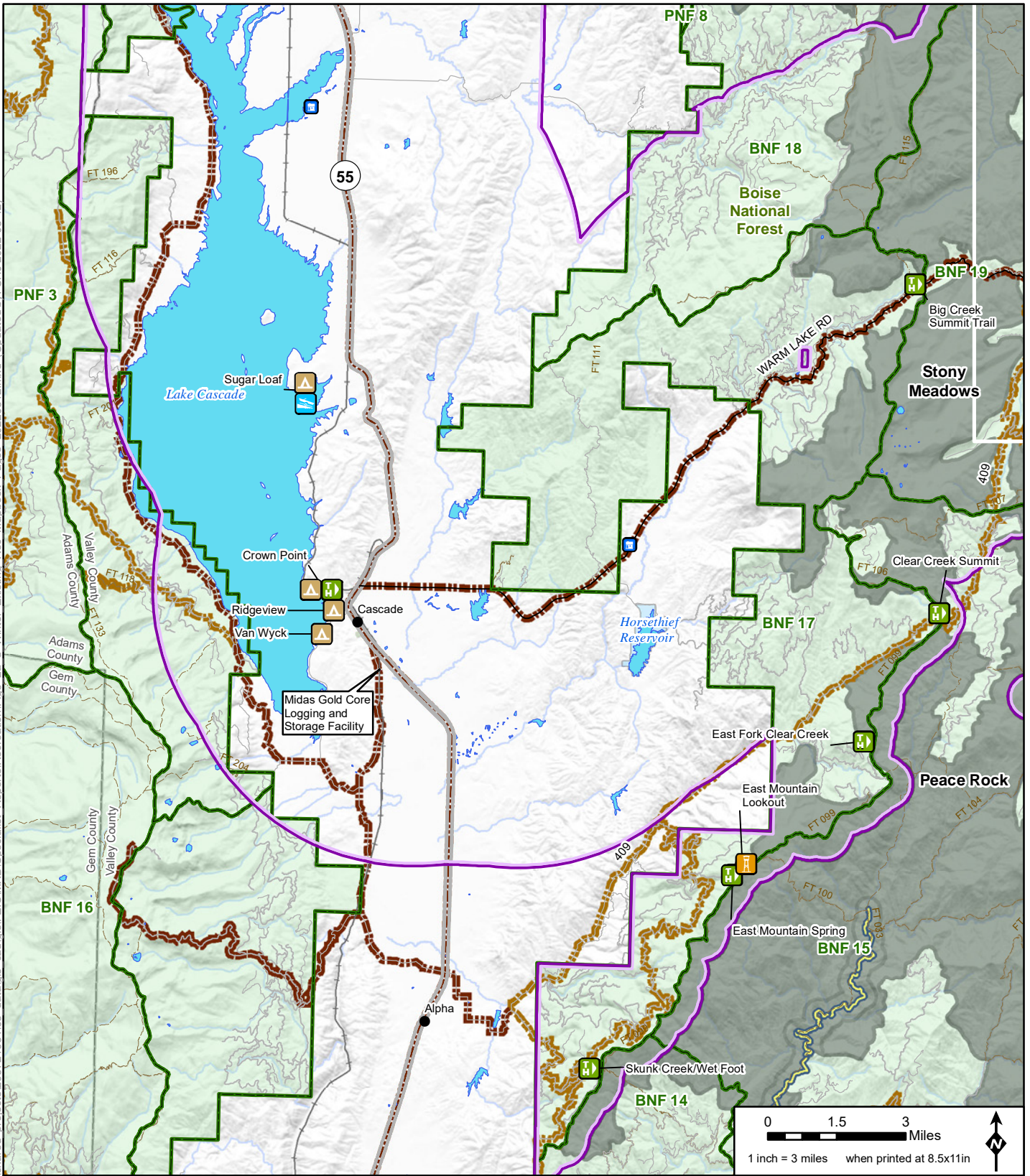
6-2a Existing Conditions Winter Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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LEGEND		Recreation Facilities		Other Features	
	ID Roadless Area		Boating Site		Organization Site
	Wild And Scenic Rivers Status/Classification		Campground		Picnic Site
	Designated, Wild		Dispersed Camping		Recreation Residence
	Eligible, Recreational		Day Use Area		Swimming Site
	Eligible, Scenic		Documentary Site		Trailhead
	Eligible, Wild		Group Picnic Site		Wildlife Viewing Site
	Suitable, Recreational		Horse Camp		Recreation Analysis Area
	Suitable, Scenic		Hotel/Lodge/Resort		U.S. Forest Service
	Suitable, Wild		Information Site/Fee Station		Wilderness
			Interpretive Site (Admin)		USFS Management Area
			Interpretive Site (Minor)		County
			(Fire) Lookout/Cabin		
					City/Town
					Railroad
					Highway
					Access Road
					Road
					Groomed Route
					Plowed Route
					Idaho Centennial Trail
					Stream/River
					Lake/Reservoir

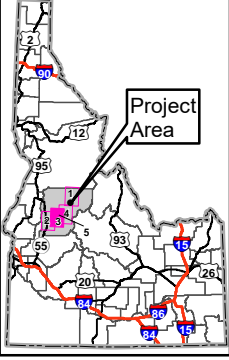
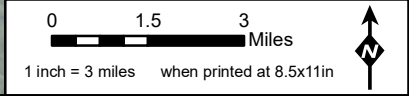
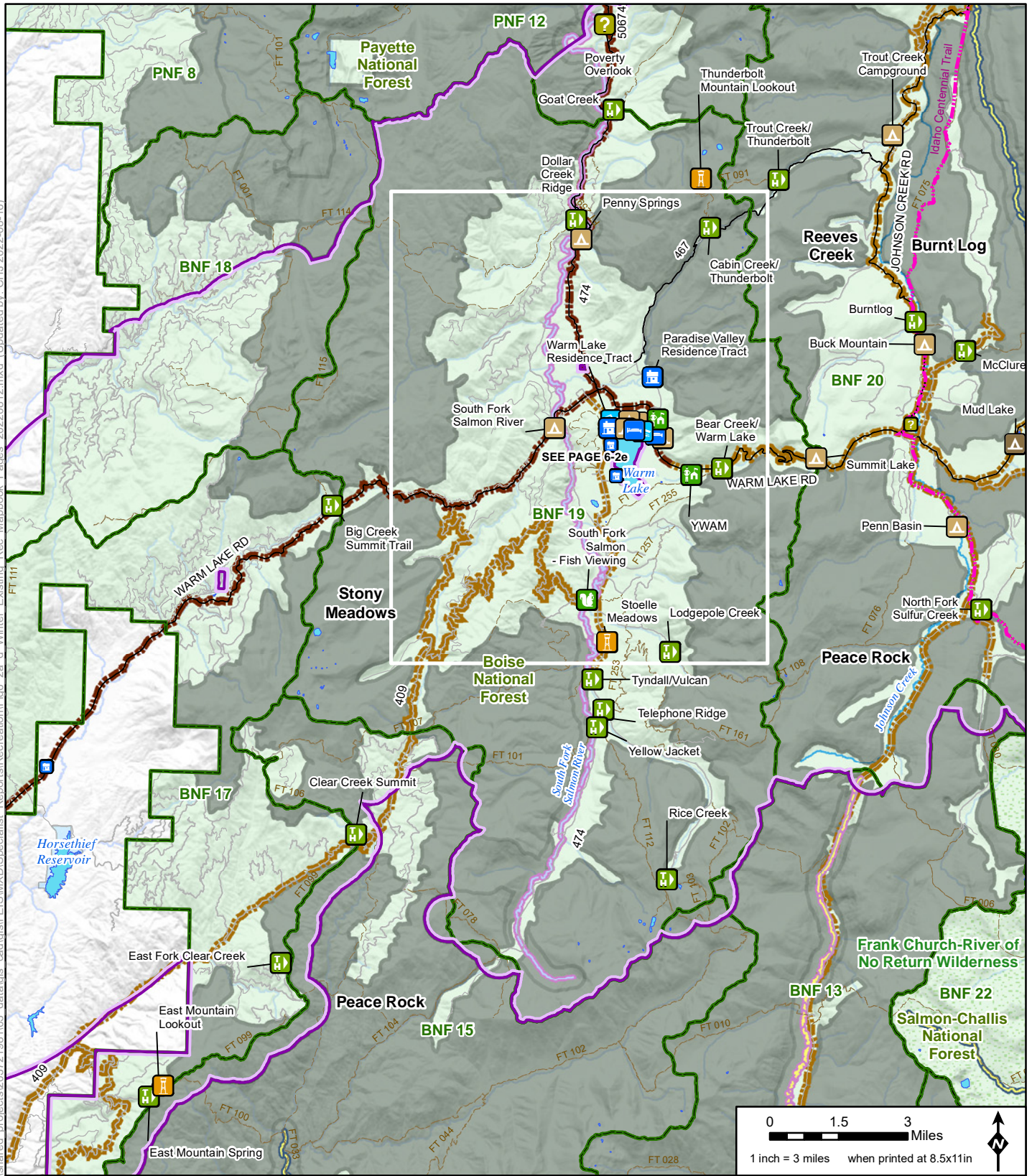
6-2b Existing Conditions Winter Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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Special Designations	Recreation Facilities	Other Features
<ul style="list-style-type: none"> ID Roadless Area Wild and Scenic Rivers Status/Classification Designated, Wild Eligible, Recreational Eligible, Scenic Eligible, Wild Suitable, Recreational Suitable, Scenic Suitable, Wild 	<ul style="list-style-type: none"> Boating Site Campground Dispersed Camping Day Use Area Documentary Site Group Picnic Site Horse Camp Hotel/Lodge/Resort Information Site/Fee Station Interpretive Site (Admin) Interpretive Site (Minor) (Fire) Lookout/Cabin 	<ul style="list-style-type: none"> Organization Site Picnic Site Recreation Residence Swimming Site Trailhead Wildlife Viewing Site Recreation Analysis Area U.S. Forest Service Wilderness USFS Management Area County

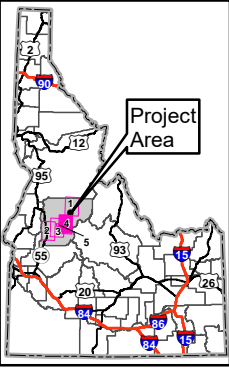
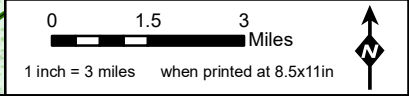
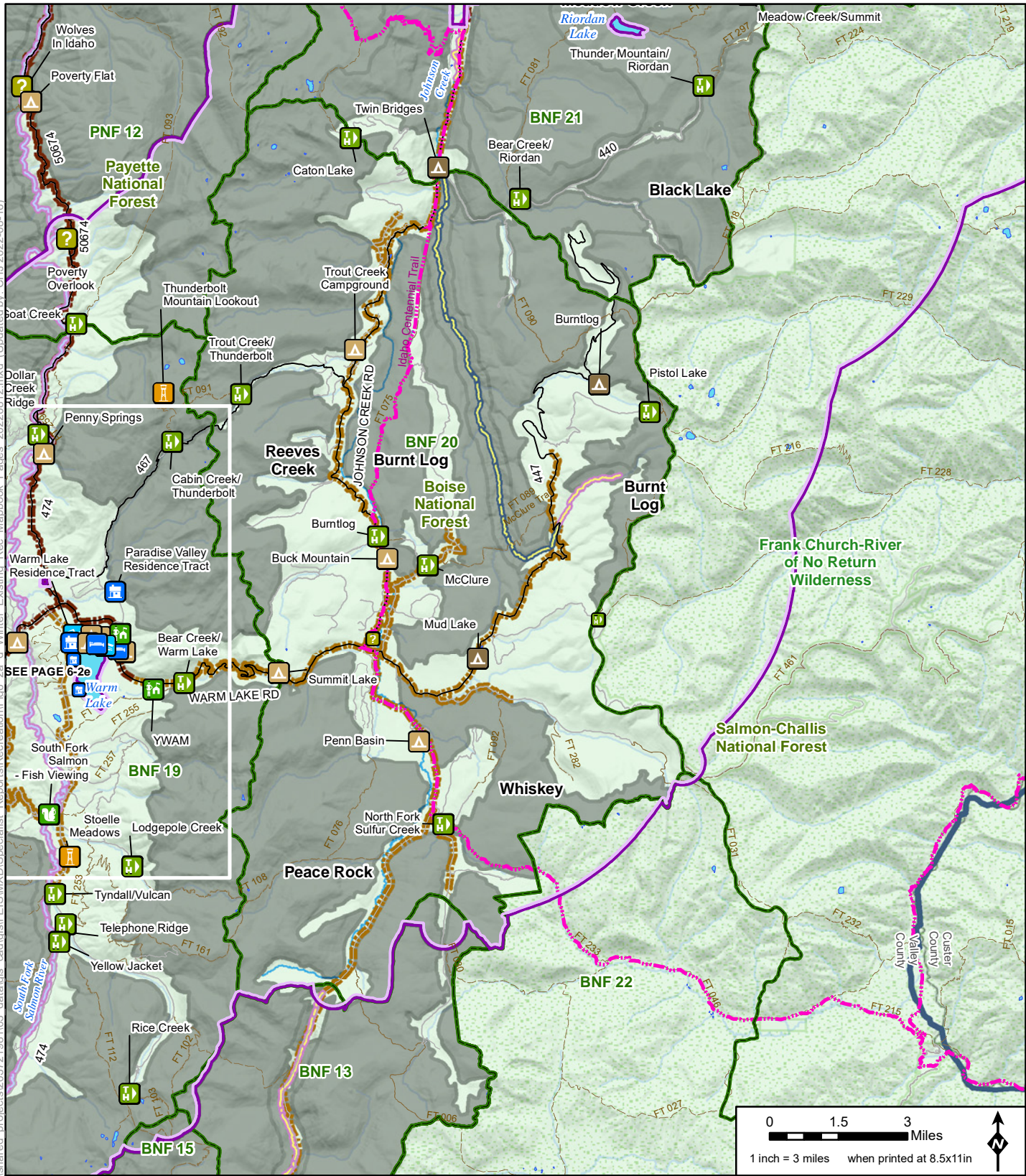
6-2c Existing Conditions Winter Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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Special Designations	Recreation Facilities	Organization Site	Other Features
<ul style="list-style-type: none"> ID Roadless Area Wild And Scenic Rivers Status/Classification Designated, Wild Eligible, Recreational Eligible, Scenic Eligible, Wild Suitable, Recreational Suitable, Scenic Suitable, Wild 	<ul style="list-style-type: none"> Boating Site Campground Dispersed Camping Day Use Area Documentary Site Group Picnic Site Horse Camp Hole/Lodge/Resort Information Site/Fee Station Interpretive Site (Admin) Interpretive Site (Minor) (Fire) Lookout/Cabin 	<ul style="list-style-type: none"> Picnic Site Recreation Residence Swimming Site Trailhead Wildlife Viewing Site Recreation Analysis Area 	<ul style="list-style-type: none"> U.S. Forest Service Wilderness USFS Management Area County City/Town Railroad Highway Access Road Road Groomed Route Plowed Route Idaho Centennial Trail Stream/River Lake/Reservoir

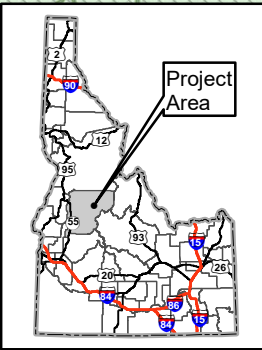
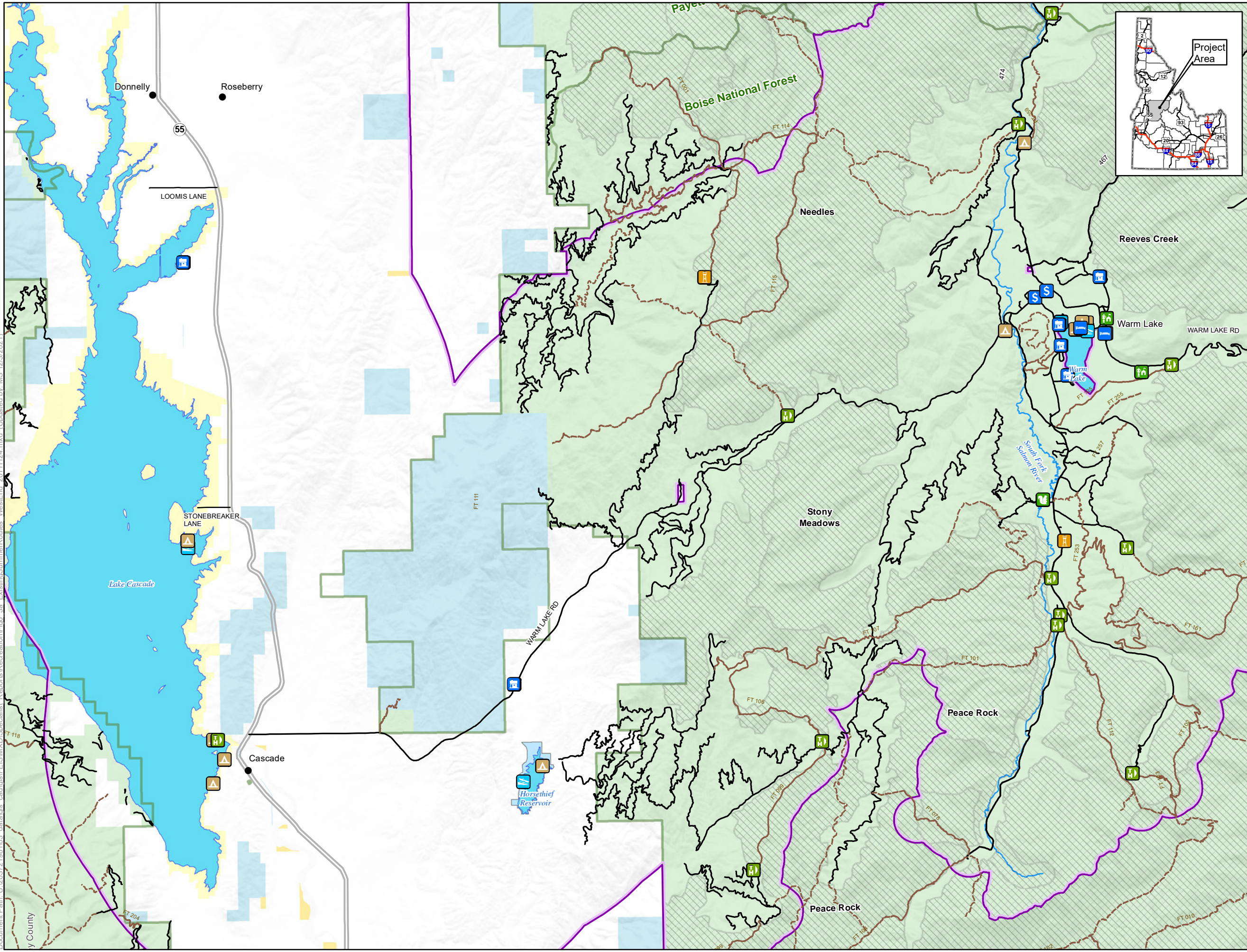
6-2d Existing Conditions Winter Recreation Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Recreation Analysis Area
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Bureau of Land Management
 - Bureau of Reclamation
 - Private
 - State
 - U.S. Forest Service

Note:
The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

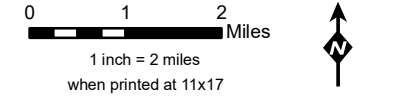
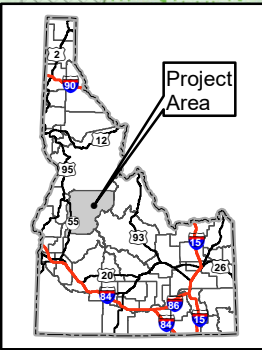
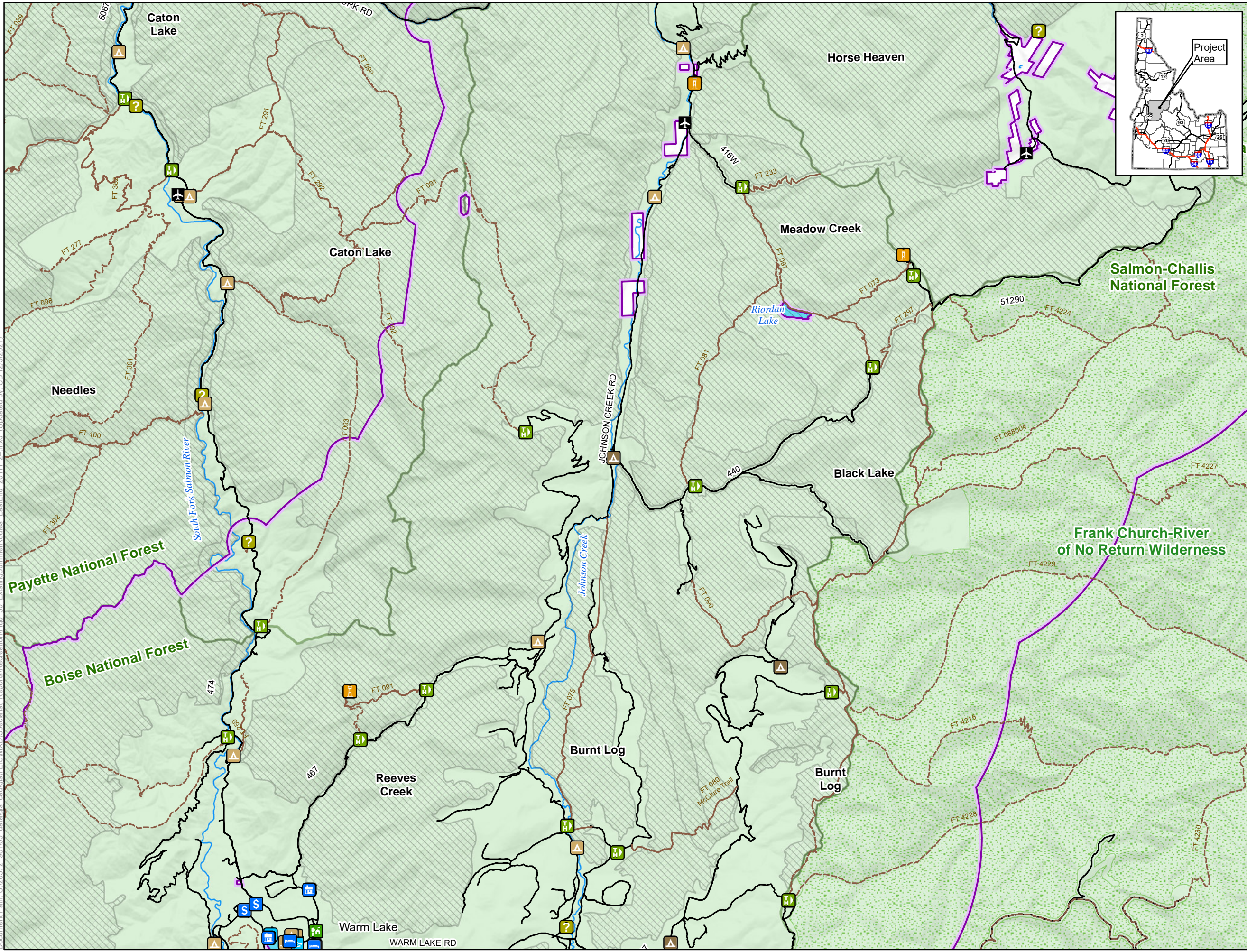


Figure 6-3a
Existing Conditions
Summer Routes
West End
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest

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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Airstrip
 - Recreation Analysis Area
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service

Note:
The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

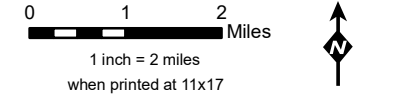
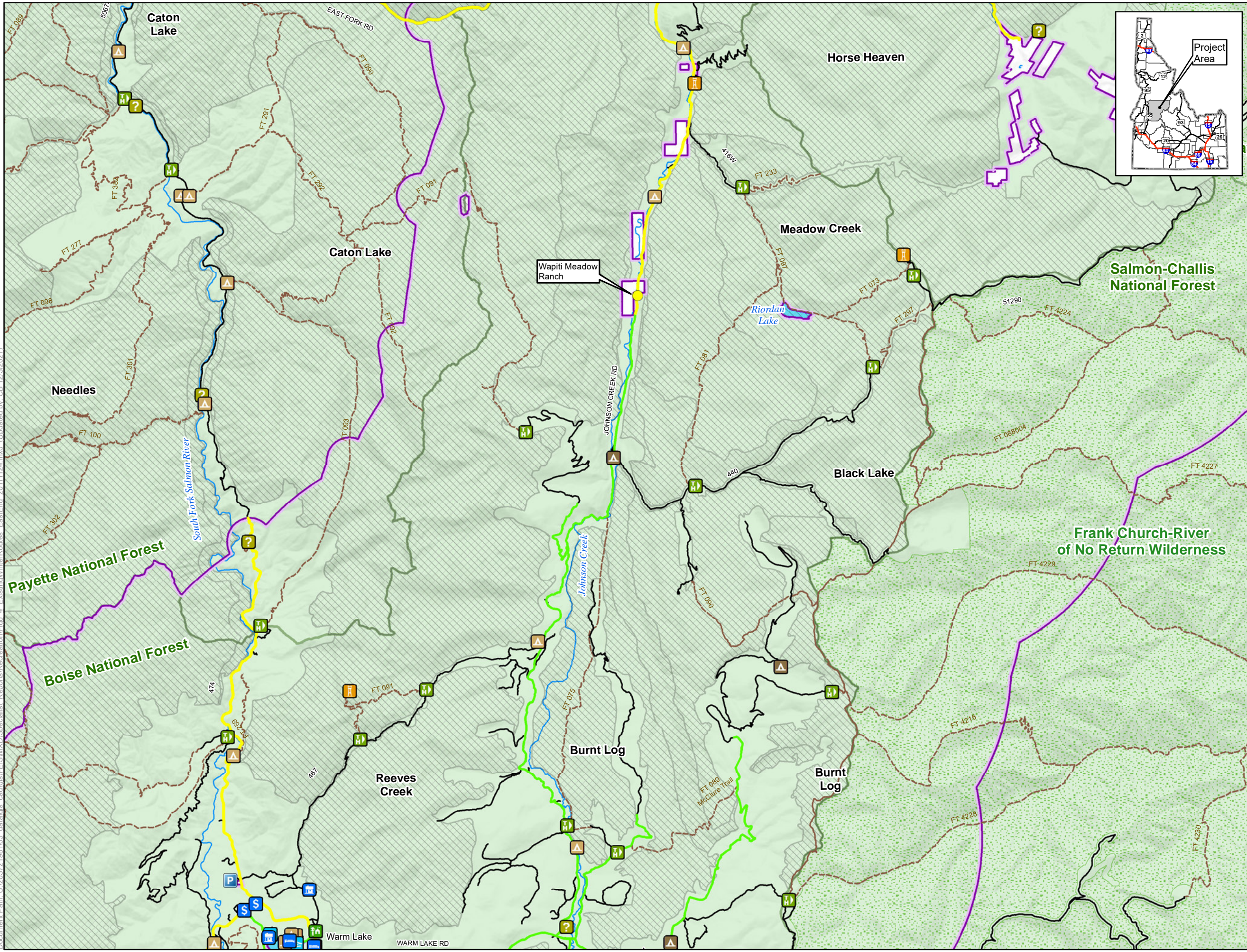


Figure 6-3b
Existing Conditions
Summer Routes
East End
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest

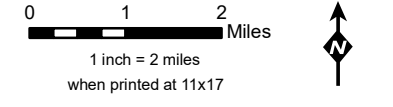
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- LEGEND**
- Winter Parking Area
 - Wapiti Meadow Ranch
 - Existing OSV Route
 - Plowed Route
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Recreation Analysis Area

- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service

Note:
The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road



**Figure 6-4
Existing Conditions
Winter Routes
East End
Stibnite Gold Project
Stibnite, ID**

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest

6.1.2 Developed Recreation Facilities

The Warm Lake area contains most of the developed recreation facilities (apart from trailheads) in the analysis area. Forest Service campgrounds and other private recreation facilities also are located in the Big Creek and Landmark areas and along Johnson Creek Road (County Road [CR] 10-413) around and south of Yellow Pine. Privately-owned recreation facilities also are located at Warm Lake and include lodges, organizational camps, and recreation residence tracts which are privately owned homes located on National Forest System (NFS) lands. There is a lodge in the Big Creek area and one along Johnson Creek Road (CR 10-413) - Wapiti Meadow Ranch. Forest Service trailheads and trails are throughout the analysis area, several of which provide access to the FCRNRW. Trails are described further below.

Recreation facilities on NFS lands in the analysis area include 16 campgrounds, 2 dispersed camping areas, 28 trailheads, 2 interpretive sites, 4 lookouts/cabins, 1 boating site, 1 swimming site, and 2 wildlife viewing sites. These recreation facilities are shown **Figures 6-1a** through **6-1e**. Information regarding the season of use (e.g., summer/winter), type of use (e.g., motorized/non-motorized), and primary and secondary access roads to each of these facilities is included in **Figures 6-3a** and **6-3b**, and **Appendix A Table A-1**.

The analysis area contains approximately 340 miles of developed trails, about 51 percent of which are open to motorized recreation use. Of the 174 miles of trails that are open to motorized vehicles in the analysis area, 113.8 miles are open to motorcycles (32 trails) and 57.6 miles (19 trails) are open to vehicles that are 50 inches or less in width. One trail, Horse Heaven Meadow (Forest Trail [FT] 233), is open to all vehicles (3 miles). One motorcycle trail (FT-091 Trout-Thunderbolt) is open in the summer season (June 1 to September 15); the rest of the motorcycle trails are open year-round. **Table A-2** in **Appendix A** provides a list of the trails open to motorized vehicles, the trail length within the analysis area, and the type of vehicles allowed on each trail. The trails listed in **Table A-2** are displayed on **Figures 6-3a** and **6-3b**; however, due to scale, not all the trails may have labels.

A total of 53 trails, about 49 percent of PNF and BNF developed trails (165 miles), are open for non-motorized trail use (biking, hiking, and/or horseback riding). Several of these trails are located adjacent to, or in, the FCRNRW. Trailheads located in PNF MA 13 and BNF MAs 20 and 21 provide access to trails in the FCRNRW. Trails in the FCRNRW are open to non-mechanized uses (e.g., hiking, backpacking, horseback riding). Forty of the 53 non-motorized PNF and BNF trails in the analysis area are open to biking, hiking, and horseback riding and 12 are open to just one or two of these three uses (**Table A-3** in **Appendix A**). One trail, Artillery Dome Road, is open to non-motorized use in the winter for cross country skiing and snowshoeing use. **Table A-3** in **Appendix A** provides a list of all non-motorized trails in the analysis area. These trails are displayed on **Figures 6-3a** and **6-3b**; however, due to scale, not all of the trails may have labels.

Lake Cascade is located west of the existing Idaho Power Company transmission line corridor north and west of the BNF MA 17, accessible from a variety of roads located off SH 55 between Cascade and Donnelly. Lake Cascade State Park includes 3-day use areas, two group day use areas, 12 campgrounds, and six boat ramps (Idaho Parks and Recreation 2021). The park is open year-round and provides opportunities for camping, picnicking, hiking, mountain biking, swimming, cycling, boating, sailing, windsurfing, fishing, snowshoeing, Nordic skiing, and ice fishing (Idaho Parks and Recreation 2019). The park is accessed from a variety of roads located off SH 55 between Cascade and Donnelly (Idaho Parks and Recreation 2021).

6.1.3 Recreation Access

Access to the analysis area is primarily via paved roads that lead to unpaved county and NFS roads. The main access roads (from west to east) include SH 55 and Warm Lake Road (CR 10-579) to Landmark. From Landmark, the main access roads are county-maintained gravel roads that travel north to Yellow Pine and farther to Big Creek. These roads include Johnson Creek Road (CR 10-413) and Warren-Profile Gap Road (National Forest System Road [FR] 50340). Yellow Pine also can be reached from McCall via the county-maintained McCall-Stibnite Road.

From these main roads, connecting unpaved NFS roads provide access to NFS lands and facilities. Primary Forest Service access roads (from west to east) in the analysis area include South Fork Salmon River Road (FR 50674/474), Burnt Log Road (FR 447), Old Thunder Mountain Road (FR 440), Meadow Creek Lookout Road (FR 51290), and Thunder Mountain Road (FR 50375). In total, there are approximately 460 miles of NFS roads in the analysis area open to all motorized vehicles year-round, (**Appendix A, Table A-4**), and approximately 23 miles of NFS roads open to motorized vehicles seasonally (during the summer). Approximately 8 miles of NFS roads are open to all vehicles during the summer (June 1 to September 15), but which are open year-round to motor vehicles that are 50 inches wide or less. The roads listed in **Table A-4** are displayed on **Figures 6-3a** and **6-3b**; however, due to scale, not all of the roads have labels.

In the winter (generally from November 1 to May 15), there are 96 miles of groomed OSV routes on 14 NFS roads in the analysis area (**Table A-5 in Appendix A**). There also are approximately 4 miles of infrequently groomed OSV routes on 2 NFS roads: Burnt Log Road (FR 447) and West Fork Creek Road (FR 600). Approximately 10 miles of the South Fork Salmon River Road (FR 50674/474) (in the analysis area) are plowed in the winter. These trails are shown on **Figure 6-4**.

As mentioned above, there are state and county roads that provide access to the analysis area. In total, the analysis area also includes over 110 miles of local, county, state, and private roads that may be used for motorized recreation or to access NFS motorized recreation routes (**Table A-6 in Appendix A**). Portions of several of these roads are plowed in the winter, allowing winter access to the analysis area (**Table A-7 in Appendix A**).

Some recreationists choose to fly into the area rather than drive. The closest public airstrips are the Johnson Creek airstrip in BNF MA 21 south of Yellow Pine and a public airstrip at Big Creek in PNF MA 13 (**Figures 6-3a** and **6-3b**), which serve local landowners and recreationists (Forest Service 2003a).

Access and Transportation is discussed in further detail in the Access and Transportation Specialist Report (Forest Service 2021b).

6.1.4 Recreation Setting

Recreation opportunity, as defined in the ROS User's Guide, 'is the availability of a real choice for a user to participate in a preferred activity within a preferred setting, in order to realize satisfying experiences that are desired' (Forest Service 1982). The management of recreation opportunities is accomplished by the Forest Service through use of the ROS. The ROS is a system for classifying and managing recreation opportunities based on the physical setting, social setting, and managerial setting. The physical setting is defined by the type of access, the level of remoteness, and the size of the area. The social setting is defined by user density, including the amount and type of interaction between individuals (i.e., parties per day encountered). The managerial setting is defined by the level of visitor management (regulations and information), facilities and site management, and degree of naturalness.

The combination of the three settings results in six different ROS classes: Primitive, Semi-Primitive Non-Motorized, Semi-Primitive Motorized, Roaded Natural, Rural, and Urban (**Table 6-1**) (Forest Service 1982). Because recreation access and type changes across seasons, ROS classification also may vary by season. For example, areas where motorized travel is prohibited during the summer may be open to OSV use during winter.

Table 6-1 Recreation Opportunity Spectrum Classes

ROS Class	Description
Primitive	Area characterized by essentially an unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The area is managed to be essentially free from evidence of human-induced restrictions and control. Motorized use in the area is not permitted.
Semi-Primitive Non-Motorized	Area is characterized by a natural or natural-appearing environment of moderate-to-large size. Interaction between users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present but are subtle. Motorized use is not permitted.
Semi-Primitive Motorized	Area is characterized by a natural or natural-appearing environment of moderate-to-large size. Interaction between users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present but are subtle. Motorized use is permitted.
Roaded Natural	Area is characterized by natural-appearing environments with moderate evidence of the sights and sounds of man. Such evidences usually harmonize with the natural environment. Interaction between users may be low to moderate, but with evidence of other users prevalent. Resource modification and utilization practices are evident but harmonize with the natural environment. Conventional motorized use is provided for in construction standards and design of facilities. Roaded Modified: A subset of Roaded Natural but includes a higher density of roads and may have management activities that dominate the landscape (Forest Service No Date)
Rural	Area is characterized by a substantially modified natural environment. Resource modification and utilization practices are to enhance specific recreation activities and to maintain vegetative cover and soil. Sight and sounds of humans are readily evident, and the interaction between users is often moderate to high. A considerable number of facilities are designed for use by a large number of people. Facilities are often provided for special activities. Moderate visitor densities are provided far away from developed sites. Facilities for intensified motorized use and parking are available.
Urban	Area is characterized by a substantially urbanized environment, although the background may have natural-appearing elements. Renewable resources modification and utilization practices are to enhance specific recreational activities. Vegetative cover is often exotic and manicured. Sights and sounds of humans on-site are predominant. Large numbers of users can be expected, both on-site and in nearby areas. Facilities for highly intensified motorized use and parking are available, with forms of mass transit often available to carry people throughout the site.

Source: AECOM 2020; Forest Service 1982

6.1.4.1 Designated ROS Classes

Figures 6-5 (Summer) and **6-6** (winter) show the existing designated ROS classes in the analysis area. The following text describes the applicable areas designated for each ROS category in the analysis area.

As discussed above, ROS classes can vary by season, which is the case in the analysis area. Designated summer ROS classes in the analysis area include Rural, Roded Natural, Roded Modified, Semi-Primitive Motorized, Semi-Primitive Non-Motorized, and Primitive. Designated winter ROS classes in the analysis area include the same classes as the summer, with emphasis on Semi-Primitive Motorized.

6.1.4.2 Summer ROS classes

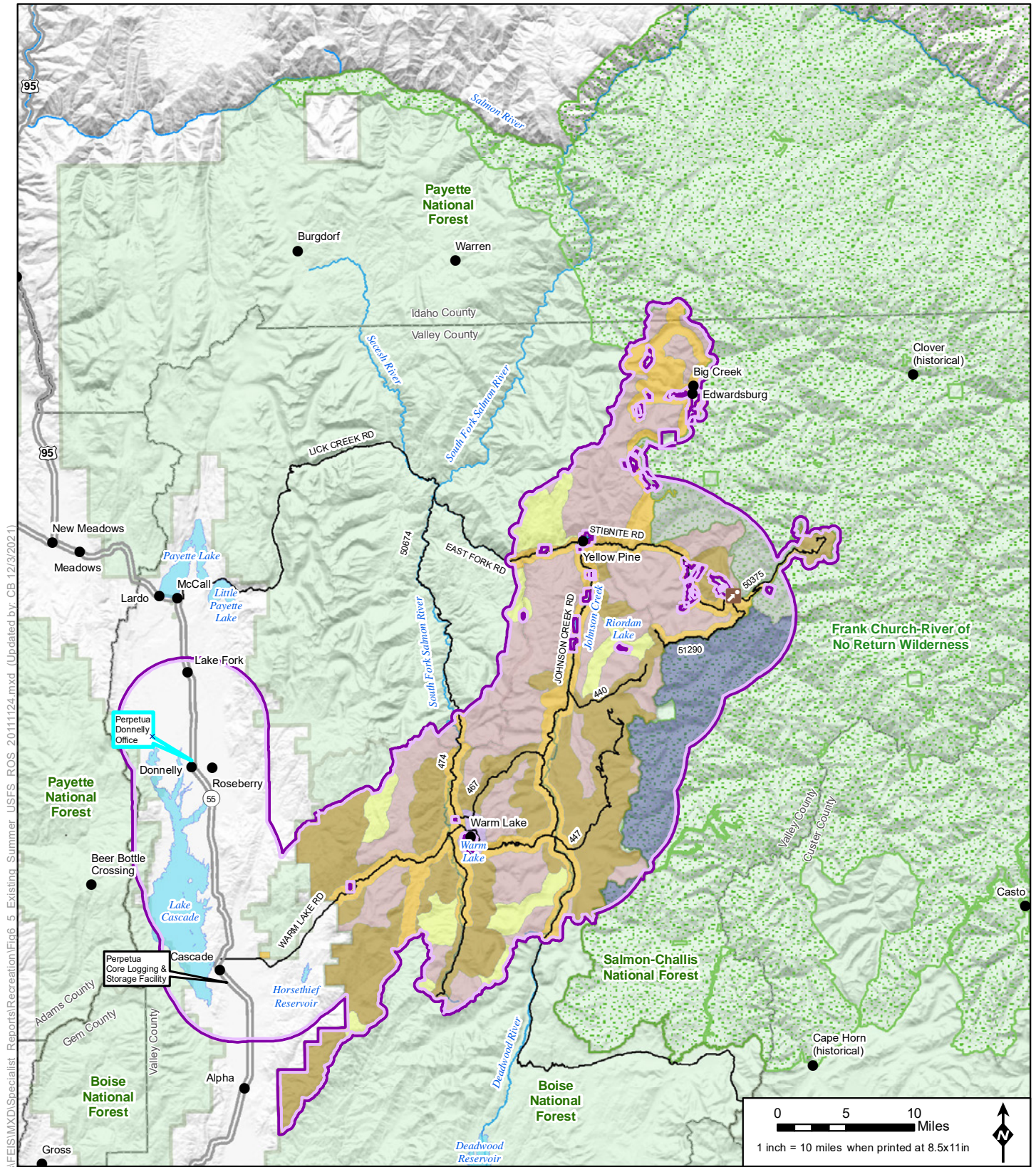
Acreage of designated summer and winter ROS classes within the analysis area are listed in **Table A-8** in **Appendix A**. **Figures 6-5** and **6-6** illustrate existing designated summer and winter ROS classes.

Rural: The area near Warm Lake, including most recreation amenities and summer homes, is classified as Rural in the analysis area.

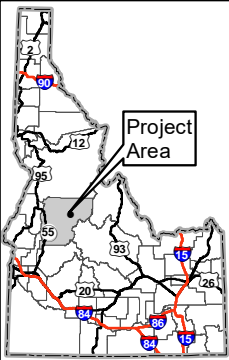
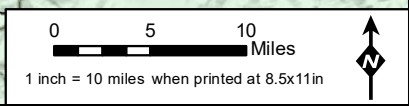
Roded Natural: The areas surrounding primary access roads are classified as Roded Natural, including the area surrounding the Stibnite portion of McCall-Stibnite Road (CR 50-412), Thunder Mountain Road (FR 50375), Meadow Creek Lookout Road (FR 51290), Big Creek Road, Warren-Profile Gap Road (FR 50340), Johnson Creek Road (CR 10-413), Warm Lake Road (CR 10-579), South Fork Salmon River Road (FR 50674/474), and Clear Creek Road (FR 409). The Landmark area also is designated as Roded Natural.

Roded Modified: Roded Modified is a subclass of Roded Natural and is associated with the area surrounding several NFS roads (North Fork Gold Loop [FR 402], Boulder Rock [FR 403], East Fork Clear Creek [FR 405], Horsethief-Clear Creek [FR 406], Lost Basin Cutoff [FR 407], Horn Creek [FR 414], Lunch Creek [FR 415], Horse Heaven [FR 416W], Snag Creek [FR425], Sand Creek [FR 437], Old Thunder Mountain [FR 440], Springfield Mine [FR 440A], North Fork Sulphur Creek [FR 442], Burnt Log [FR 447], East Fork Burntlog Creek [FR 448], Buck Creek [FR 451], Sheep Creek [FR 454], Pid Creek [FR 455], Golden Hill [FR 456], and Cabin Creek [FR 467]), the SGP, and the Thunder Mountain area. The area surrounding the majority of minor NFS roads and trails around the Warm Lake area also are classified as Roded Modified, including the area around the following roads: Bear Creek (FR 470), Camp Creek (FR 471), Lodgepole Creek (FR 472), Rice Creek (FR 478), Tyndall Creek (FR 483), Sixbit (FR 493), and Dollar Creek (FR 495).

Semi-Primitive Motorized: Areas classified as Semi-Primitive Motorized include forest trails near Riordan Lake (FT 097 Riordan Lake, FT 081 Bear-Riordan, and FT 073 Meadow Creek), trails south of Warm Lake (FT 108 Lodgepole Creek, FT 076 Rock Creek, FT 161 Blue Point Ridge, FT 107 Tyndall Creek, FT 101 Yellow Jacket), and trails west of Warm Lake (FT 115 Needles Route, FT 114 Dollar Creek Way).



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LEGEND

Recreation Opportunity Spectrum (Summer)

- Primitive
- Rural
- Roaded Modified
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive Non-Motorized
- No ROS Data
- Recreation Analysis Area

Other Features

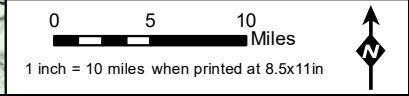
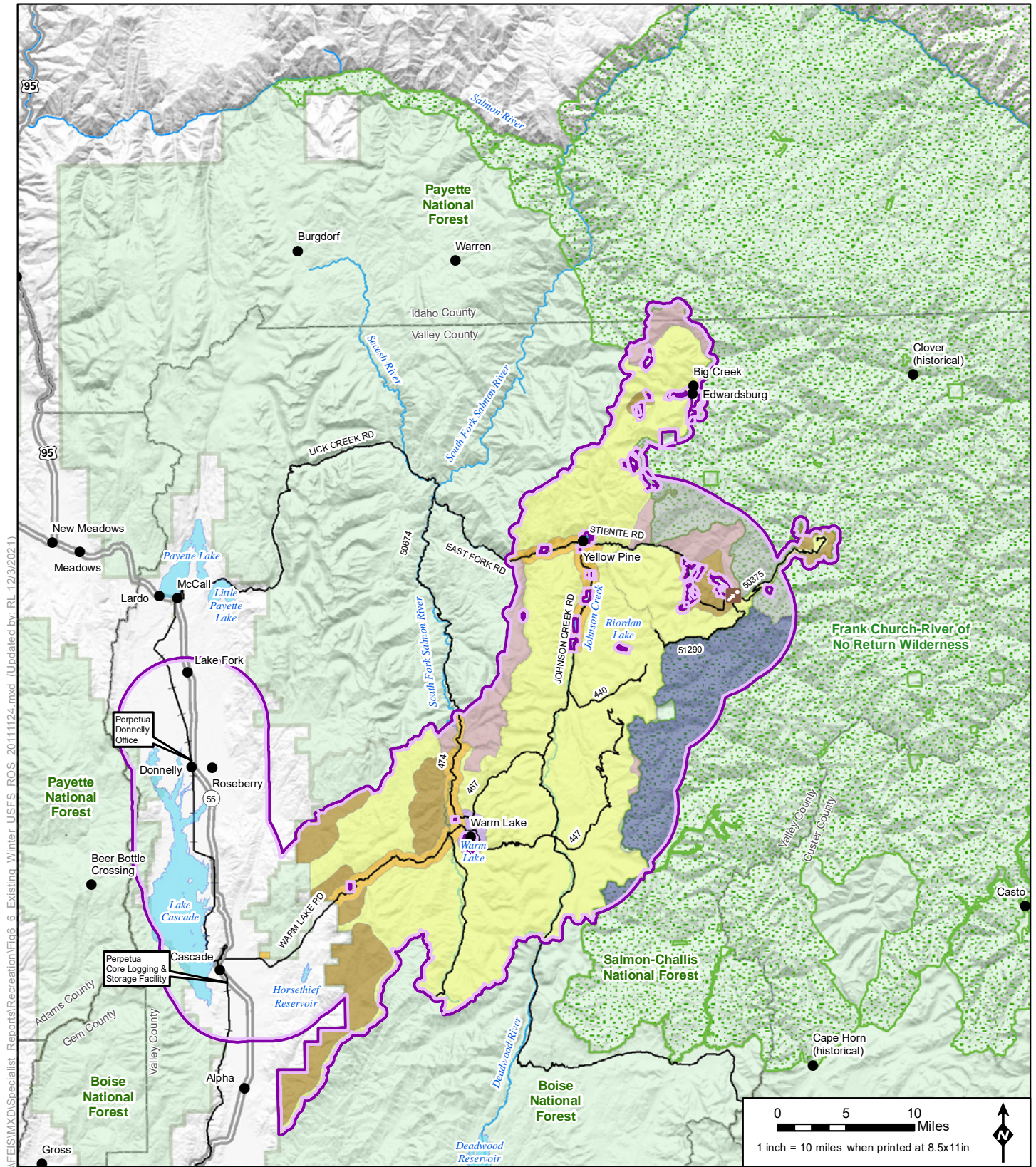
- U.S. Forest Service
- Wilderness
- County
- City/Town
- Monumental Summit
- Highway
- Road
- Stream/River
- Lake/Reservoir

Figure 6-5
Existing Conditions
Recreation Opportunity
Spectrum Summer
Stibnite Gold Project
Stibnite, ID

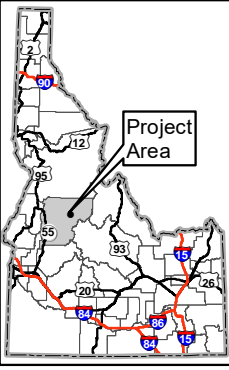
Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (ERO S) Center: GMTED2010. Data refreshed January, 2020.
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette



Note: The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.



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LEGEND

Recreation Opportunity Spectrum (Winter)		● City/Town	
	Primitive		Monumental Summit
	Rural		Railroad
	Roaded Modified		Highway
	Roaded Natural		Road
	Semi-Primitive Motorized		Stream/River
	Semi-Primitive Non-Motorized		Lake/Reservoir
	No ROS Data		
	Recreation Analysis Area		
Other Features			
	U.S. Forest Service		
	Wilderness		
	County		

Note: The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Figure 6-6
Existing Conditions
Recreation Opportunity
Spectrum Winter
Stibnite Gold Project
Stibnite, ID
 Base Layer: USGS The National Map; 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010, Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

Semi-Primitive Non-Motorized: Areas designated as Semi-Primitive Non-Motorized include Clear Creek Summit and Thunderbolt Mountain, as well as areas near Buck Mountain, Burnt Log Creek, Landmark Rock, and Oro Mountain. A large portion of PNF MA 13 is classified as Semi-Primitive Non-Motorized, including areas throughout the central and western portions of the management area. A large portion of BNF MA 21 also is classified as Semi-Primitive Non-Motorized, including areas near Horse Heaven/Meadow Creek west of the SGP, Meadow Ridge, Trapper Flat, and the Buck Mountains.

Primitive: The FCRNRW east and south of Meadow Creek Lookout Road (FR 51290) is designated as Primitive; no ROS GIS data was available for the FCRNRW area around or north of Thunder Mountain Road (FR 50375).

6.1.4.3 Winter ROS classes

In the winter, PNF MA 13, BNF MA 21, and BNF MA 20 are primarily classified as Semi-Primitive Motorized with some exceptions. In PNF MA 13 there are Semi-Primitive Non-Motorized areas along the FCRNRW boundary north of Big Creek and north and east of Stibnite Road (CR 50-412), with the SGP and Thunder Mountain areas classified as Roded Modified in the winter. A small portion of the area surrounding Stibnite Road (CR 50-412) is designated as Roded Natural in the winter. In BNF MA 21, Yellow Pine, a portion of the area surrounding Johnson Creek Road (CR 10-413) (between Yellow Pine and Wapiti Ranch), and area surrounding Stibnite Road (CR 50-412) are designated as Roded Natural. In BNF MA 20, an isolated area east of Burnt Log Road (FR 447) adjacent to the FCRNRW area is designated as Semi-Primitive Non-Motorized. In BNF MA 17, the ROS class surrounding Warm Lake Road (CR 10-579) remains Roded Natural in the winter and the area east of Big Creek is classified as Semi-Primitive Motorized. In BNF MA 19, Warm Lake remains classified as Rural and Roded Natural along Warm Lake Road (CR 10-579) and South Fork Salmon River Road (FR 50674/474) north of Warm Lake because these routes are plowed for winter recreation users. The remainder of the MA 19 is primarily Semi-Primitive Motorized in the winter except for an isolated area near Thunderbolt Mountain that is classified as Semi-Primitive Non-Motorized. Similar to the summer, the FCRNRW east and south of Meadow Creek Lookout Road (FR 51290) is designated as Primitive; no ROS GIS data was available for the FCWRNW area around or north of Thunder Mountain Road (FR 50375).

6.1.4.4 ROS Physical Setting

Physical setting of a ROS class is defined by the absence or presence of human sights and sounds, physical size of an area, and the amount of environmental modification caused by human activity (Forest Service 2003b). This setting is established through three criteria: remoteness, size of area, and evidence of humans. These criteria are described as follows:

- **Remoteness:** Remoteness from the sights and sounds of humans is used as an indicator of the opportunity to experience greater or lesser amounts of social interaction, and primitive to urban influences, as one moves across the spectrum.
- **Size of Area:** Size of area is used as an indicator of the opportunity to experience self-sufficiency as related to the sense of vastness of a relatively undeveloped area. In some settings, application of the remoteness criteria ensures the existence of these experience opportunities; in other settings the remoteness criteria alone do not.
- **Evidence of Humans:** Evidence of humans is used as an indicator of the opportunity to recreate in environmental settings having varying degrees of human influence or modification.

The physical setting criteria generally correspond to ROS classes; however, ROS physical settings are not always consistent with the overall ROS class because the influence of social and managerial settings is not considered in the physical settings. The ROS physical setting is considered specifically within this document because it is possible to quantify the changes to the physical setting due to development, roads, winter road maintenance, etc., whereas that would not be feasible for the social and managerial settings. The existing ROS physical setting in the analysis area was mapped for summer and winter seasons by combining the three criteria outlined above (remoteness, size, and evidence of humans) using guidance from the National ROS Inventory Mapping Protocol (Forest Service 2003b). Using criteria presented in **Table A-9** in **Appendix A**, ROS physical settings were determined based on motorized and non-motorized travel routes, including roads, motorized trails, and railroads. Motorized physical settings were classified as either Semi-Primitive Motorized or Roded Natural. Non-motorized areas were classified as either Primitive or Semi-Primitive Non-Motorized based on size criteria.

Refinement of Primitive and Semi-Primitive Non-Motorized physical settings were conducted by assessing the adjacent physical setting. Areas isolated by topography, but smaller than the minimum size requirement, were mapped as Semi-Primitive Non-Motorized. Areas surrounded by Semi-Primitive Motorized settings were mapped as Semi-Primitive Motorized because this setting contributes to the semi-primitive character, although motorized use is not allowed. Roded Natural settings were mapped for roads that are plowed in winter yet are more isolated from the sights and sounds of other people.

Rural settings were classified using professional judgment because more than one class could be feasible based on operational maintenance levels. Cascade, Warm Lake, Landmark, and Yellow Pine were identified as having a Rural physical setting that extended between 0.5 mile and 5 miles. These areas are characterized by a substantially modified natural environment where comfort and convenience are part of the experience. Facilities are readily apparent and may include homes, utility corridors, resorts, and developed recreation areas. Roads, either paved or gravel, provide a range of opportunities for users in passenger cars, recreational vehicles, or trailers. Roads with a Forest Service maintenance classification of either 4, 5, or “Passenger Car” also were identified as having a Rural setting due to the presence of improved roads, transmission lines, and developed recreation sites, which contribute to a culturally modified setting.

The analysis area experiences a shift in ROS physical setting between summer and winter, primarily due to limited accessibility due to snow-cover. Roads and trails are obscured to recreation users and snow-cover provides overland travel opportunities that are not available during summer. Development of the winter ROS physical setting was based on the PNF and BNF winter travel management and criteria. Access is highly restricted in the analysis area and limited routes are plowed throughout the winter to permit passenger cars. Winter physical settings were categorized as follows:

- Areas identified as “closed to motorized use” were classified as Semi-Primitive Non- Motorized as use of OSVs for overland travel are prohibited in these areas.
- Roads managed for OSV use, including groomed and ungroomed routes, were classified as Semi-Primitive Motorized. It was assumed that motorized overland travel is permissible in areas identified as “open to snow.”
- During winter, areas surrounding roads that are plowed in more developed areas were classified as Rural or Roded Natural because facilities are apparent despite the snow cover.

Assumptions used to generate ROS physical settings were based on type of access and size of area under both summer and winter conditions. Criteria and assumptions used to determine each setting are provided in **Tables A-9, A-10, and A-11** in **Appendix A**.

The estimated summer ROS physical settings vary from the designated ROS classes in some areas. Portions of the FCRNRW that are designated as Primitive or with no ROS GIS data but located in the wilderness were determined to have a physical setting of Semi-Primitive Non-Motorized based on the adjacent physical setting and size. Interior wilderness areas farther from existing roadways were determined to have a physical setting of Primitive, matching the existing ROS designation of Primitive. Areas north of Big Creek, some drainages north of Stibnite Road (CR 50-412), and the areas around the SGP that are designated Semi-Primitive Non-Motorized were determined to have a physical setting of Semi-Primitive Motorized. The Stibnite Road (CR 50-412) area, Warm Lake Road (CR 10-579) area west of Landmark, Johnson Creek south of Landmark, and South Fork Salmon River Road (FR 50674/474) area are designated as Roded Natural; however, these areas have a summer physical setting of Rural. Other areas designated as Roded Natural have a summer physical setting of Semi-Primitive Motorized. Many areas designated as Roded Modified have a physical setting of Semi-Primitive Motorized. However, areas designated as Roded Modified west of the South Fork Salmon River and west of the South Fork Salmon River Road (FR 50674/474) have a physical setting of Semi-Primitive Non-Motorized. Another exception is along Clear Creek Road (FR 409) and in the Skunk Creek area, which have a physical setting of Roded Natural.

In the winter, the main difference between designated ROS classes and physical settings is along Stibnite Road (CR 50-412), Johnson Creek Road (CR 10-413), Warm Lake Road (CR 10-579), and South Fork Salmon River Road (FR 50674/474). The areas surrounding these roads are designated as Roded Natural and Semi-Primitive Motorized but have physical settings of Rural because these routes are plowed during the winter (unplowed portions are Semi-Primitive Motorized Groomed). Another main difference between designated ROS classes and physical settings are that many areas that are designated Roded Modified have a physical setting of Semi-Primitive Motorized. However, the areas designated as Semi-Primitive Non-Motorized also have a physical setting of Semi-Primitive Non-Motorized in the winter. Areas with a physical setting of Primitive in the winter are similar to those described above for the summer.

Estimated summer and winter ROS physical settings in the analysis area are provided in **Table A-12** in **Appendix A**. **Figures 6-7** and **6-8** illustrate these estimated summer and winter physical settings.

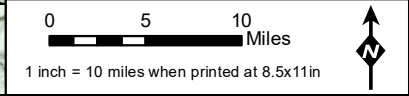
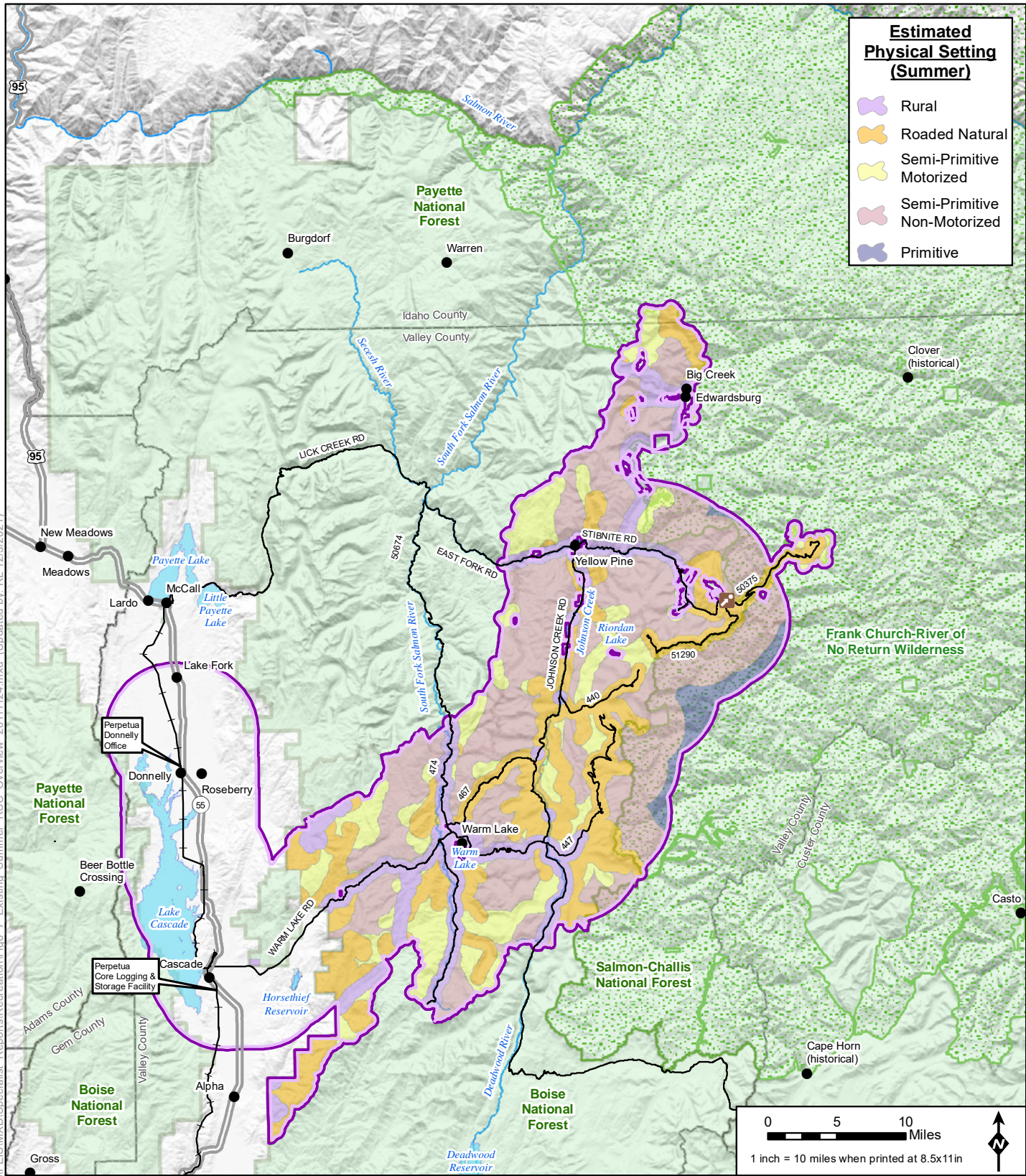
6.1.5 Recreation Use and Users

This section discusses general recreation uses throughout the analysis area. Specific Developed Recreation sites are discussed in **Section 6.1.2** and activities requiring a Special Recreation Use Permit such as outfitters are discussed in **Section 6.1.6**.

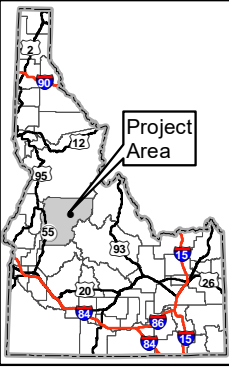
Recreation use occurs throughout NFS, state, and private lands in the analysis area. Developed recreation use is limited to the developed recreation sites (i.e., overnight facilities) located primarily in the Warm Lake, Landmark, and Johnson Creek Road areas. Most recreation in the analysis area is dispersed use, such as hunting, fishing, hiking, backpacking, and all-terrain vehicle use, which occurs outside of these developed recreation sites. Dispersed recreation use occurs year-round in the analysis area and is a primary use of all five management areas (Forest Service 2003a, 2010). Motorized use typically occurs on NFS trails and roads while non-motorized uses generally occur in the FCRNRW, IRAs, and on non-motorized trails.

Estimated Physical Setting (Summer)

- Rural
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive Non-Motorized
- Primitive



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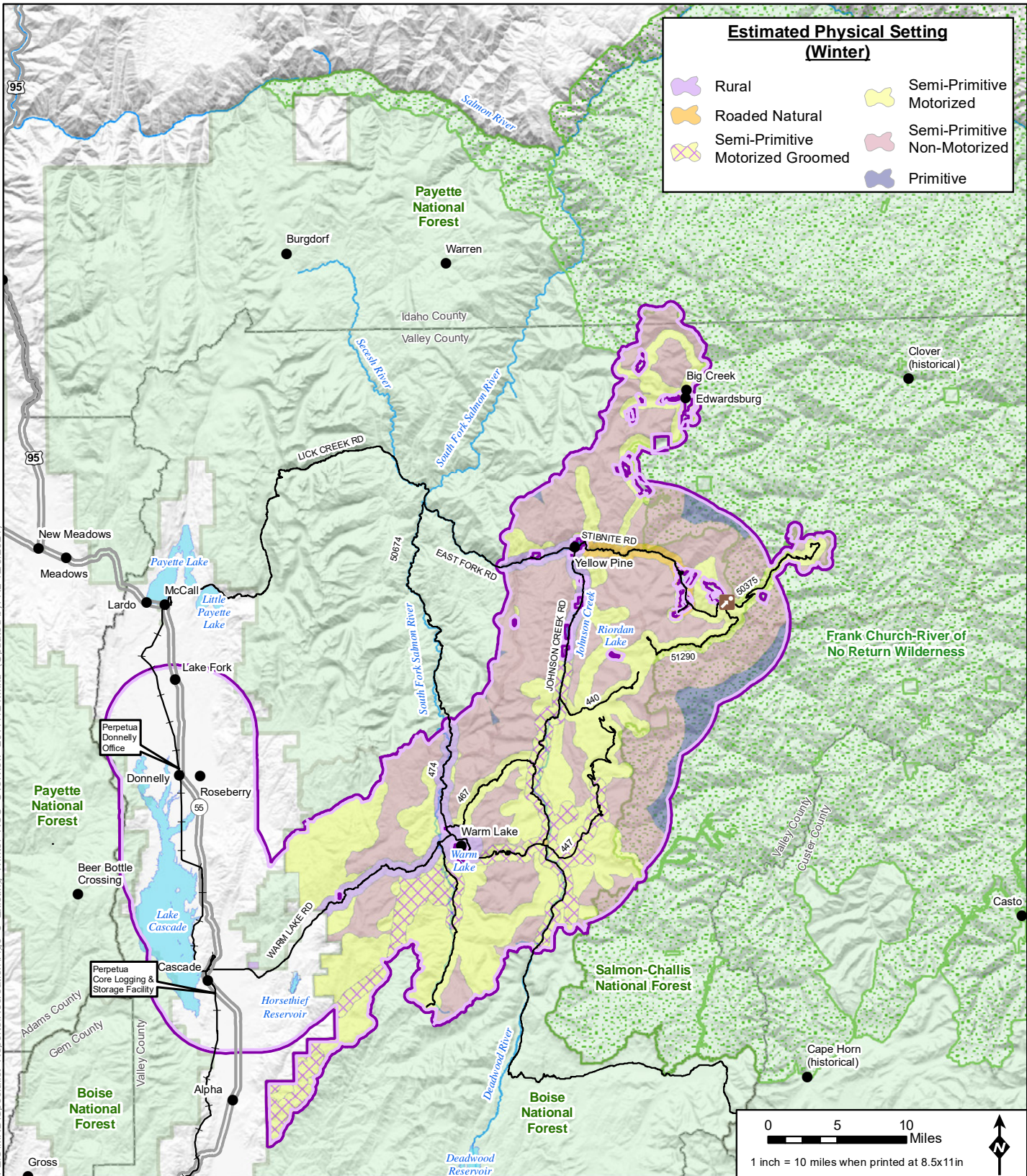
- Recreation Analysis Area
- Highway
- U.S. Forest Service
- Wilderness
- County
- City/Town
- Monumental Summit
- Railroad
- Road
- Stream/River
- Lake/Reservoir

Figure 6-7
Existing Conditions
Estimated Physical Setting Summer
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (ERO S) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

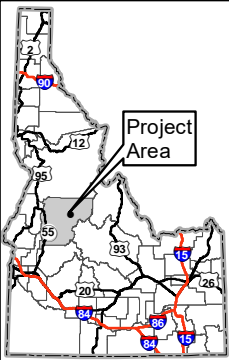
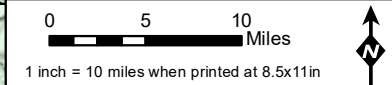
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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Estimated Physical Setting (Winter)

	Rural		Semi-Primitive Motorized
	Roaded Natural		Semi-Primitive Non-Motorized
	Semi-Primitive Motorized Groomed		Primitive



LEGEND

	Recreation Analysis Area		Highway
	U.S. Forest Service		Road
	Wilderness		Stream/River
	County		Lake/Reservoir
	City/Town		
	Monumental Summit		
	Railroad		

Figure 6-8
Existing Conditions
Estimated Physical Setting Winter
Stibnite Gold Project
Stibnite, ID
 Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (ERO S) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Although there are general visitation estimates available for the PNF (Fiscal Year 2018) and BNF (Fiscal Year 2019) as part of the National Visitor Use Monitoring Program, visitor use estimates are not available for specific management areas in the PNF or BNF in the analysis area; therefore, the information below represents visits for the entire PNF and BNF and not just the analysis area. Based on estimates from the National Visitor Use Monitoring data, undeveloped areas received over 50 percent of the estimated visits in both forests (**Table 6-2**). Developed area use was higher in both forests at developed day use sites than at developed overnight sites. Use at developed day use areas was about 32 percent of visits for both PNF and BNF compared to overnight use, which was about 5 percent of visits for PNF and 11 percent of visits for BNF. There were no FCRNRW visits estimated at BNF. However, at PNF, FCRNRW use accounted for about 1 percent of total visits. Overall, the BNF was estimated to receive over 2.5 times more visits than the PNF (Forest Service 2019, 2020a, 2020b, 2021h).

Table 6-2 Annual Visitation Use Estimate by Site Type for PNF (Fiscal Year 2018) and BNF (Fiscal Year 2019)

Site Type	PNF Visits ^{1, 3}	BNF Visits ^{2, 3}
Day Use Developed	164,000	616,000
Overnight Use Developed	25,000	201,000
Undeveloped Areas	326,000	1,099,000
FCRNRW	5,000	0
Total	519,000	1,915,000

Source: AECOM 2020; Forest Service 2019, 2020a, 2020b, 2021h

¹ For Fiscal Year 2018.

² For Fiscal Year 2019.

³ A site visit is the entry of one person onto a National Forest site or area to participate in recreation activities for an unspecified period of time. Visits are for the entire NF area of which only a portion is within the analysis area.

The Payette Forest Plan provides information on recreational use in PNF MA 13. Recreation is considered a major use in the Big Creek area of PNF MA 13 (Forest Service 2003a), while the “remainder of the management area receives low to moderate dispersed use associated mainly with the Big Creek/Edwardsburg area, Missouri Ridge and Monumental Creek Trails into the FCRNRW, and high mountain lakes in the upper Profile Creek drainage” (Forest Service 2003a).

Recreation users in the analysis area are mostly locals, originating from areas in the analysis area such as Yellow Pine, Warm Lake, Big Creek/Edwardsburg, and areas just west of the analysis area including Cascade and Long Valley (Forest Service 2010). Users particularly in the western portion of the analysis area also are from populated areas farther south including Treasure Valley and Boise (Forest Service 2010). As noted in the Payette Forest Plan for PNF MA 13, though most use is local, “users come through the area from all over the country to use the adjacent FCRNRW, especially during big-game hunting seasons” (Forest Service 2003a).

6.1.5.1 Hunting

The Idaho Department of Fish and Game has divided the state into 78 game management units (GMU) to aid in wildlife and hunting management. The five management areas in the analysis area overlap three Idaho Department of Fish and Game (IDFG) GMUs: 24, 25, and 26. **Figure 6-9** shows the GMUs. Within these GMUs, the Idaho Department of Fish and Game has 2021 harvest data, which aids in understanding the intensity of recreational use (IDFG 2021a). Collectively, these GMUs were used by approximately 7,370 hunters, and 1,288 big game individuals were harvested. GMU 24 is the most used compared to

GMU 25 and 26 (**Table 6-3**). In GMU 24, 330 deer, 336 elk, 106 black bear, one mountain lion, and three wolves were harvested, and this GMU supported approximately 4,569 hunters. Compared to all GMUs throughout Idaho, GMU 24 ranks 21st in deer hunter usage, 35th in deer harvest, 12th in elk hunter usage, 18th in elk harvest, and 9th in black bear harvest. GMU 25 and 26 were used far less with hunter usage ranking ranged from 23rd to 87th and harvest total ranking ranged from 36th to 85th depending on the species. Much of the hunting within Idaho can be done by purchasing over the counter general tags, and many species (e.g., black bear, mountain lion, and turkey) do not have tag limits. Deer (i.e., Whitetail and Mule) and elk have tag limits in some instances. For nonresident hunters, there are 195, 77, and 155 tags available in GMU 24, 25, and 26, respectively (IDFG 2021b). Elk are managed by Idaho Department of Fish and Game using Elk Zones. There are two Elk Zones (i.e., McCall and Middle Fork) within the analysis area. These zones also contain several GMUs outside of the analysis area. The McCall Zone contains four GMUs: 19A, 23, 24, and 25. This zone has 816 nonresident tags. The Middle Fork Zone contains three GMUs: 20A, 26, and 27. This zone has 3,187 nonresident and resident tags (IDFG 2021c, IDFG 2021d). Additionally, there are 24 outfitters and guides permitted in GMU 24, 14 permitted in GMU 25, and 37 permitted in GMU 26 (IOGLB 2020a-c). GMU 26 is primarily in the FCRNRW and includes a portion of PNF MA 13. Only BNF MA 17 is in GMU 24. BNF MAs 19, 20, and 21, and most of PNF MA 13 are in GMU 25. These GMUs are shown on **Figure 6-9**.

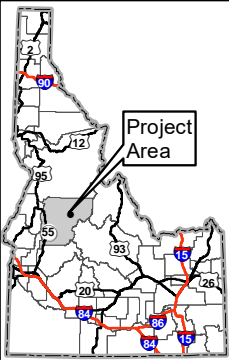
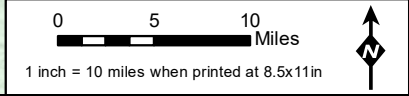
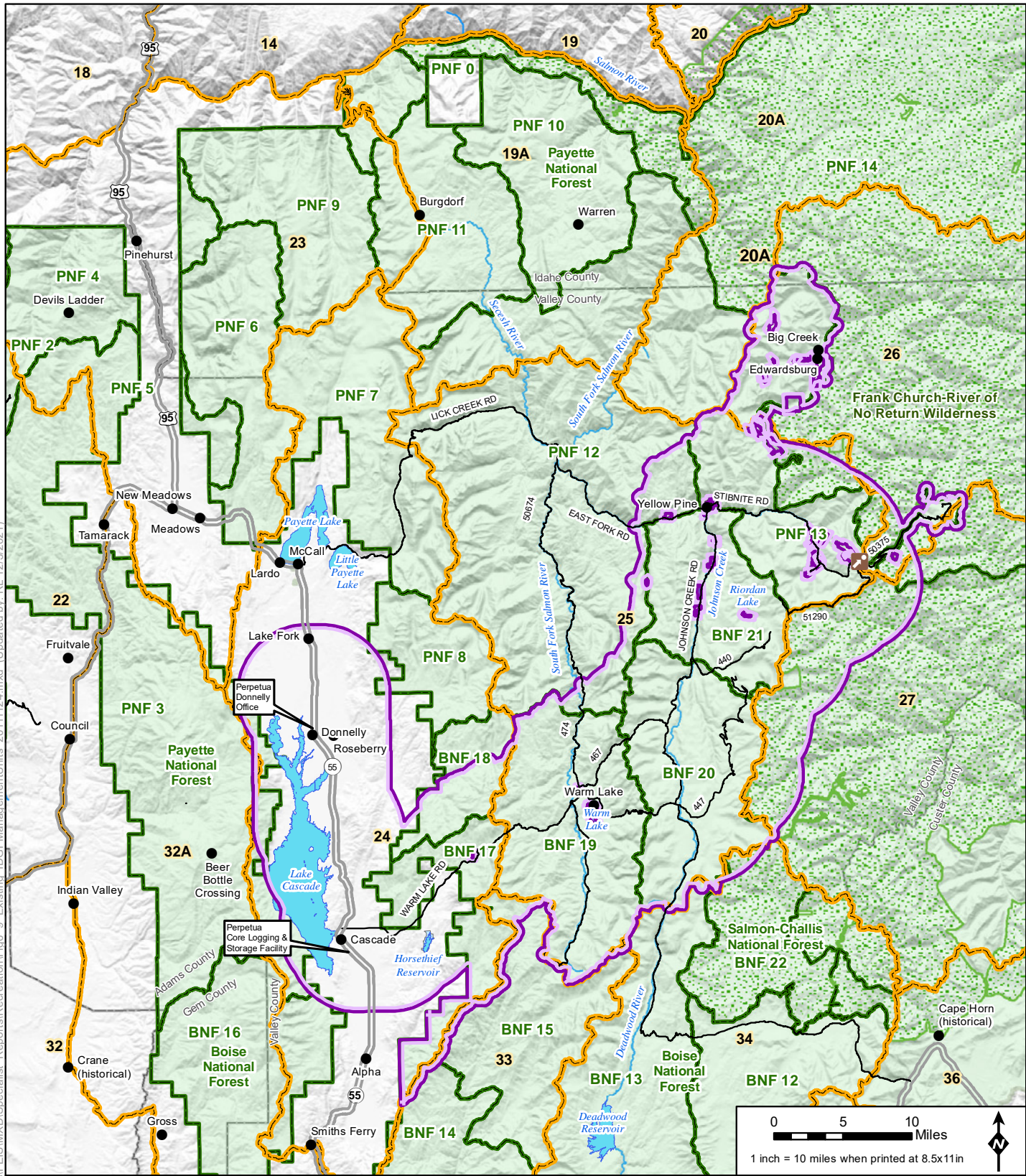
Table 6-3 Harvest and Hunter Totals of Big Game for GMU 24, 25, and 26

Species	GMU 24	GMU 25	GMU 26	Total
Mule Deer & Whitetail Deer				
Harvested	330	212	109	651
Hunters	2196	1150	340	3686
Elk				
Harvested	336	114	18	468
Hunters	2373	1109	199	3681
Black Bear				
Harvested	106	29	11	146
Hunters	NR	NR	NR	NR
Mountain Lion				
Harvested	1	2	1	4
Hunters	NR	NR	NR	NR
Wolf				
Harvested	3	10	4	17
Hunters	NR	NR	NR	NR
Rocky Mountain Sheep				
Harvested	NR	NR	2	2
Hunters	NR	NR	3	3

Source: IDFG 2021a

NR = not reported

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LEGEND

- Recreation Analysis Area
- City/Town
- Monumental Summit
- State Highway
- Road
- Stream/River
- Lake/Reservoir
- U.S. Forest Service
- Wilderness
- USFS Management Area
- Idaho Game and Fish Management Unit
- County

**Figure 6-9
Existing Conditions
Game Management Units
Stibnite Gold Project
Stibnite, ID**

Base Layer: USGS The National Map: 3D Elevation Program.
USGS Earth Resources Observation & Science (ERO S) Center: GMTED2010. Data refreshed January, 2020.
Other Data Sources: State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

6.1.5.2 Fishing

There are many fishing opportunities throughout the analysis area in lakes, streams, rivers, and reservoirs as shown on **Figures 6-1a** through **6-1e**. The BNF river and stream fishing as well as lake and pond fishing throughout the district are noted as excellent for fishing. Details on fishing locations and additional information on each site can be found on the BNF and PNF websites (USDA BNF 2021a, USDA PNF 2021a).

The IDFG oversees fishing licenses for the State of Idaho. The analysis area falls within the IDFG Southwest Region. Fishing licenses are required and can be purchased at many local dealers or through the IDFG website (IDFG.idaho.gov/buy). There are many species of fish for harvest within the IDFG Southwest Region, details of the species available, special rules by species, as well as limits by species can be found in the Idaho Fishing Season and Rules (IDFG 2021e).

6.1.5.3 Mountain Biking

Mountain biking is available throughout the analysis area. Mountain biking is allowed on both open and gated forest roads, as well as trails open to non-motorized uses (**Figures 6-3a** and **6-3b**). Cross-country travel via a mountain bike is not permitted (USDA BNF 2021b, USDA PNF 2021b).

6.1.5.4 Recreational River Use

User data for recreational river use (e.g., paddle boating, float boating, kayaking) in this area is not tracked by the Forest Service on the Payette River. Both day use and annual river passes are sold through vendors but not all users purchase day use passes. Annual passes don't represent actual physical presence on the rivers in days. Annual Passes admit up to 4 adults (people ages 15 and younger are free), so 4 adults and up to 70 children can be admitted for an annual pass. Any use above 75 people requires a special use permit for group activities (USDA BNF 2021c). Recreational river use is mostly on the South Fork Salmon River with up to 100 permits issued. Use of the East Fork South Fork Salmon River is minimal but does occur and does not require a permit.

6.1.5.5 Horseback Riding

Motorized and non-motorized trails throughout the district are available for use for horseback riding, but there are no trails solely dedicated to horseback riding in the BNF (USDA BNF 2021d).

6.1.5.6 Hiking

Numerous trails are available for day hiking and backpacking throughout the analysis area. The Forest Service provides details on the trails including location, use, distance, and terrain on interactive websites for each management area (USDA BNF 2021e, USDA PNF 2021c).

6.1.5.7 Winter Use

Winter use in the analysis area includes backcountry skiing/snowboarding, snowmobiling, and cross-country skiing, and snowshoeing. Winter travel routes including OSV routes and parking areas are shown on **Figure 6-4**. Neither the BNF nor PNF require permits for backcountry skiing. Idaho State Parks and Recreation passes are available for a three-day park and ski pass. Revenues from the sale of permits are utilized for trail improvements, plowing parking lots, and grooming trails (Forest Service 2021g). Snowmobiling also takes place throughout the analysis area on both groomed and ungroomed routes. Additional details on snowmobile areas and routes can be found on the BNF and PNF websites (USDA BNF 2021f, USDA PNF 2021d). There are 18 avalanche paths potentially affecting 1.6 miles of the road

along the proposed OSV route (DAC 2021). The relatively high snowfall along this route suggests that most of these paths are expected to produce D2-sized avalanches on an annual basis with potential D3 avalanches with a 10- to 30-year return period. This area is outside of current avalanche forecasting areas (Forest Service, Todd Leeds, personal communication).

6.1.6 Special Recreation Use Permits

The IOGLB issues state licenses to commercial outfitters and guides in the state of Idaho and is responsible for the administration of the Idaho Outfitters and Guides Act (Title 35, Chapter 21, Idaho Code), while the Forest Service authorizes outfitter/guide services and facilities on NFS lands.

There are 24 outfitters and guides permitted in GMU 24, 14 permitted in GMU 25, and 37 permitted in GMU 26 (IOGLB 2020a-c). GMU 26 is primarily in the FCRNRW and includes a portion of PNF MA 13. Only BNF MA 17 is in GMU 24. BNF MAs 19, 20, and 21, and most of PNF MA 13 are in GMU 25.

In all three GMUs, activities permitted by the IOGLB, which vary by outfitter, include trail rides/pack trips, mountain bike touring, backpacking, photo trips, day hikes, snowmobiling, and fishing. In GMUs 24 and 25, permitted activities also include llama packing and skiing/snowshoeing. The IOGLB also has permitted kayaking and float boating in GMUs 24 and 26. In GMU 24, wagon/sleigh rides, zip line tours, mountaineering, and power boating also are permitted.

In the three GMUs, several of the permitted outfitters also are permitted for hunting (five in GMU 24, nine in GMU 25, and 26 in GMU 26). In all three GMUs, outfitters are permitted to hunt bear, cougar, predators, wolf, elk, deer, moose, and forest grouse (species vary by outfitter). In GMUs 25 and 26, species permitted for hunting also include goat, sheep, and chukar (IOGLB 2020a-c). Although the number of outfitters permitted for each GMU was available, as well as the activities and game species they are permitted for, detailed use data (number of customers) for these private outfitting companies were not publicly available and were not included in the analysis.

In 2019, there were several recreation-related special use permits issued by the Forest Service within the analysis area. Permits issued for the PNF portion include a lodge, ATV/UTV event, and three outfitters and guides, while permits issued for the BNF portion include one outfitter and guide, two lodges, two organizational camps, and 62 recreation residences. All but one of the recreation-related special use permits issued for the BNF are in the Warm Lake area. **Table A-13** in **Appendix A** describes each of the current recreation-related special use permits that have been issued within the analysis area.

7.0 Environmental Consequences

7.1 Impact Definitions

The impacts definitions for intensity, duration (FSH 1909.15, 152b), and context are provided in **Table 7-1**.

Table 7-1 Impact Definitions

Attribute	Term	Description
Intensity	Negligible	Impacts would result in a change in current conditions that would be too small to be physically measured using normal methods or would not be perceptible. There is no noticeable effect on the natural or baseline setting. There are no required changes in management or utilization of the resource.
Intensity	Minor	Impacts would result in a change in current conditions that would be just measurable with normal methods or barely perceptible. The change may affect individuals of a population or a small portion of a resource, but it would not result in a modification in the overall population, or the value or productivity of the resource. There are no required changes in management or utilization of the resource.
Intensity	Moderate	Impacts would result in an easily measurable change in current conditions that is readily noticeable. The change affects a large percentage of a population, or portion of a resource which may lead to modification or loss in viability, value, or productivity in the overall population or resource. There are some required changes in management or utilization of the resource.
Intensity	Major	Impacts are considered significant. Impacts would result in a large, measurable change in current conditions that is easily recognized. The change affects a majority of a resource or individuals of a population, which leads to significant modification in the overall population, or the value or productivity of the resource. This impact may not be in compliance with applicable regulatory standards or impact thresholds, requiring large changes in management or utilization of the resource.
Duration	Temporary	Impacts that are anticipated to last no longer than 1 year.
Duration	Short-Term	Impacts that are anticipated to begin and end within the first 3 years during the construction phase.
Duration	Long-Term	Impacts lasting beyond 3 years to the end of mine operations and through reclamation, approximately 20 years.
Duration	Permanent	Impacts that would remain after reclamation is completed.
Context	Localized	Impacts would occur within the analysis area or the general vicinity of the Operations Area Boundary.
Context	Regional	Impacts would extend beyond the Operations Area Boundary and local area boundaries.

Key:

Intensity is the severity or levels of magnitude of an impact.

Duration is the length of time an effect would occur.

Context is the effect(s) of an action that must be analyzed within a framework, or within physical or conceptual limits).

7.2 Direct and Indirect Effects

7.2.1 No Action Alternative

Under the No Action Alternative, no construction, operation, or reclamation of the SGP components would occur. Previously approved surface exploration and associated activities on NFS lands would continue. There would be no surface (open pit) mining or ore processing to extract gold, silver, or antimony; and no underground exploration, sampling, or related operations and facilities on NFS lands. Current uses on Perpetua patented mine/mill site claims would continue, which include mineral exploration and dispersed recreation.

Perpetua would continue to implement surface exploration and associated activities that have been previously approved on NFS lands as part of the Golden Meadows Exploration Project, per the Golden Meadows Exploration Project Plan of Operations and the Golden Meadows Exploration Project Environmental Assessment (EA) (Forest Service 2015). These approved activities include construction of several temporary roads (approximately 0.32 mile of temporary roads) to access drill sites (total of 28 drill sites), drill pad construction (total of 182 drill pads) and drilling on both NFS and private lands at and in the vicinity of the SGP. The continuation of approved exploration activities at the SGP by Perpetua would result in the continued use of the existing man camp, office trailers, truck maintenance shop area, potable water supply system, wastewater treatment facility, helipad and hangar, and airstrip.

In January 2021, Perpetua entered into an ASAOC with the Forest Service and USEPA for removal actions at the Stibnite legacy mining site. Phase 1 of this agreement includes removal of tailings and other mining wastes from the stream channels of lower Meadow Creek and East Fork SFSR and placing the excavated wastes in selected, on-site locations where they would no longer impact water quality in these streams. It also includes construction of three stream diversions to avoid contact of runoff with legacy mining wastes. Following these construction activities, the disturbed areas would be reclaimed with growth medium and revegetated to stabilize the sites. This work is planned to occur in 2022 through 2024.

7.2.1.1 Recreation Opportunities, Facilities, Access, And Use

Current access to the area via Johnson Creek Road (CR 10-413) and Stibnite Road (CR 50-412) would remain unimpeded. Apart from the SGP area, existing recreation opportunities, access, and use would continue in the existing recreation setting. In the SGP, continued exploration and construction of the ASAOC Phase 1 remedial actions may alter the recreation setting in the immediate SGP area to have a more elevated level of the sights and sounds of humans. Some unauthorized motorized use may continue to occur off existing roads and motorized trails but would likely continue to be fairly limited in extent. In general, areas that are inaccessible to motorized vehicles would continue to be inaccessible to vehicles or certain vehicle types in summer, both limiting the motorized recreation opportunities available in some areas and preserving the setting for non-motorized recreation opportunities in these areas. Motorized winter use has expanded in recent years, and may continue to expand in the future, resulting in additional OSV routes, winter recreation opportunities, and additional areas receiving winter motorized use.

7.2.1.2 ROS Classes and Physical Setting

Overall, impacts to recreation under the No Action Alternative would include modifications to the recreation setting in the SGP area from continued surface exploration and construction equipment operation, continued low level of unauthorized motorized use, and increased winter motorized access and use. These impacts could lead to changes in the designated ROS class and/or ROS physical setting

(towards Semi-Primitive Motorized or Roaded Natural from Semi-Primitive Non-Motorized) of some areas due to additional motorized use both in the summer and winter.

7.2.1.3 Estimated ROS Physical Setting

Under the No Action Alternative there would be minimal changes to the existing environment, therefore no change to the ROS classes and Physical setting are anticipated under the No Action Alternative.

7.2.1.4 Recreation Use and Users

Recreation activities and uses allowed under the No Action Alternative would be as described in **Section 6**, the Affected Environment.

7.2.1.5 Recreation Special Use Permits

Activities, facilities, and uses allowed under current recreation-related special use permits would continue until the end of the permit term. Changes to the recreation setting due to additional motorized use may result in shifts in the use areas for permittees, particularly for non-motorized uses such as trail rides, fishing, hunting, etc.

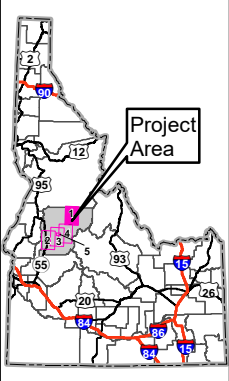
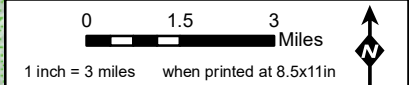
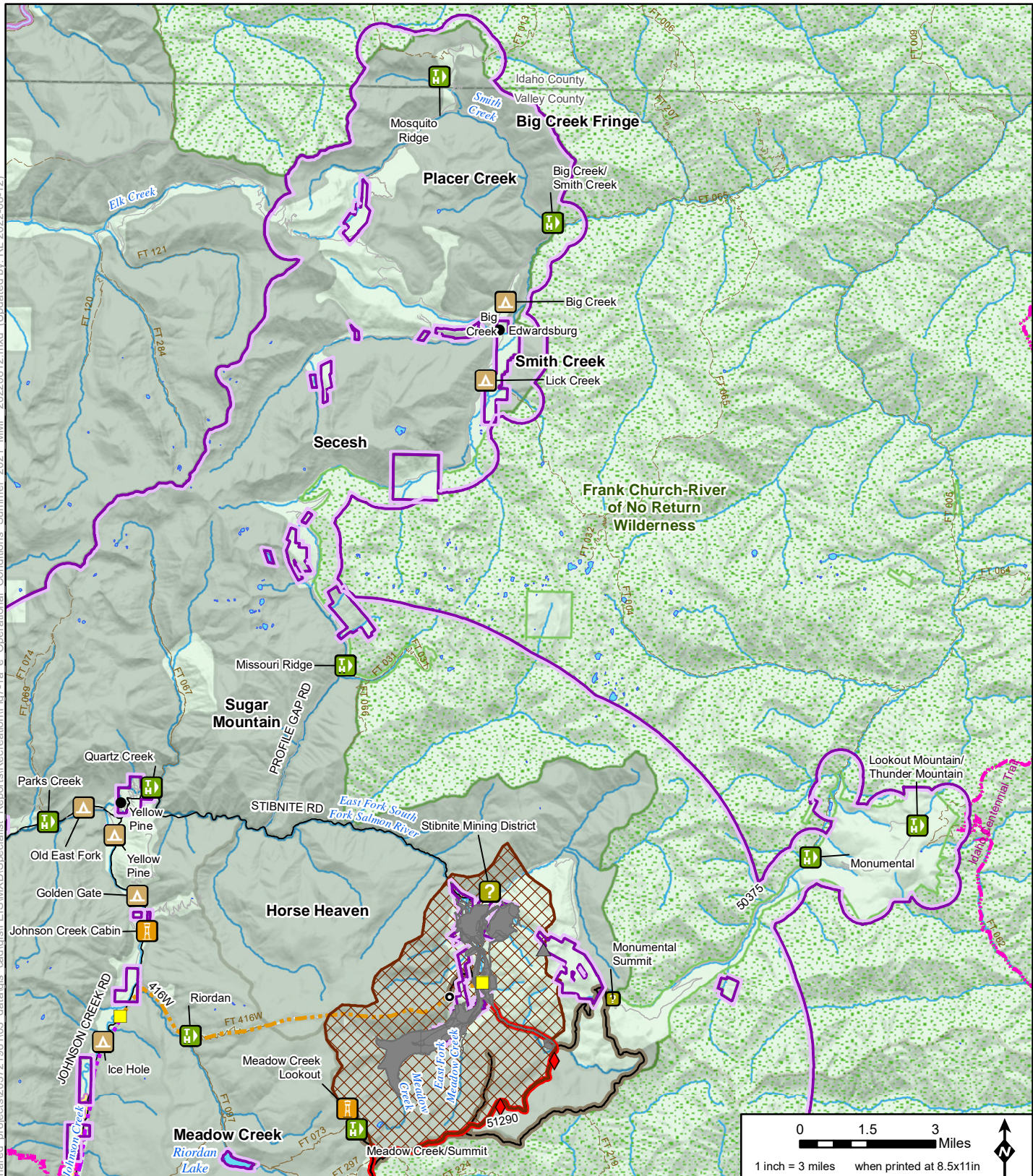
7.2.2 2021 MMP

7.2.2.1 Recreation Opportunities, Facilities, Access, and Use

Construction and Operations

SGP Facilities

SGP public use would be restricted within the Operations Area Boundary during construction, operations, and closure and reclamation by fencing near the security-monitored gates, and signs warning the public against entry into the Operations Area Boundary. Therefore, beginning at construction, approximately 13,441 acres of NFS lands (and approximately 780 acres of private patented lands within the Operations Area Boundary) would be inaccessible to dispersed recreation (**Figure 7-1a**). For safety reasons, there would be no hunting allowed within areas posted or fenced during construction or mine operation in order to ensure worker safety; however, hunting may continue on public lands outside of fenced or posted Operations Area Boundary in accordance with applicable regulations. Existing dispersed recreational use and opportunities that occur in this area would be displaced to other locations in or adjacent to the analysis area. Construction at the SGP would result in moderate visual contrast primarily due to the expansion of disturbance. Therefore, the recreation setting would be less-natural looking compared to the existing recreation setting, especially at night. The summer recreation conditions with the implementation of the 2021 MMP are provided on **Figures 7-1a** through **7-1e** for summer conditions and **Figure 7-2a through 7-2e** for winter conditions. Travel routes with the implementation of the 2021 MMP are provided in **Figure 7-3a** and **b** for summer during construction, **Figure 7-4** for winter during construction, **Figure 7-5** for Summer during operations, **Figure 7-6** for winter during operations, and **Figure 7-7** for post closure routes during summer. SGP construction noise could be heard up to 1.2 miles from the SGP based on noise modeling (AECOM 2019) of the distance at which noise levels could be above 40 decibels on the A-weighted scale (dBA) level (i.e., the lower end of the assumed baseline ambient level for wilderness areas; Forest Service 2021d). The distance of 1.2 miles would not extend beyond the Operations Area Boundary and, therefore, would be unlikely to reduce recreation opportunities outside the Operations Area Boundary. Wildlife in the analysis area would be affected by construction noise, traffic, and activities likely resulting in displacement of wildlife to areas away from the analysis area. Therefore,



LEGEND		Project Components*	Offsite Facilities
Recreation Analysis Area	ID Roadless Area	SGP Features	Burntlog Maintenance Facility*
Special Designations	Wild And Scenic Rivers Status/Classification	Operations Area Boundary	Other Features
? Wild	Designated, Wild	Burntlog Route Borrow Source	U.S. Forest Service
Eligible, Recreational	Eligible, Scenic	Burntlog Route*	Wilderness
Eligible, Wild	Suitable, Recreational	Access Roads and Trail System	County
Suitable, Scenic	Suitable, Wild	Cell Tower Access Road	City/Town
Recreation Facilities	New Transmission Line	Utilities	Railroad
Campground	New Substation**	Upgraded Transmission Line	Highway
Interpretive Site (Minor)	Existing Substation**	New Transmission Line	Access Road
(Fire) Lookout/Cabin	New Communication Tower	Burntlog Route*	Road
Trailhead	Existing Communication Tower	Cell Tower Access Road	Stream/River
	Cell Tower Option	Burntlog Route*	Lake/Reservoir

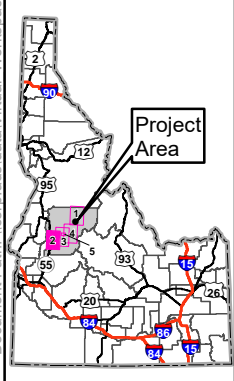
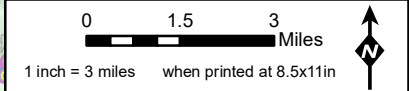
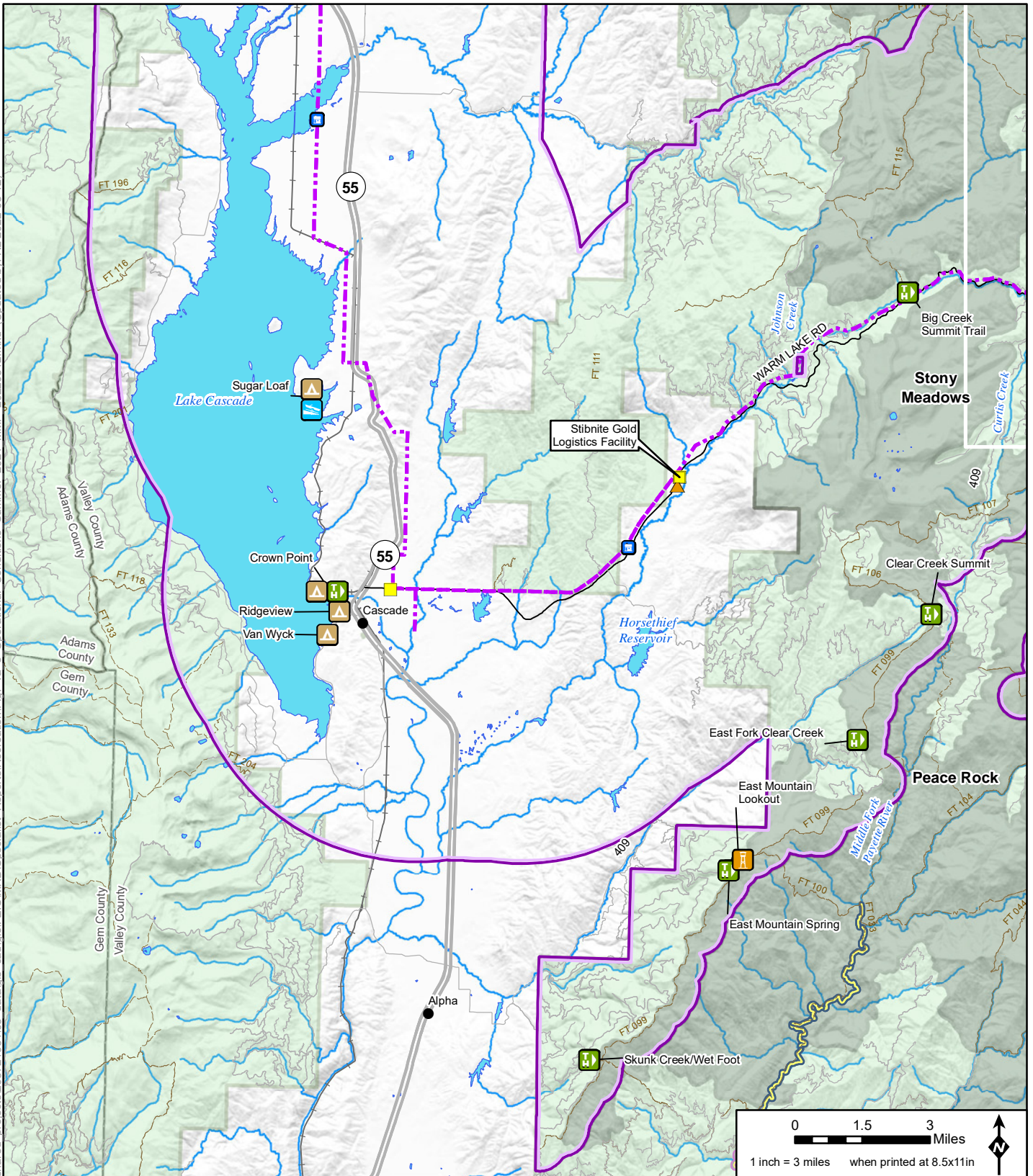
Figure 7-1a
Operational Conditions
Summer Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



* Project Components are associated with Burnt Log Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.

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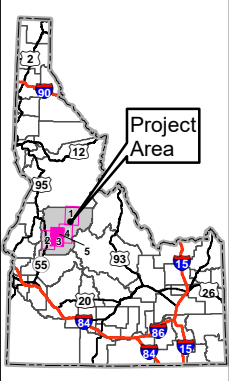
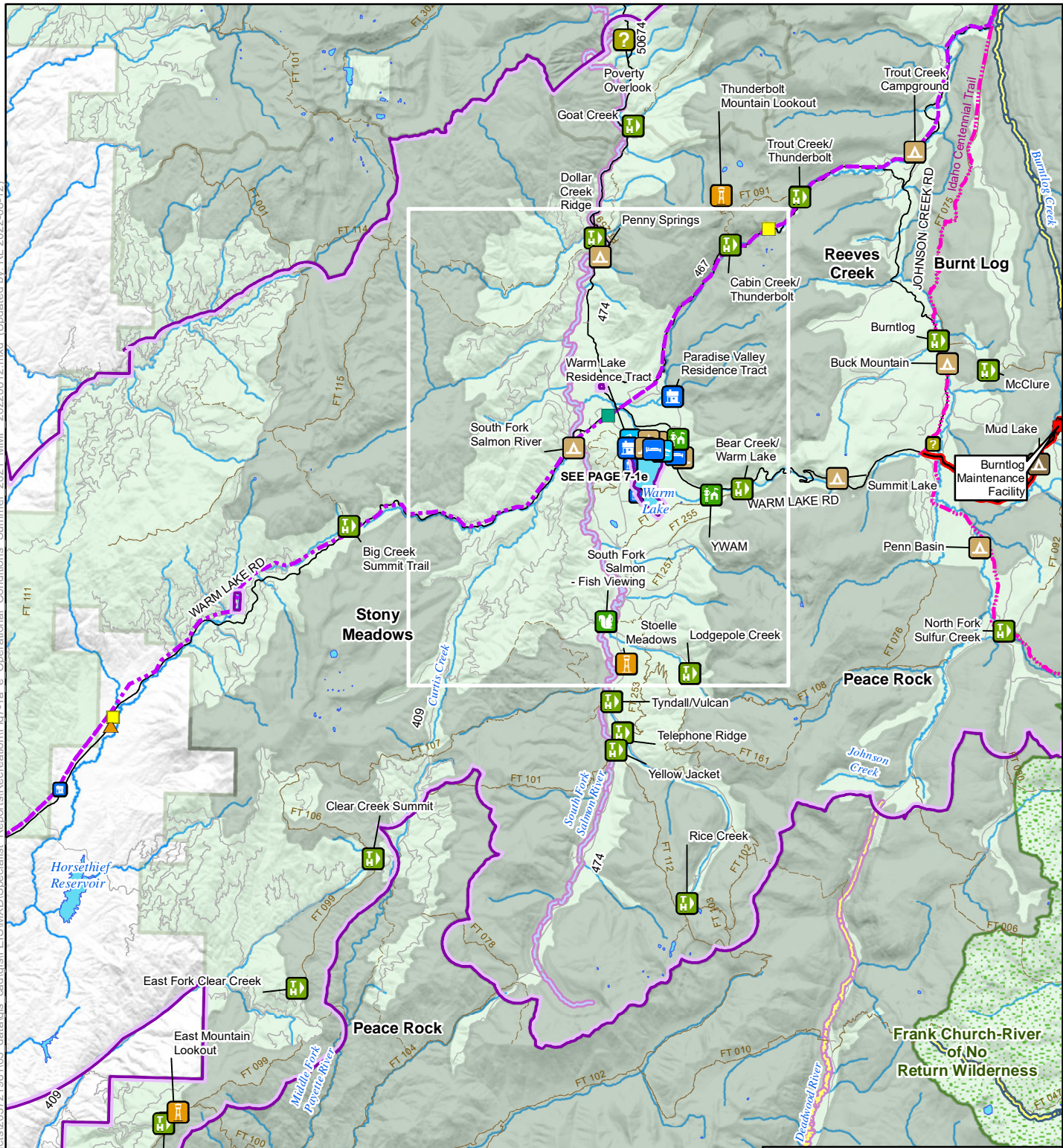


LEGEND	
Recreation Analysis Area	Trailhead
Special Designations	Project Components*
ID Roadless Area	SGP Features
Wild And Scenic Rivers Status/Classification	Operations Area Boundary
? , Wild	Burn/Log Route Borrow Source
Designated, Wild	Access Roads and Trail System
Eligible, Recreational	Burn/Log Route*
Eligible, Scenic	Cell Tower Access Road
Eligible, Wild	Utilities
Suitable, Recreational	Upgraded Transmission Line
Suitable, Scenic	New Transmission Line
Suitable, Wild	New Substation**
Recreation Facilities	Existing Substation**
Boating Site	New Communication Tower
Campground	Existing Communication Tower
(Fire) Lookout/Cabin	Cell Tower Option
Recreation Residence	Offsite Facilities
	Burn/Log Maintenance Facility*
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Idaho Centennial Trail
	Stream/River
	Lake/Reservoir

Figure 7-1b
Operational Conditions
Summer Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Burnt Log Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.



LEGEND	
Recreation Analysis Area	Interpretive Site (Minor)
Special Designations	(Fire) Lookout/Cabin
ID Roadless Area	Organization Site
Wild And Scenic Rivers Status/Classification	Recreation Residence
? Wild	Swimming Site
Designated, Wild	Trailhead
Eligible, Recreational	Wildlife Viewing Site
Eligible, Scenic	Project Components *
Eligible, Wild	SGP Features
Suitable, Recreational	Operations Area Boundary
Suitable, Scenic	Burntlog Route Borrow Source
Suitable, Wild	Access Roads and Trail System
Recreation Facilities	Burntlog Route *
Boating Site	Cell Tower Access Road
Campground	U.S. Forest Service
Dispersed Camping	Wilderness
Hotel/Lodge/Resort	County
	City/Town
Utilities	Railroad
Upgraded Transmission Line	Highway
New Transmission Line	Access Road
New Substation**	Road
Existing Substation**	Idaho Centennial Trail
New Communication Tower	Stream/River
Existing Communication Tower	Lake/Reservoir
Cell Tower Option	
Offsite Facilities	
Burntlog Maintenance Facility *	
Other Features	
U.S. Forest Service	
Wilderness	
County	
City/Town	

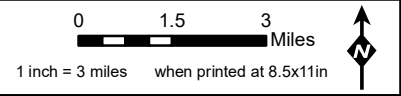
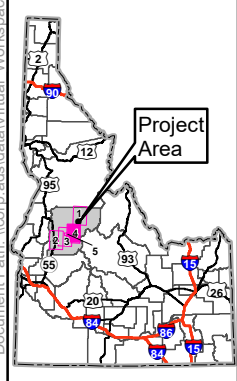
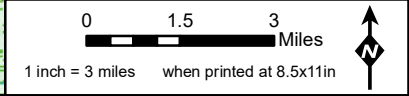
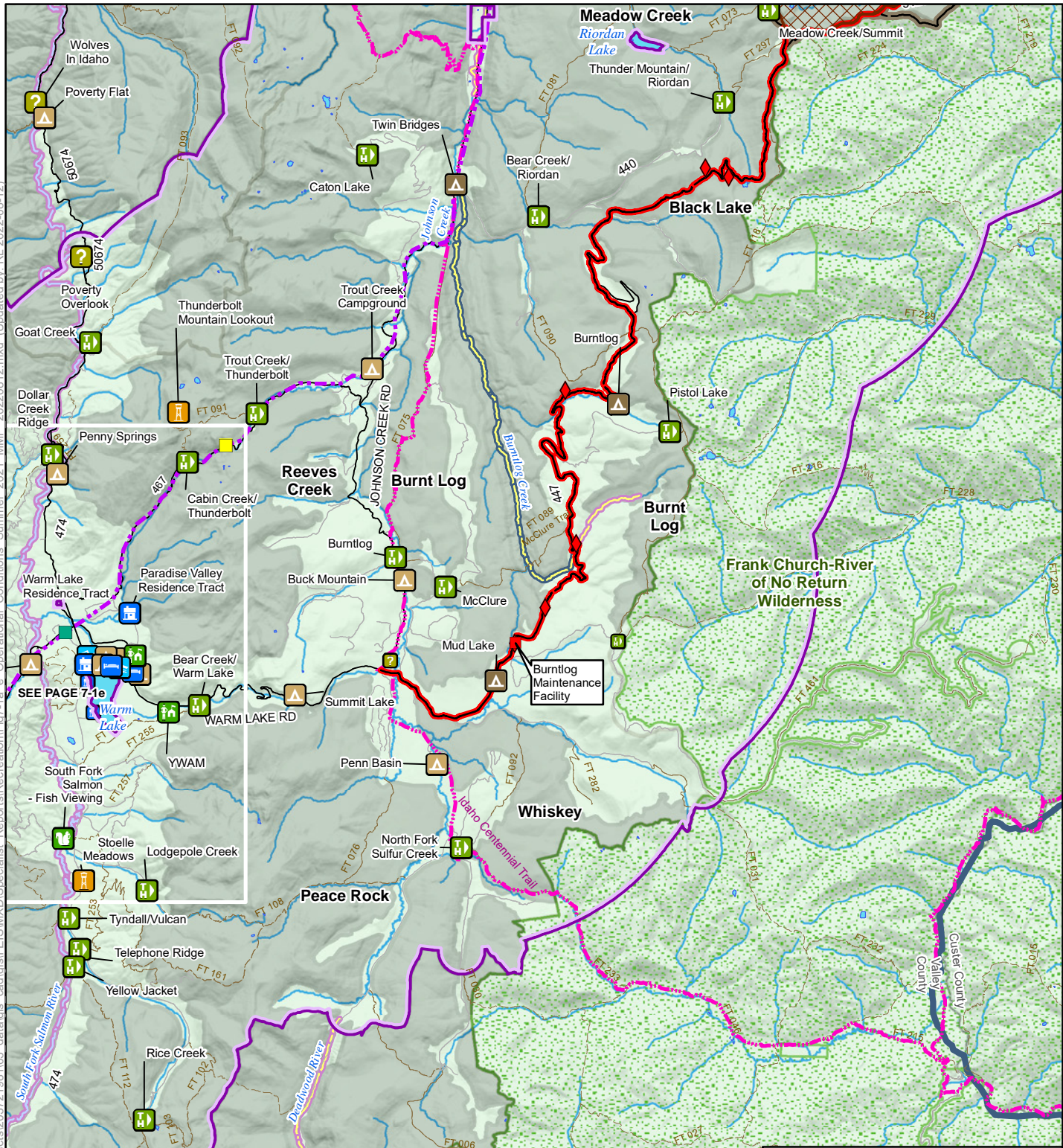


Figure 7-1c
Operational Conditions
Summer Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Burnt Log Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.

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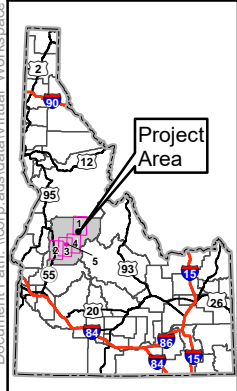
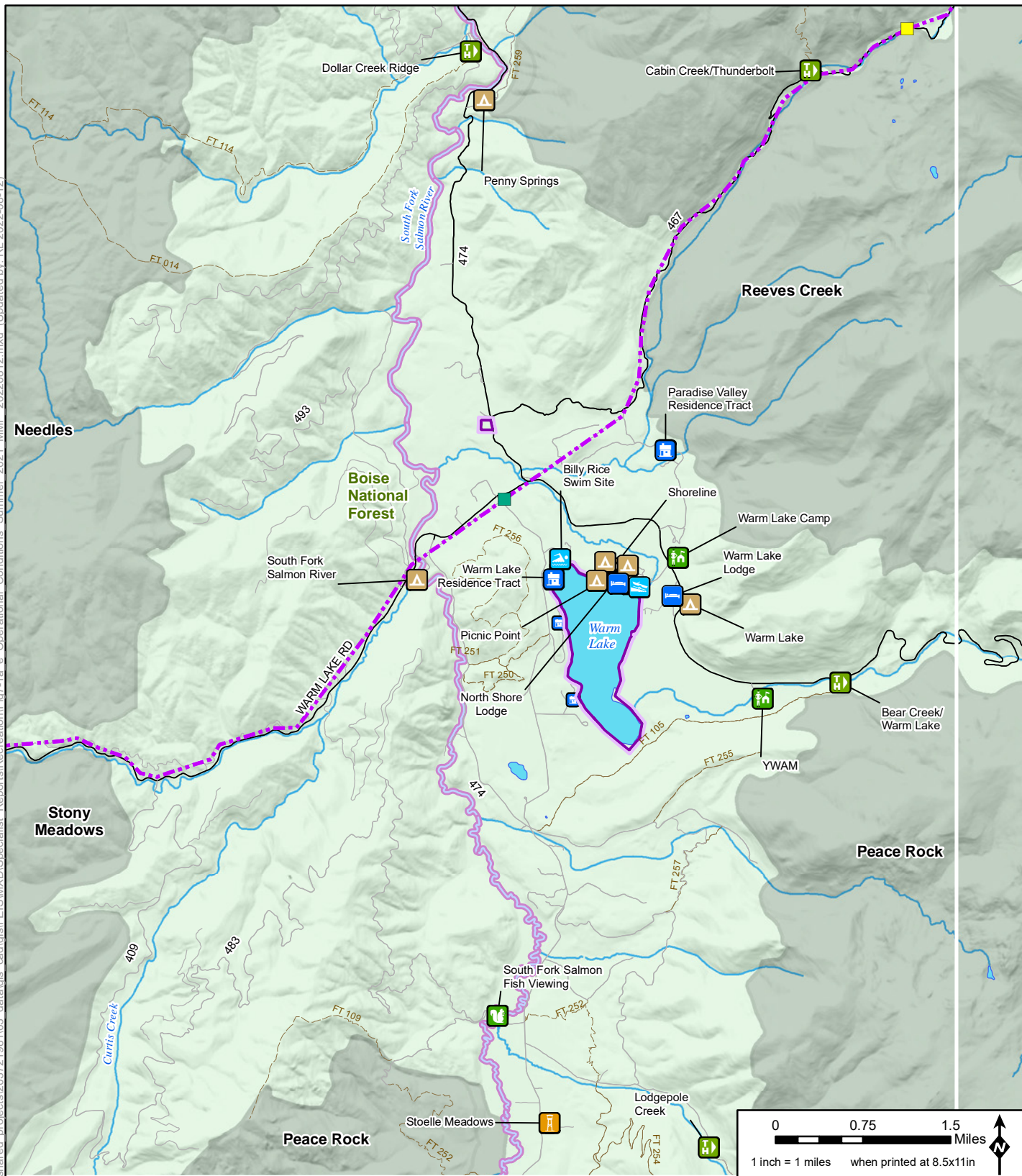
LEGEND	
Recreation Analysis Area	Interpretive Site (Minor)
Special Designations	(Fire) Lookout/Cabin
ID Roadless Area	Organization Site
Wild And Scenic Rivers Status/Classification	Recreation Residence
? Wild	Swimming Site
Designated, Wild	Trailhead
Eligible, Recreational	Wildlife Viewing Site
Eligible, Scenic	Project Components *
Eligible, Wild	SGP Features
Suitable, Recreational	Operations Area Boundary
Suitable, Scenic	Burntlog Route Borrow Source
Suitable, Wild	Access Roads and Trail System
Boating Site	Burntlog Route *
Campground	Cell Tower Access Road
Dispersed Camping	Cell Tower Option
Hotel/Lodge/Resort	Offsite Facilities
	Burntlog Maintenance Facility *
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Idaho Centennial Trail
	Stream/River
	Lake/Reservoir
	Upgraded Transmission Line
	New Transmission Line
	New Substation**
	Existing Substation**
	New Communication Tower
	Existing Communication Tower

Figure 7-1d
Operational Conditions
Summer Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



* Project Components are associated with Burnt Log Route are approximate
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.



LEGEND	
Recreation Analysis Area	Organization Site
Special Designations	Recreation Residence
ID Roadless Area	Swimming Site
Wild And Scenic Rivers Status/Classification	Trailhead
? Wild	Wildlife Viewing Site
Designated, Wild	Project Components*
Eligible, Recreational	SGP Features
Eligible, Scenic	Operations Area Boundary
Eligible, Wild	Burntlog Route Borrow Source
Suitable, Recreational	Access Roads and Trail System
Suitable, Scenic	Burntlog Route*
Suitable, Wild	Cell Tower Access Road
Recreation Facilities	Utilities
Boating Site	Upgraded Transmission Line
Campground	New Transmission Line
Hotel/Lodge/Resort	Road
(Fire) Lookout/Cabin	Idaho Centennial Trail
	Stream/River
	Lake/Reservoir
	New Substation**
	Existing Substation**
	New Communication Tower
	Existing Communication Tower
	Cell Tower Option
	Offsite Facilities
	Burntlog Maintenance Facility*
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road

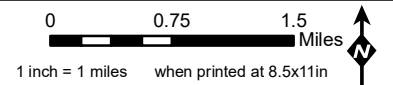
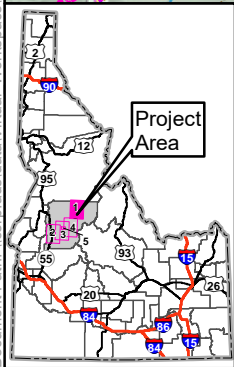
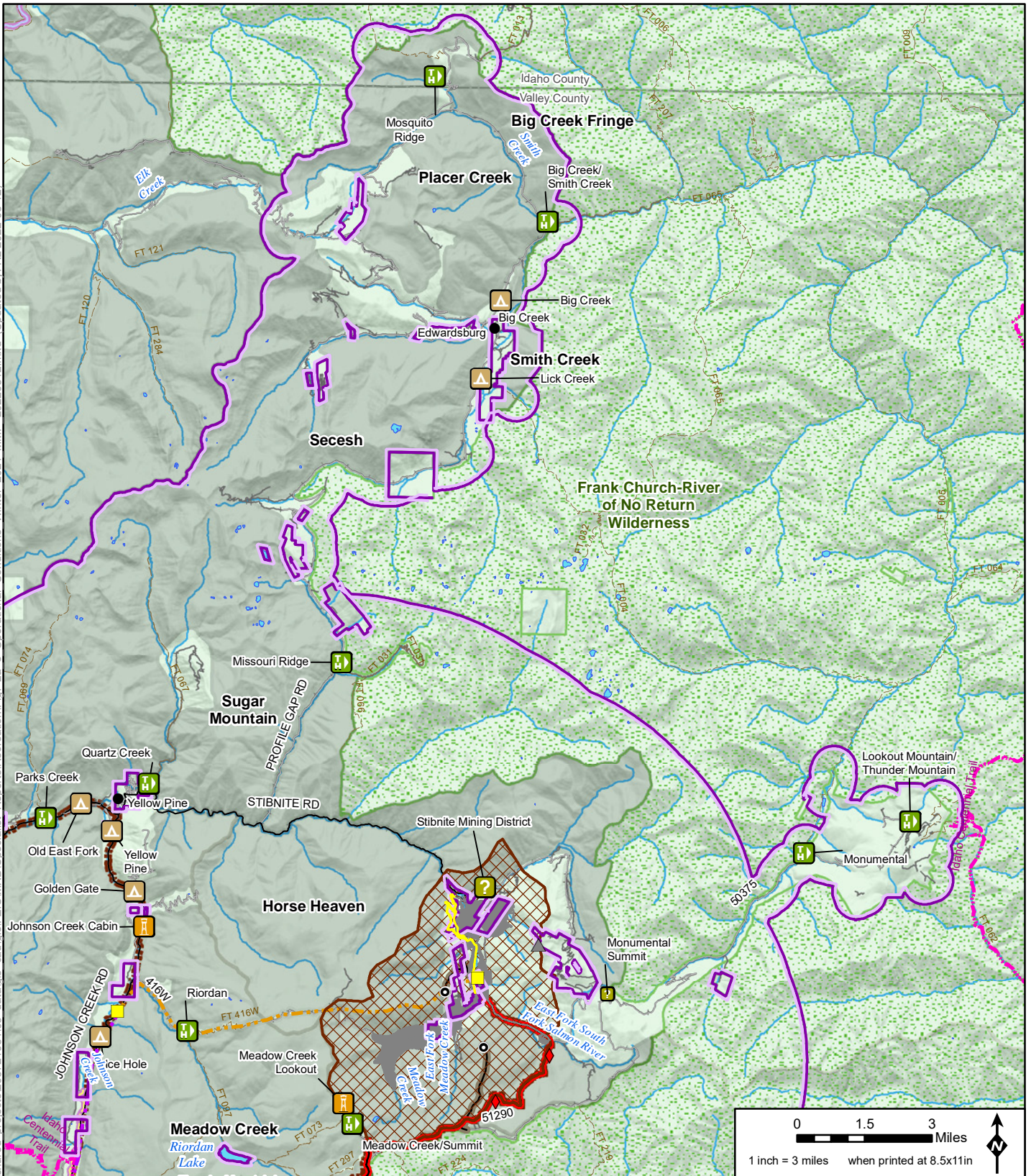


Figure 7-1e
Operational Conditions
Summer Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Burnt Log Route
 ** Substation locations are approximate
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 Not all features are visible in every map extent.



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LEGEND	
Recreation Analysis Area	Public Access Rds During Mining
Special Designations	Utilities
ID Roadless Area	Upgraded Transmission Line
Wild And Scenic Rivers	New Transmission Line
Status/Classification	New Substation**
? Wild	Existing Substation**
Designated, Wild	New Communication Tower
Eligible, Recreational	Existing Communication Tower
Eligible, Scenic	Cell Tower Option
Eligible, Wild	Offsite Facilities
Suitable, Recreational	Groomed Route
Suitable, Scenic	Plowed Route
Suitable, Wild	Idaho Centennial Trail
Project Components*	Stream/River
SGP Features	Lake/Reservoir
Operations Area Boundary	Other Features
Burntlog Route Borrow Source	Wilderness
Burntlog Route*	County
Groomed OSV Route	City/Town
Cell Tower Access Road	Railroad
	Highway
	Access Road
	Road

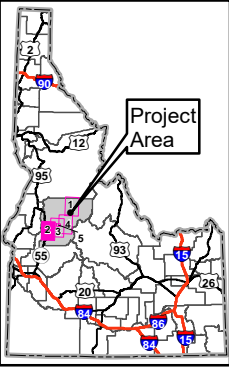
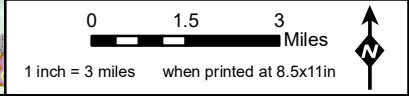
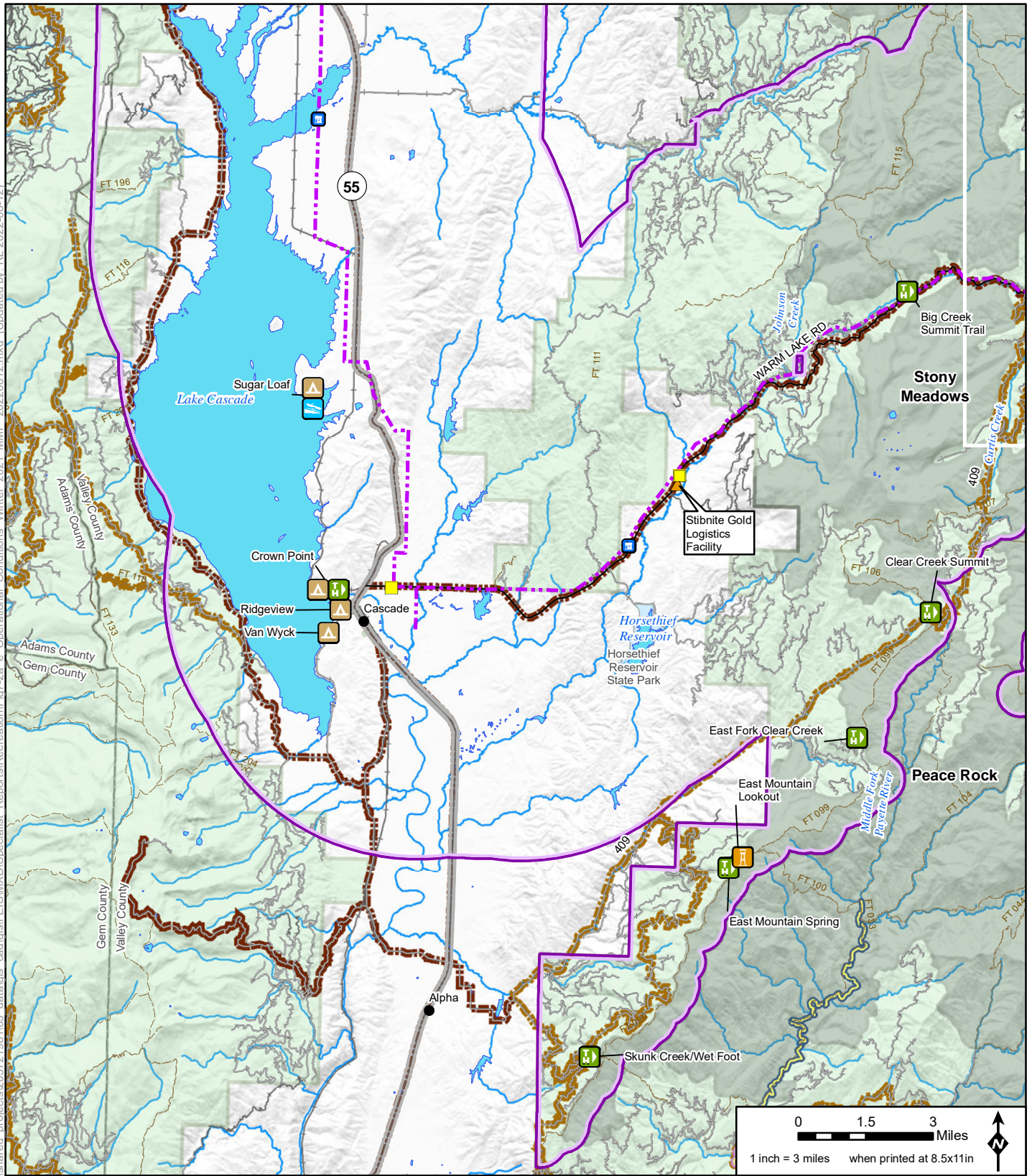
Figure 7-2a
Operational Conditions
Winter Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Geol; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with 2021 MMP Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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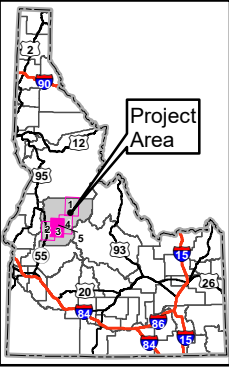
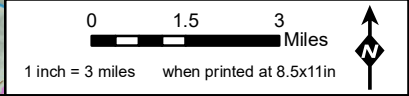
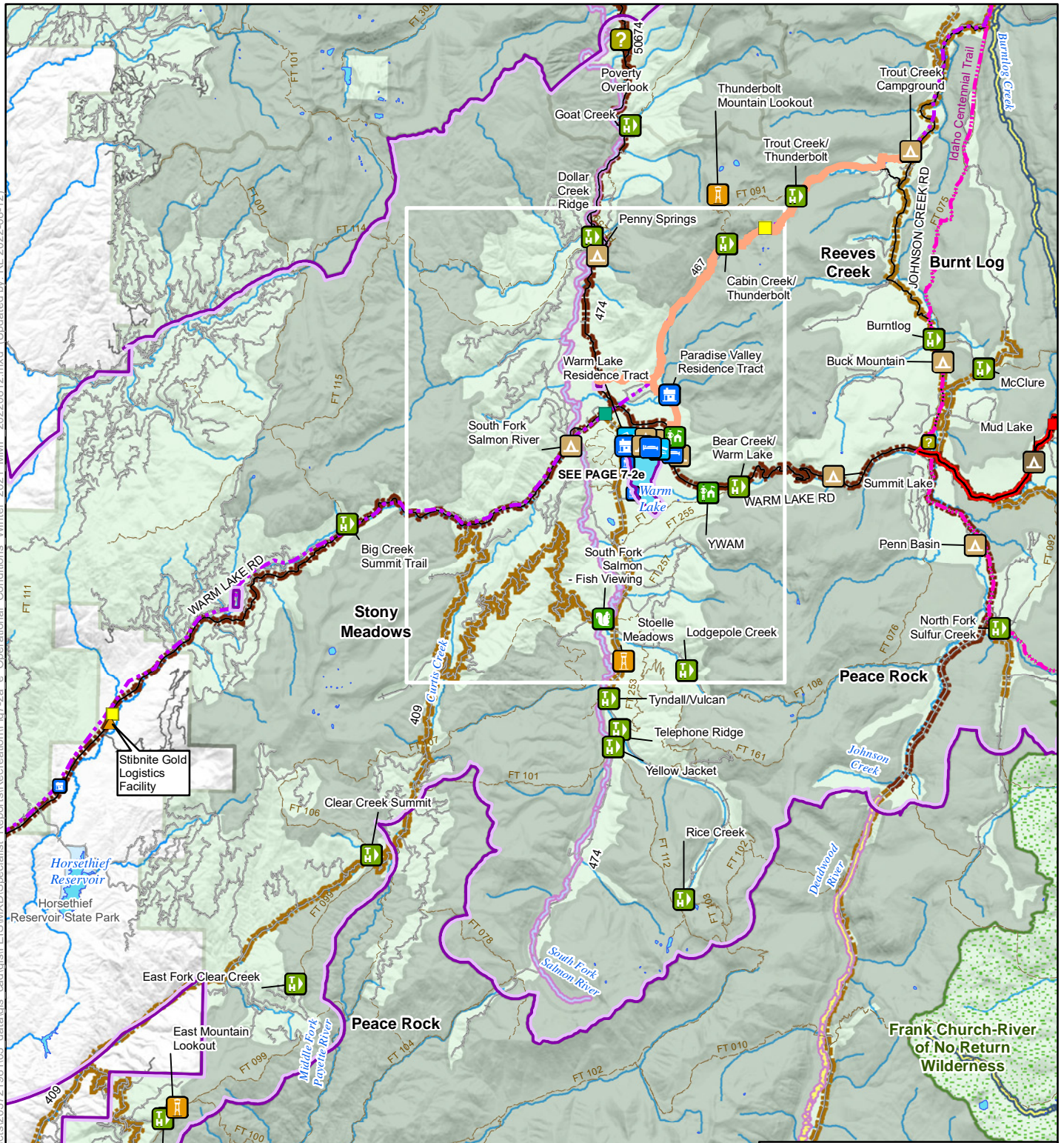
LEGEND	
Recreation Analysis Area	Boating Site
Special Designations	Campground
ID Roadless Area	(Fire) Lookout/Cabin
Wild And Scenic Rivers Status/Classification	Recreation Residence
Designated, Wild	Trailhead
Eligible, Recreational	Project Components*
Eligible, Scenic	SGP Features
Eligible, Wild	Operations Area Boundary
Suitable, Recreational	Burntlog Route Borrow Source
Suitable, Scenic	Access Roads and Trail System
Suitable, Wild	Burntlog Route *
Stream/River	Groomed OSV Route
Lake/Reservoir	Cell Tower Access Road
Wilderness	Public Access Rds During Mining
County	Utilities
City/Town	Upgraded Transmission Line
Highway	New Transmission Line
Access Road	New Substation**
Road	Existing Substation**
Groomed Route	New Communication Tower
Plowed Route	Existing Communication Tower
Idaho Centennial Trail	Cell Tower Option
	Offsite Facilities
	Burntlog Maintenance Facility *

Figure 7-2b
Operational Conditions
Winter Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas GeO; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with 2021 MMP Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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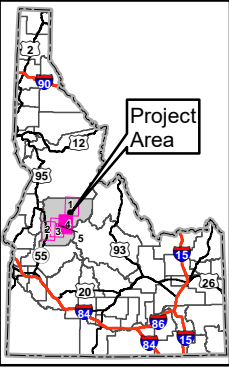
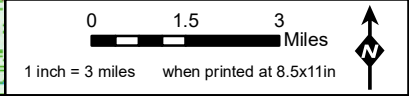
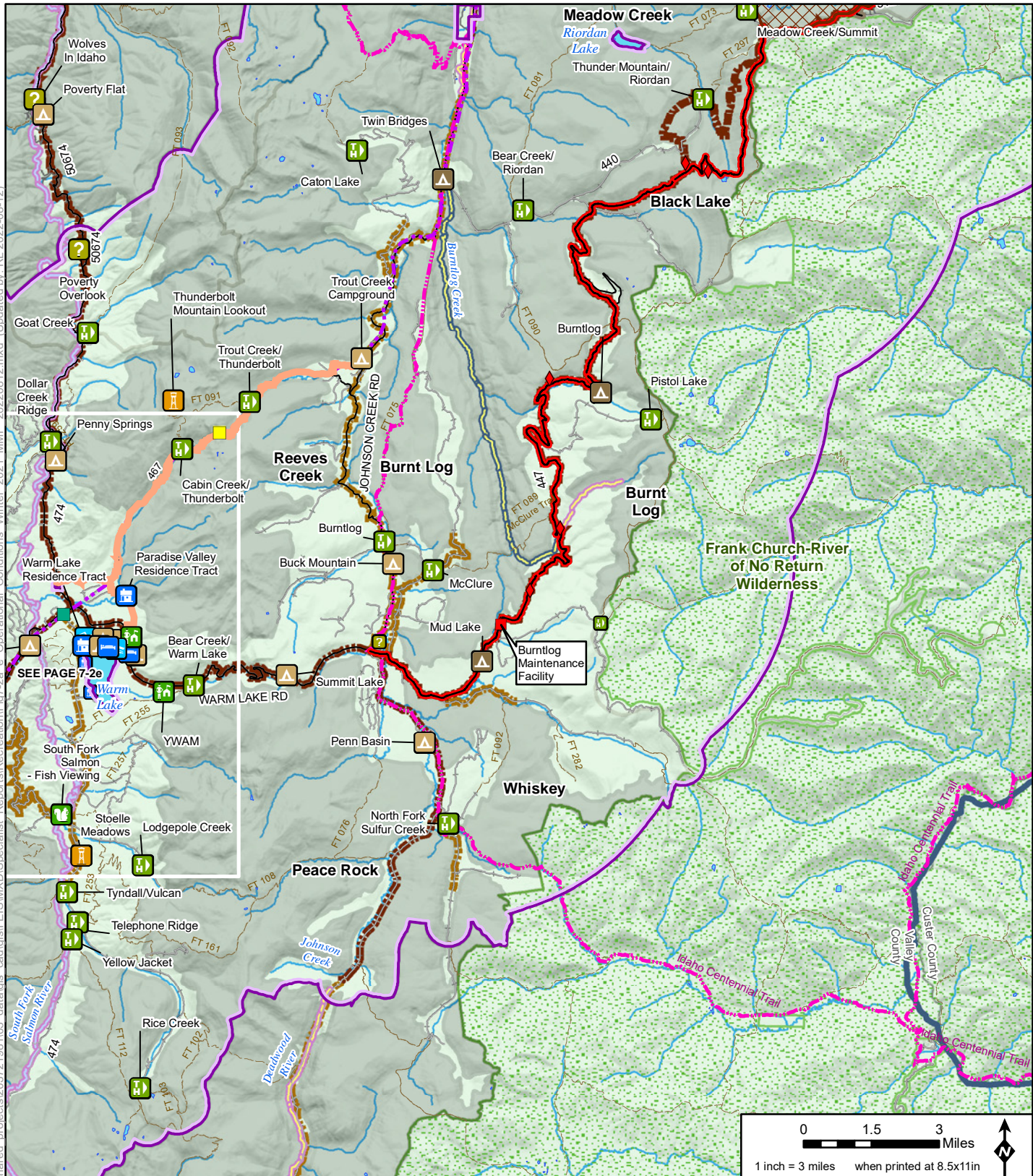
LEGEND	Recreation Facilities	Project Components *	Other Features
<ul style="list-style-type: none"> Recreation Analysis Area Special Designations <ul style="list-style-type: none"> ID Roadless Area Wild And Scenic Rivers Status/Classification <ul style="list-style-type: none"> ? Wild Designated Wild Eligible, Recreational Eligible, Scenic Eligible, Wild Suitable, Recreational Suitable, Scenic Suitable, Wild 	<ul style="list-style-type: none"> Boating Site Campground Dispersed Camping Hotel/Lodge/Resort Interpretive Site (Minor) (Fire) Lookout/Cabin Organization Site Recreation Residence Swimming Site Trailhead Wildlife Viewing Site 	<ul style="list-style-type: none"> SGP Features Operations Area Boundary Bumtlog Route Borrow Source Access Roads and Trail System <ul style="list-style-type: none"> Bumtlog Route * Groomed OSV Route Cell Tower Access Road Public Access Rds During Mining Utilities <ul style="list-style-type: none"> Upgraded Transmission Line New Transmission Line 	<ul style="list-style-type: none"> New Substation** Existing Substation** New Communication Tower Existing Communication Tower Cell Tower Option Offsite Facilities <ul style="list-style-type: none"> Bumtlog Maintenance Facility * Other Features <ul style="list-style-type: none"> U.S. Forest Service Wilderness County City/Town Railroad Highway Access Road Road Groomed Route Plowed Route Idaho Centennial Trail Stream/River Lake/Reservoir

Figure 7-2c
Operational Conditions
Winter Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with 2021 MMP Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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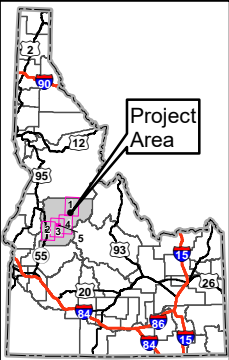
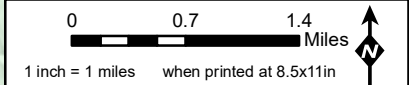
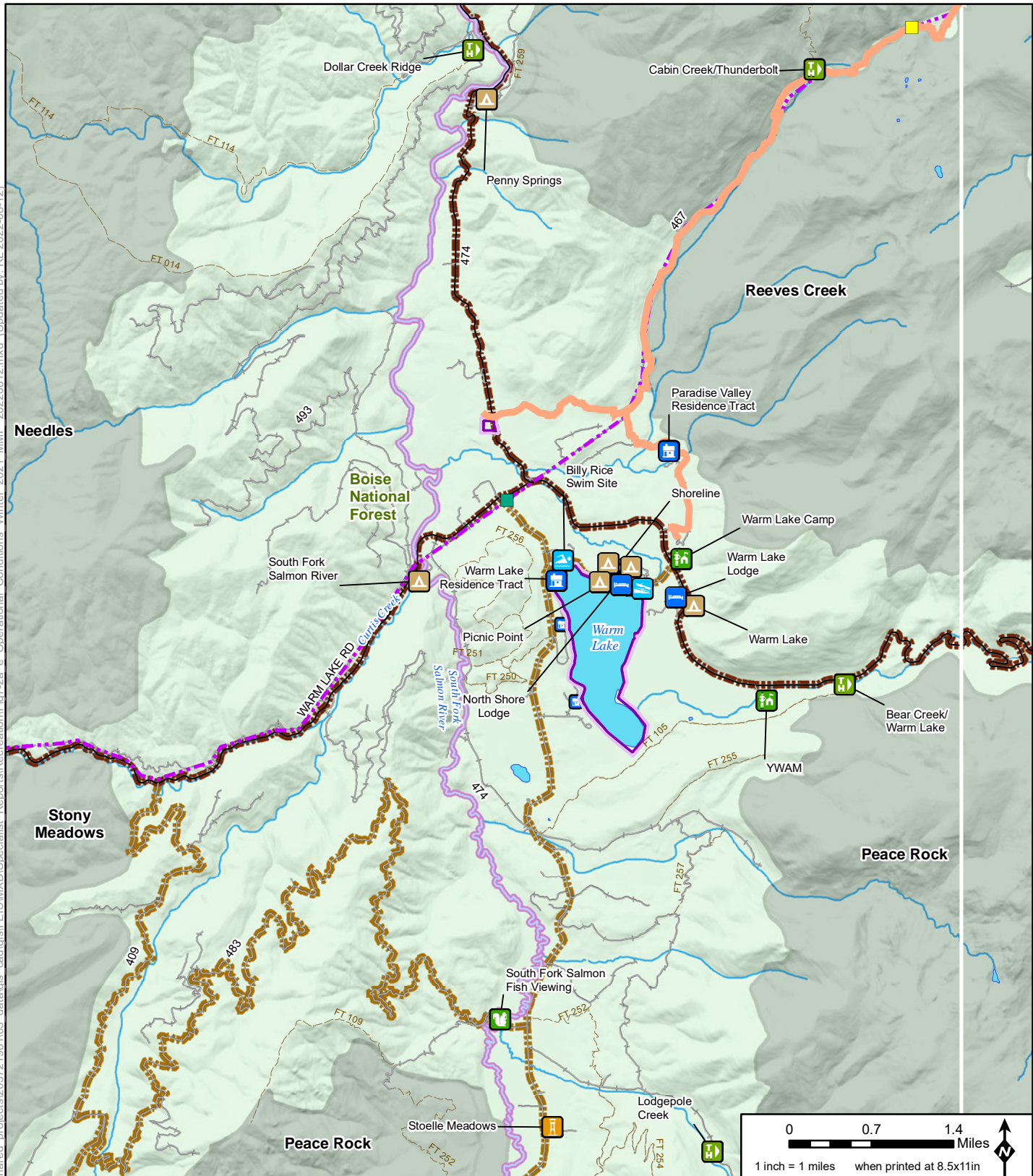
LEGEND		Project Components *		Other Features	
Recreation Analysis Area	Boating Site	SGP Features	New Substation**	Railroad	Wilderness
Special Designations	Campground	Operations Area Boundary	Existing Substation**	Highway	U.S. Forest Service
ID Roadless Area	Dispersed Camping	Burntlog Route Borrow Source	New Communication Tower	Access Road	County
Wild And Scenic Rivers	Hotel/Lodge/Resort	Burntlog Route *	Existing Communication Tower	Road	City/Town
Status/Classification	Access Roads and Trail System	Groomed OSV Route	Cell Tower Option	Groomed Route	
? Wild	(Fire) Lookout/Cabin	Cell Tower Access Road	Burntlog Maintenance Facility *	Plowed Route	
Designated, Wild	Organization Site	Public Access Rds During Mining	Burntlog Maintenance Facility *	Idaho Centennial Trail	
Eligible, Recreational	Recreation Residence	Upgraded Transmission Line	Burntlog Maintenance Facility *	Idaho Centennial Trail	
Eligible, Scenic	Swimming Site	New Transmission Line	Burntlog Maintenance Facility *	Idaho Centennial Trail	
Eligible, Wild	Trailhead		Burntlog Maintenance Facility *	Idaho Centennial Trail	
Suitable, Recreational	Wildlife Viewing Site		Burntlog Maintenance Facility *	Idaho Centennial Trail	
Suitable, Scenic			Burntlog Maintenance Facility *	Idaho Centennial Trail	
Suitable, Wild			Burntlog Maintenance Facility *	Idaho Centennial Trail	

Figure 7-2d
Operational Conditions
Winter Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Go!; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with 2021 MMP Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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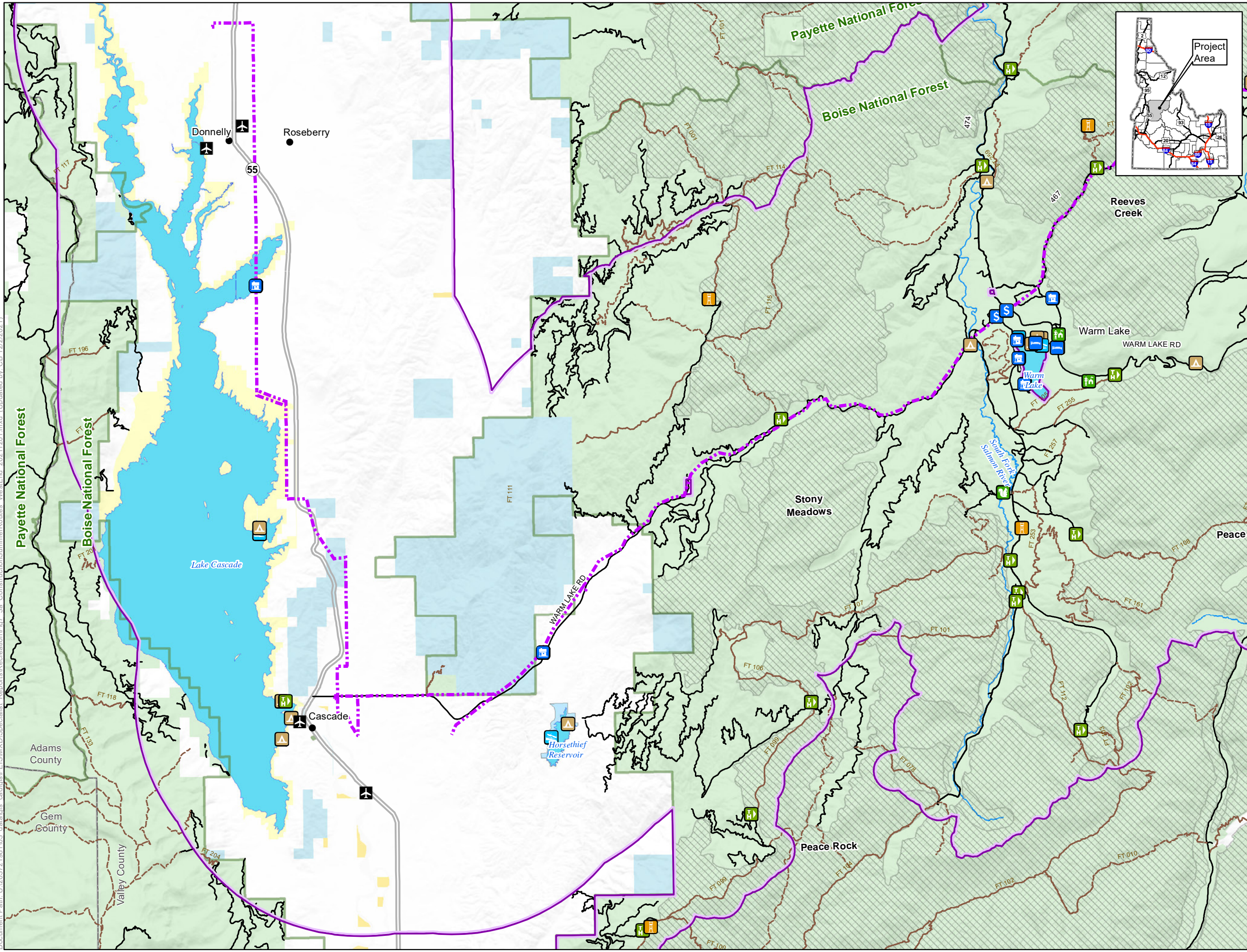
LEGEND	
Recreation Analysis Area	Operations Area Boundary
Special Designations	Burntlog Route Borrow Source
ID Roadless Area	Access Roads and Trail System
Wild And Scenic Rivers	Burntlog Route *
Status/Classification	Groomed OSV Route
? Wild	Cell Tower Access Road
Designated, Wild	Public Access Rds During Mining
Eligible, Recreational	Utilities
Eligible, Scenic	Upgraded Transmission Line
Eligible, Wild	New Transmission Line
Suitable, Recreational	New Substation**
Suitable, Scenic	Existing Substation**
Suitable, Wild	Project Components*
?	SGP Features
Boating Site	New Communication Tower
Campground	Existing Communication Tower
Hotel/Lodge/Resort	Cell Tower Option
(Fire) Lookout/Cabin	Offsite Facilities
Organization Site	Burntlog Maintenance Facility *
Recreation Residence	Other Features
Swimming Site	U.S. Forest Service
Trailhead	Wilderness
Wildlife Viewing Site	County
?	City/Town
?	Railroad
?	Highway
?	Access Road
?	Road
?	Groomed Route
?	Plowed Route
?	Idaho Centennial Trail
?	Stream/River
?	Lake/Reservoir

Figure 7-2e
Operational Conditions
Winter Recreation
2021 MMP
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with 2021 MMP Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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LEGEND

Recreation Facilities

- Boating Site
- Campground
- Hotel/Lodge/Resort
- (Fire) Lookout/Cabin
- Organization Site
- Recreation Residence
- Swimming Site
- Trailhead
- Wildlife Viewing Site
- Airstrip

Utilities

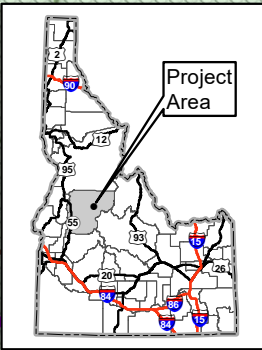
- Recreation Analysis Area
- Upgraded Transmission Line

Other Features

- U.S. Forest Service
- IRA and Forest Plan Special Area
- County
- City/Town
- Highway
- Road
- Trail
- Stream/River
- Lake/Reservoir

Surface Land Management

- Bureau of Land Management
- Bureau of Reclamation
- Private
- State
- U.S. Forest Service



Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

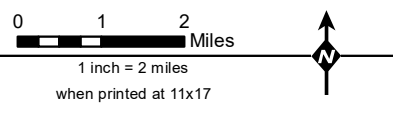
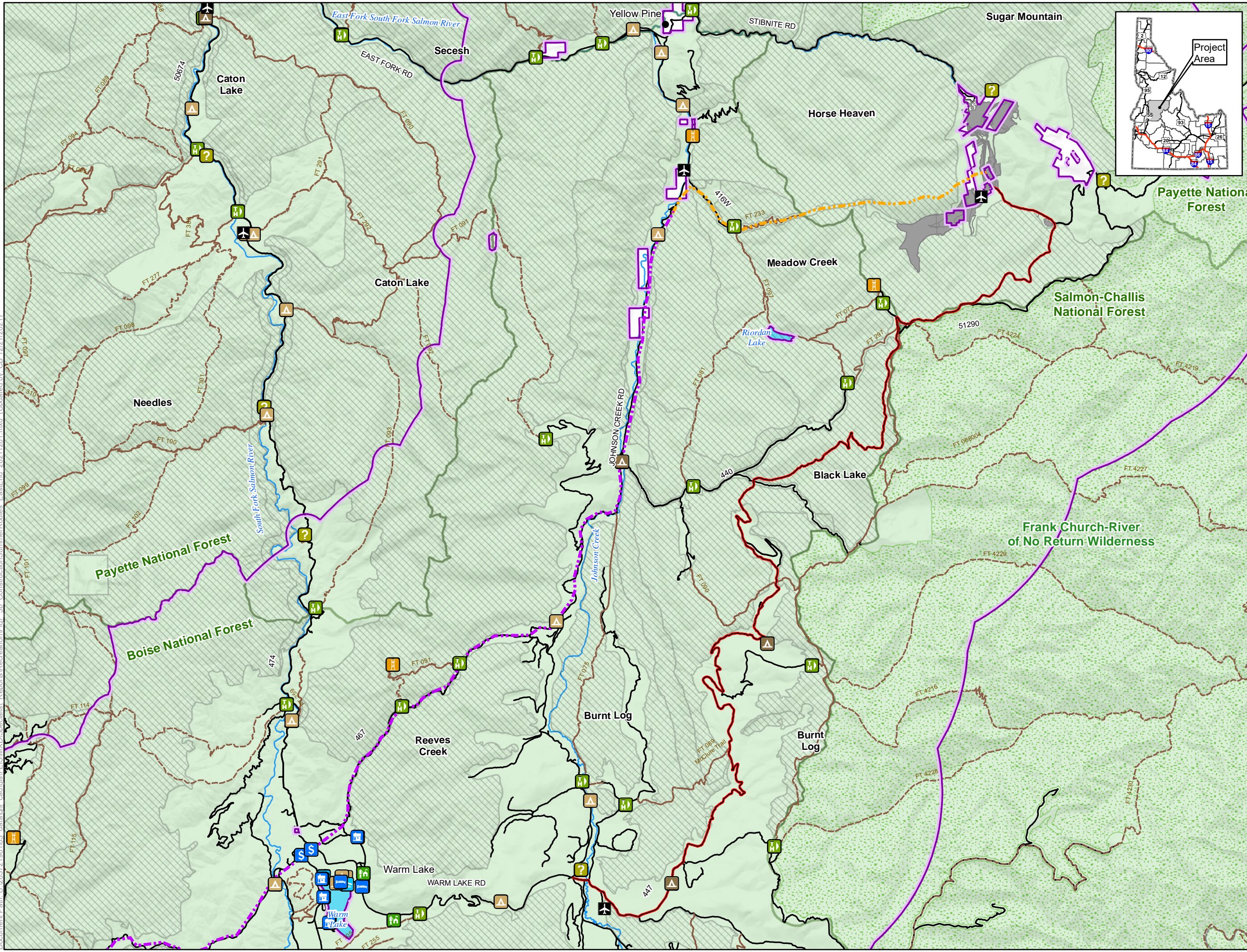


Figure 7-3a
Construction Summer
Routes West End
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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LEGEND

Recreation Facilities

- Boating Site
- Campground
- Dispersed Camping
- Day Use Area
- Documentary Site
- Group Picnic Site
- Horse Camp
- Hotel/Lodge/Resort
- Information Site/Fee Station
- Interpretive Site (Admin)
- Interpretive Site (Minor)
- (Fire) Lookout/Cabin
- Organization Site
- Picnic Site
- Recreation Residence
- Swimming Site
- Trailhead
- Wildlife Viewing Site
- Airstrip

Project Components *

- SGP Features
- Burntlog Route

Utilities

- New Transmission Line
- Upgraded Transmission Line

Other Features

- U.S. Forest Service
- Wilderness
- IRA and Forest Plan Special Area
- County
- City/Town
- Highway
- Road
- Trail
- Stream/River
- Lake/Reservoir

Surface Land Management

- Private
- U.S. Forest Service

Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

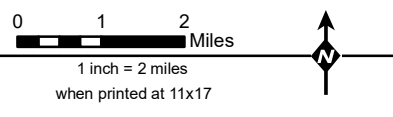
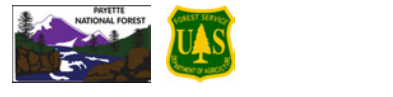
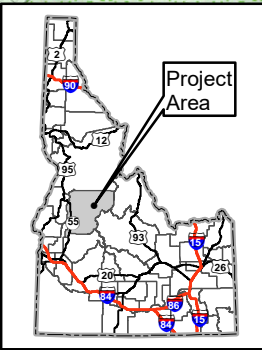
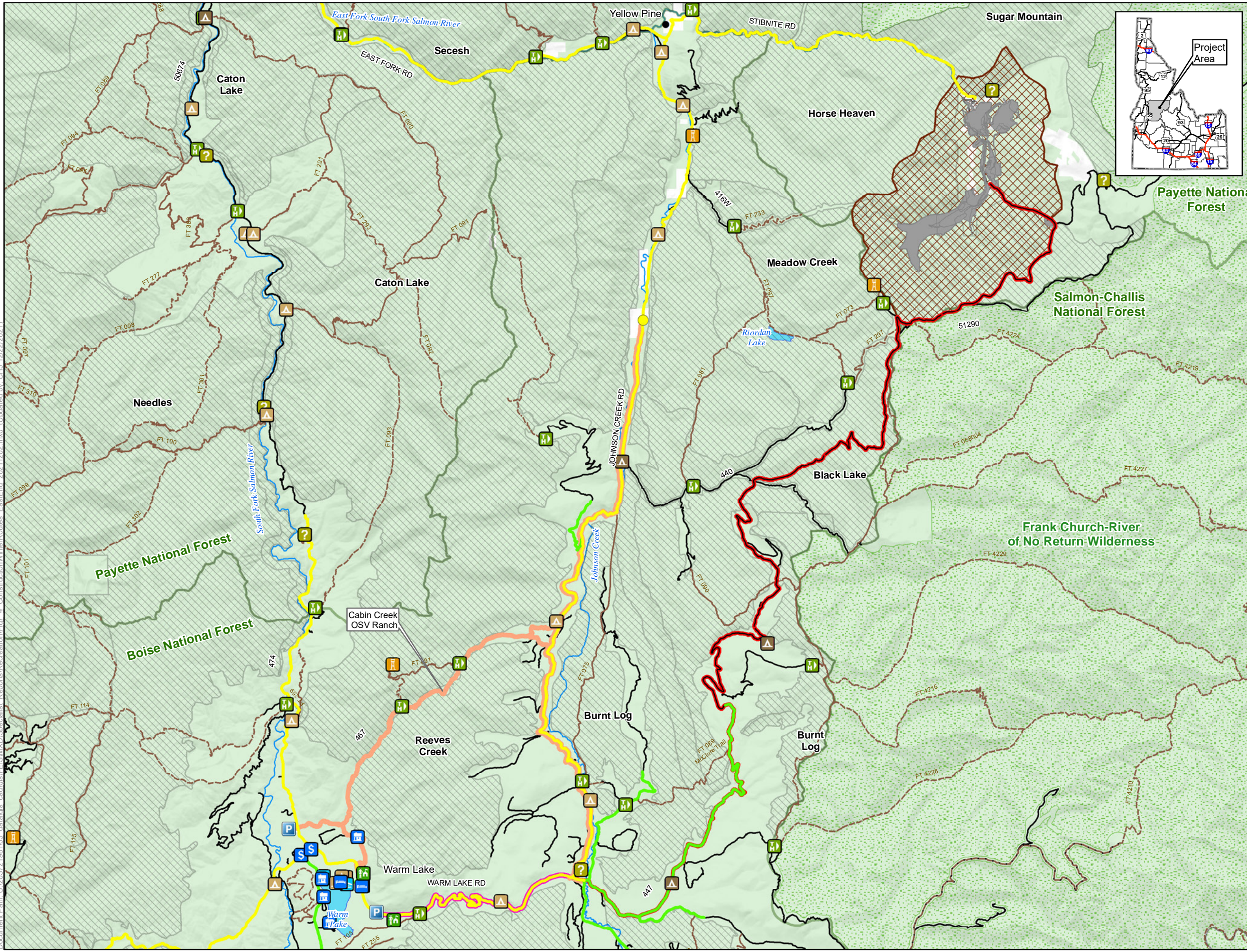


Figure 7-3b
Construction Summer
Routes East End
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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LEGEND

- Winter Parking Area
- Wapiti Meadow Ranch
- Closed for OSV Access
- OSV Route
- Existing OSV Route
- Plowed Route

Recreation Facilities

- Boating Site
- Campground
- Dispersed Camping
- Hotel/Lodge/Resort
- Interpretive Site (Minor)
- (Fire) Lookout/Cabin
- Organization Site
- Recreation Residence
- Swimming Site
- Trailhead

Project Components *

- SPG Features
- Burntlog Route
- Operations Area Boundary

Other Features

- U.S. Forest Service
- Wilderness
- IRA and Forest Plan Special Area
- County
- City/Town
- Highway
- Road
- Trail
- Stream/River
- Lake/Reservoir

Surface Land Management

- Private
- U.S. Forest Service

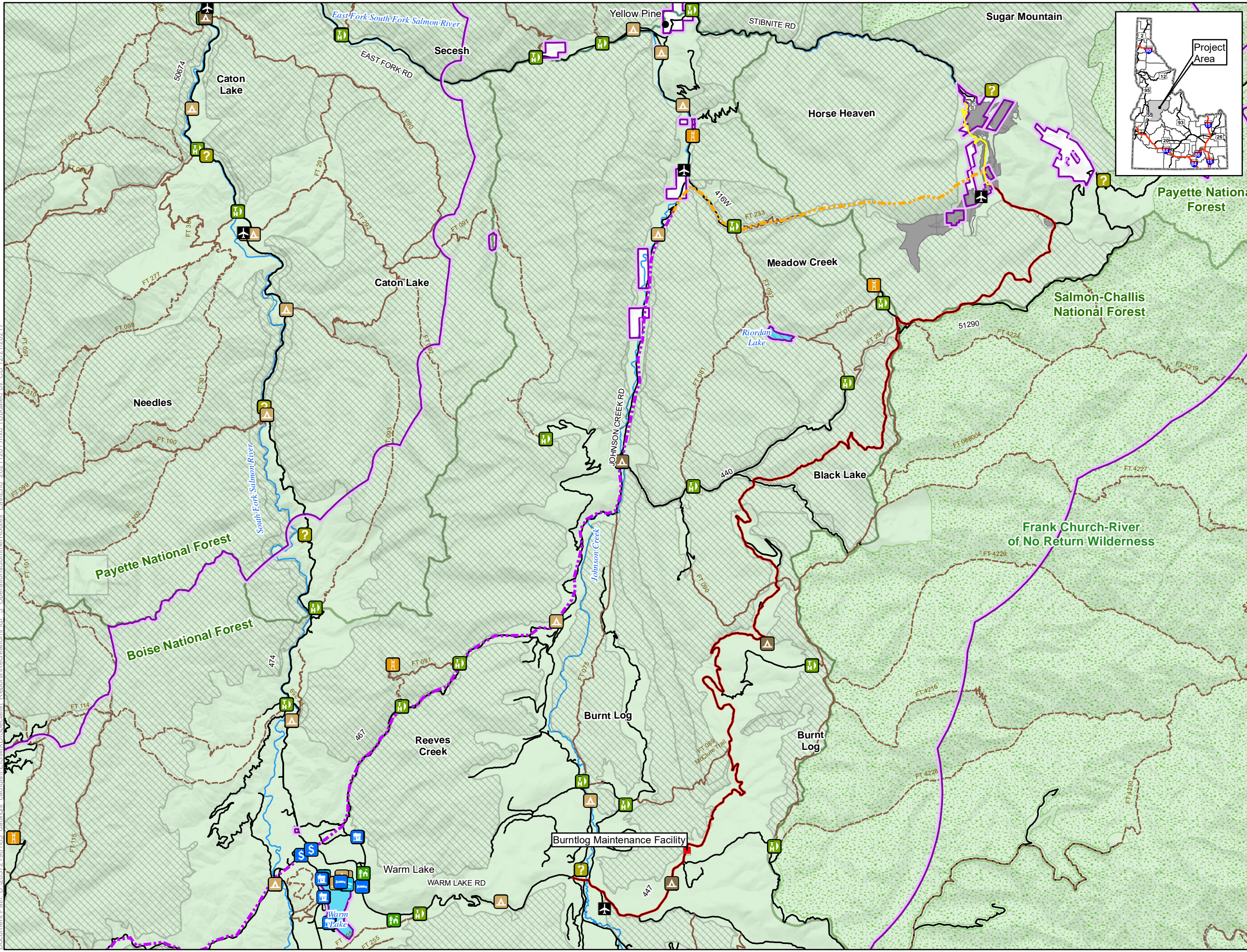
Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

0 1 2 Miles
1 inch = 2 miles
when printed at 11x17

Figure 7-4
Construction Winter Routes East End Stibnite Gold Project Stibnite, ID

Base Layer: USGS Shaded Relief Service
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest

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LEGEND

Recreation Facilities

- Boating Site
- Campground
- Dispersed Camping
- Hotel/Lodge/Resort
- Interpretive Site (Minor)
- (Fire) Lookout/Cabin
- Organization Site
- Recreation Residence
- Swimming Site
- Trailhead
- Airstrip
- Recreation Analysis Area

Project Components *

- SGP Features
- Burntlog Maintenance Facility
- Burntlog Route
- Public Access Road

Utilities

- New Transmission Line
- Upgraded Transmission Line

Other Features

- U.S. Forest Service
- Wilderness
- IRA and Forest Plan Special Area
- County
- City/Town
- Highway
- Road
- Trail
- Stream/River
- Lake/Reservoir

Surface Land Management

- Private
- U.S. Forest Service

Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

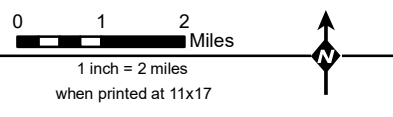
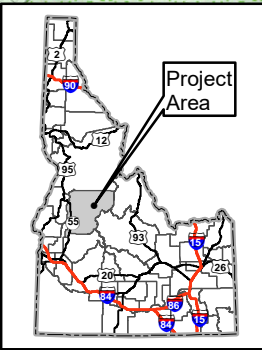
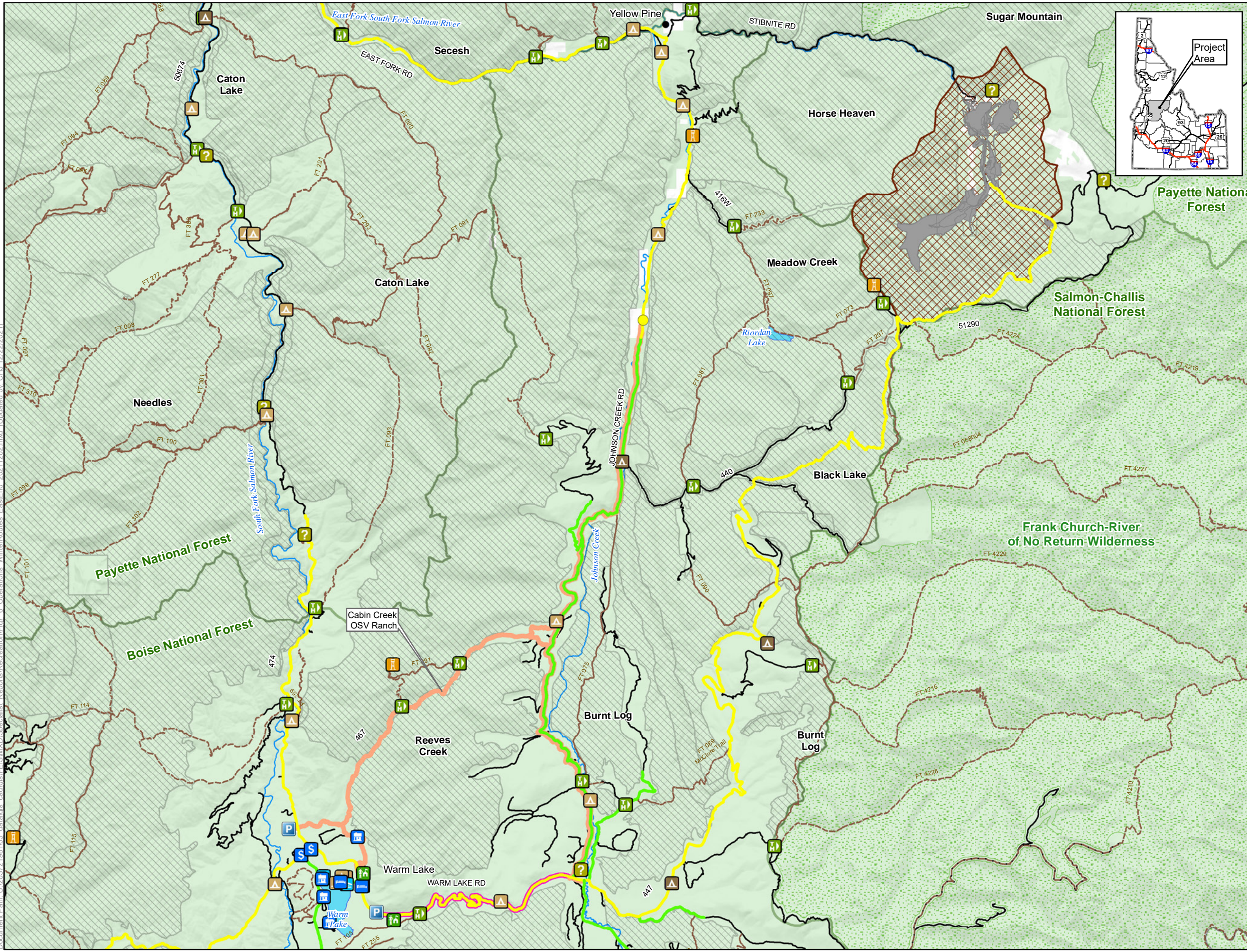


Figure 7-5
Operations Summer
Routes East End
Stibnite Gold Project
Stibnite, ID

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- LEGEND**
- Winter Parking Area
 - Wapiti Meadow Ranch
 - Closed for OSV Access
 - OSV Route
 - Existing OSV Route
 - Plowed Route
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Hotel/Lodge/Resort
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
- Project Components ***
- SPG Features
 - Operations Area Boundary
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service

Note: The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

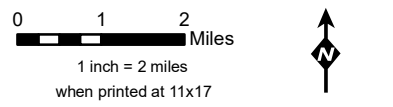
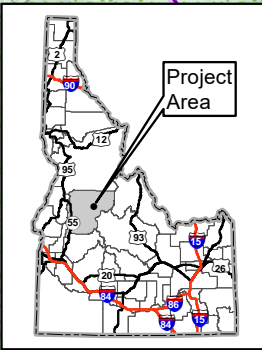
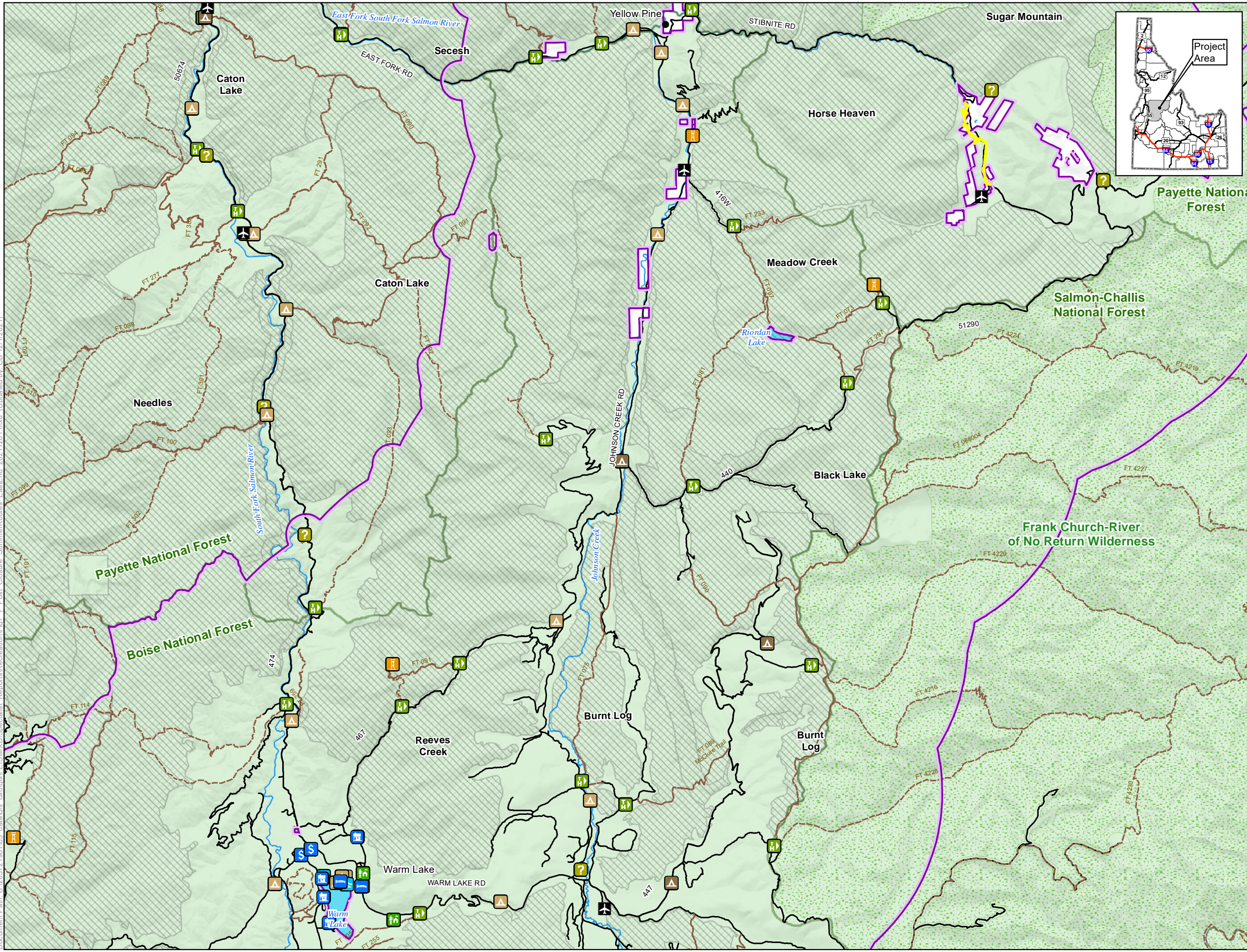


Figure 7-6
Operations Winter Routes East End Stibnite Gold Project Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Airstrip
 - Recreation Analysis Area
 - Public Access Post Closure
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
 - Surface Land Management**
 - Private
 - U.S. Forest Service

Note:
The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

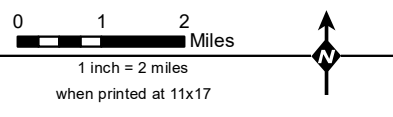


Figure 7-7
Post Closure Summer
Routes East End
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



opportunities to participate in hunting, fishing, wildlife, and bird watching would be displaced as well, relocating use related to these activities to locations away from the SGP within the analysis area, or possibly outside of the analysis area. Impacts to recreation from the construction of the SGP would be localized, long term, and major.

Helicopters used during drilling and other construction-related activities may be visible and/or audible from nearby recreation areas, including the FCRNRW, which would impact the recreation setting, particularly for wilderness users. The presence of helicopters nearby would reduce feelings of remoteness and solitude in the wilderness, potentially impacting the recreation experience of wilderness visitors. Although helicopter use would be intermittent, exploration would be ongoing, therefore, impacts would be long term, localized, and negligible to minor.

Impacts related to reduction in acreage for recreation, described under construction for SGP facilities, also would apply to operations of the SGP, because the same lands within the Operations Area Boundary would remain inaccessible to the public during SGP operations. Impacts to recreation from SGP operations would be localized, long term, and major.

Operation of the mine also would likely reduce recreation opportunities for the area adjacent to the Operations Area Boundary due to a change in recreation setting from increased development and noise. Operation of the SGP would result in a less-natural looking and sounding recreation setting compared to the existing recreation setting and would have substantially more man-made development and activity within the Operations Area Boundary. The SGP would introduce additional modifications to the landscape similar to those present, which would further reduce the scenic integrity of the area. The SGP also would change the landscape character of the night sky by increasing sky glow or light pollution. Activities at the SGP would be visible from several recreation areas, roads, and trails including Thunder Mountain Road (FR 50375), Meadow Creek Lookout Road (FR 51290), the Meadow Creek/Summit Trailhead, and Meadow Creek Lookout. Given the closeness of the SGP to the FCRNRW boundary, portions of the FCRNRW would have unobstructed views of the SGP, including nighttime lighting, at superior viewing locations such as mountain tops or ridgelines. Based on modeling results (Forest Service 2021c), an emissions plume would be visible within the FCRNRW for up to 0.02 percent of annual daytime hours, with greater potential for plume visibility at times of low sun angle and with terrain as the viewing background, compared to sky as the background. The plume also would be visible for 2.3 to 2.9 percent of post-sunset nighttime hours (Forest Service 2021c). Presumably, if the plume would be visible within the FCRNRW, it also would be visible from other nearby NFS lands outside the Operations Area Boundary, thus affecting the recreation setting for both wilderness and non-wilderness users. Visual impacts for recreation would be regional, long term, and negligible to minor.

Operational noise would be audible up to 1.7 miles 24 hours a day (blasting up to 2.1 miles) (AECOM 2019), which would slightly extend past the Operations Area Boundary mainly on the east side of the SGP. Wildlife in the analysis area also would be affected by operational noise, traffic, and activities, likely resulting in displacement of wildlife away from the analysis area. Noise-related impacts from SGP operations would be long term, moderate, and localized for normal operations, and regional for blasting.

Due to the changes in the recreation setting from SGP operations, some visitors may choose to participate in recreation opportunities elsewhere in the analysis area or the surrounding management areas where SGP operations would not be visible or audible. Impacts on recreation opportunities at and around the SGP would begin during construction and continue until the mine was decommissioned and the area reopened to dispersed recreation use. Some visitors may choose to remain at their displacement location rather than return to the SGP area due to permanent changes in the recreation setting within the Operations Area Boundary.

Burntlog Route

The Burntlog Route would include upgrades to 20 miles of the existing Burnt Log Road (FR 447), including widening, resurfacing, and maintenance, and upgrades to Meadow Creek Lookout Road (FR 51290) and Thunder Mountain Road (FR 50375). The segment of Burntlog Route near Riordan Creek and Black Lake would be within 0.5-miles of the FCRNRW border (**Figure 7-2d**). These activities may require temporary road closures and/or detours along these roads, thereby temporarily reducing access along these roadways to both sites/areas along the roadway as well as trails/areas accessed from these roads and roads/trails that cross these roadways (**Figure 7-2d**). This temporary reduction in access also may temporarily reduce recreation opportunities along Burnt Log Road, including at the Mud Lake and Burntlog dispersed camping areas, as well as on roads/trails and in the areas accessed from Burnt Log Road, including the Pistol Lake Trailhead into the FCRNRW.

Activities related to construction of the new sections of Burntlog Route (approximately 14.9 miles) including noise, use of borrow and staging areas, temporary trailer camps, vegetation clearing, road building, and traffic, may affect the recreation setting for users within visual (2 to 3 miles east and less than 1 mile west) and audible (1 mile) distance of construction activities and facilities, including the Mud Lake dispersed camping area, Burntlog dispersed camping area, Thunder Mountain/Riordan Trailhead, Meadow Creek/Summit Trailhead, Meadow Creek Lookout, and Landmark. Noise from construction activities related to building the Burntlog Route, access road traffic (including individual heavy and light trucks) and borrow areas could be above ambient levels (40 dBA) into the FCRNRW, primarily from the Black Lake area north to the SGP area (AECOM 2019).

Changes in the recreation setting along the Burntlog Route construction corridor (road corridor and surrounding areas) could lead to displacement of dispersed recreational use, particularly related to non-motorized activities, wilderness activities, wildlife-related recreation activities (due to wildlife displacement), and dispersed recreation camping at the Mud Lake and Burnt Log dispersed camping areas, which currently typically occur in a quieter, less-developed setting. Camping at Mud Lake would be particularly affected as construction activity would be located within 100 feet of the camping area. Construction impacts would be moderate and long term and would be localized to the Burntlog Route area and recreation facilities/areas currently accessed from the Burnt Log Road.

Year-Round

Use of the Burntlog Route as the primary route to the SGP during operations could result in potential displacement of motorized recreational use in the summer and winter from the existing Burnt Log Road (FR 447) to other roads due to the increased traffic on Burnt Log Road, and potential traffic delays and safety-related issues from mine-related traffic along the Burntlog Route. Traffic on the Burntlog Route would be 70 percent higher than the existing traffic, with the average annual daily traffic (AADT) rising from 70 to 120 during mine operations (Forest Service 2021b). Motorized public use (not including special use permit holders) of the Burntlog Route would be allowed when the public access route through the SGP is closed, which would occur during some mining activities that would be considered public safety hazards (e.g., high wall scaling, blasting).

Use of the Burntlog Route from mine-related traffic and borrow source areas would result in increased noise and development along this route. Traffic and development would reduce opportunities for some recreation activities, particularly wildlife-based recreation activities, because wildlife would likely be displaced from the roadway area. In addition, the presence of a roadway in a previously roadless area would reduce opportunities for non-motorized activities for users that specifically prefer a roadless and/or quiet and undeveloped environment. Due to the potential increase in dispersed recreational use along the route and/or use of the Burntlog Route for mine traffic, as well as the less-natural looking and sounding

recreation setting along the Burntlog Route (including nighttime lighting), some dispersed recreational users, particularly non-motorized users, may be displaced to other locations that are less noisy, used, accessible, and modified visually. Operational traffic noise on the roadway would be above background ambient levels (40 dBA) at the Mud Lake and Burntlog dispersed camping areas and Thunder Mountain/Riordan Trailhead, and within portions of the FCRNRW as noise from passing heavy trucks may be heard up to 0.5 mile away (AECOM 2019). Road maintenance noise would be above background ambient levels up to 0.8 mile from the road in the summer, and below ambient levels in the winter, even including ploughing at the Mud Lake and Burntlog dispersed camping areas and Thunder Mountain/Riordan and Meadow Creek/Summit Trailheads, as well as portions of the FCRNRW and Landmark (AECOM 2019). The Burntlog Route would generally be visible 2 to 3 miles east of the route, including some areas within the FCRNRW, and less than 1 mile west of the route and would introduce nighttime lighting to areas that currently do not have such lighting. The route would result in a moderate to strong level of visual changes, particularly for the Mud Lake and Burntlog dispersed camping areas, which would be located very close to the roadway. Impacts would be localized, major, and long term.

Wilderness users may be particularly affected by the Burntlog Route because the recreation setting, including the nighttime setting, is of great importance for wilderness experiences and the primitive recreation opportunities provided by the FCRNRW. The miles of road adjacent to the FCRNRW would increase, the setting would be altered, requiring users to penetrate farther into the wilderness to achieve a primitive setting. The portion of Burntlog Route near Riordan Creek could provide more extensive changes in the recreation setting for wilderness activities compared to existing conditions as it would be close to the FCRNRW border (**Figure 7-1d**). This segment also could induce increased recreation use in the Black Lake area compared to existing conditions, because the roadway would be very close to this lake. Similarly, the new segment of the Burntlog Route passes very close to the FCRNRW border and may induce increased use of the wilderness area, and potentially unauthorized motorized use due to the very close proximity of the roadway to the wilderness boundary. Impacts would be localized, moderate, and long term.

Fish adjacent to the Burntlog Route may be affected by increased sediment and could be affected if a spill were to occur. While there may be injury or mortality to individual fish, population-level effects are not expected (Forest Service 2021g). Therefore, there may be decreased recreational fishing success immediately along the Burntlog Route, but there would continue to be opportunities for fishing within the creeks crossed by the Burntlog Route. Operational impacts from the Burntlog Route to fishing recreation would be long term, minor, and localized.

Burntlog Route also would convert 246 acres to use as a road, road slopes, or borrow sources. The 13.5 miles of Burntlog Route would increase the area with a semi-primitive motorized recreation setting. This could increase dispersed recreation use in some areas along Burntlog Route. However, mine-related traffic could displace recreation to other locations in or adjacent to the analysis area. The Burntlog Route operational impacts to road recreation would be long term, moderate, and localized.

Summer

The Burntlog Route would result in direct impacts to recreation access due to the use of a new access route. The Burntlog Route, including 20 miles of improved Burnt Log Road (FR 447) and 13.5 miles of new Burntlog Route roadway (**Figure 7-3b**), would be open to the public when other public access routes are closed. Direct impacts to recreation would include a new access route; improved access to the existing Burnt Log Road (FR 447) and adjacent recreation areas/facilities, including the FCRNRW and Burnt Log IRA, for a wider variety of vehicle types, particularly low-clearance passenger vehicles; and access to areas that were previously not accessible to motorized vehicles. Therefore, this new route may increase

recreational use in these newly accessible areas (e.g., Black Lake), and may lead to increased use of existing recreation facilities (roads, trails, trailheads, Meadow Creek Lookout, Riordan Lake, Mud Lake dispersed camping area, Burntlog dispersed camping area, etc.) and adjacent recreation areas such as IRAs. Therefore, the Burntlog Route would increase recreation opportunities for both motorized and non-motorized uses in areas where recreation opportunities are currently limited due to limited access. The Burntlog Route also would alter recreational use in the analysis area by offering alternate locations for visitors who are displaced from the SGP and areas accessed off Stibnite and Thunder Mountain Roads. These impacts would primarily affect recreationists originating from Yellow Pine, and recreationists using the FCRNRW and recreation areas along the existing Burnt Log Road (FR 447) and new Burntlog Route. The impacts to summer recreation along the Burntlog Route would be localized, major, and long term.

Winter

During construction, the Johnson Creek route would be plowed until the Burntlog Route was fully constructed (**Figure 7-4**). Backcountry skiers and OSV riders using Johnson Creek Road to access different areas would experience increased traffic and may be displaced. There would be a temporary groomed OSV route on the west side of Johnson Creek from Trout Creek campground to Landmark while the Burntlog Route is constructed (about 8 miles). The OSV trail on the west side of Johnson Creek from Wapiti Meadows to Trout Creek campground would be closed during construction (9 miles). To replace the Warm Lake to Landmark OSV route that would be closed from construction through reclamation, there would be a groomed OSV trail from Cabin Creek, near the Knox Ranch parking area, to the Trout Creek campground (11 miles). OSV riders would then use the route on the west side of Johnson Creek to head south to Landmark. The distance from Warm Lake to Landmark for OSV riders would increase from 8.5 miles along the Warm Lake Road route to about 19 miles. The OSV reroute adds approximately 10.5 miles to the trip from Warm Lake to Landmark.

Access would be restricted on roads and OSV routes during avalanche control. Avalanche control may make slopes in the area attractive to skiers and OSV riders due to the perception of lower risk. These paths could become more popular as ski zones if they are controlled. This could add an uncontrolled random factor into highway safety programs.

Once completed, Burntlog Route would be plowed in the winter, potentially providing additional opportunities and access for winter motorized recreation, which may result in increased winter recreational use along the Burntlog Route corridor (**Figure 7-6**).

Plowing of the approximately 38-mile Burntlog Route, which includes the existing Burnt Log Road, would result in the loss of 9.8 miles of infrequently groomed OSV route along the existing Burnt Log Road. Horn Creek Road (FR 414) is a groomed OSV route for 4 miles and is accessed from Johnson Creek Road (CR 10-413) and Burnt Log Road (FR 447). Sand Creek Road (FR 437) is a groomed OSV route for 2 miles and is accessed from Burnt Log Road (FR 447). Warm Lake Road east and south of the junction with Johnson Creek Road is a groomed snowmobile route for several miles and provides access to the North Fork Sulphur Creek Road (FR 442) 3.2-mile groomed route. Plowing of the Burntlog Route and Warm Lake Road would cutoff direct OSV access to the Horn Creek Road, Sand Creek Road, and Warm Lake Road (east/south of Landmark) OSV routes from Johnson Creek Road (CR 10-413), which would be the only publicly available winter route to the Landmark area as Warm Lake Road would be closed to public winter use. Direct OSV access to other OSV routes could be cutoff because any overland travel or OSV travel across or on the plowed Warm Lake Road and Burntlog Route would have to share the roadway with mine operation traffic also using this roadway. Therefore, it would be difficult for OSVs to connect to these OSV routes, which would limit access for OSVs, and therefore reduce OSV opportunities and use. Lack of access to the Warm Lake Road OSV route south of Landmark also would

affect access to the North Fork Sulphur Creek Road OSV route. Until the decommissioning of the Burntlog Route and reverting the remaining road back to a groomed OSV route, winter impacts to OSV use along the Burntlog Route would be localized, long term, and major.

Operational traffic noise and road maintenance noise in the winter would not be above ambient levels at the Thunder Mountain/Riordan Trailhead (AECOM 2019) because the new segment of the Burntlog Route would be farther east adjacent to the wilderness boundary. Noise-related impacts would be localized, long term, and minor.

Impacts to winter recreation opportunities, facilities, use, and access from use of the Burntlog Route during operations would focus on the Burntlog Route corridor and connecting OSV routes and would continue until the Burntlog Route was decommissioned (and therefore no longer plowed); Burnt Log Road (FR 447) returned to a groomed OSV route; and public access to Stibnite Road (CR 50-412) was reopened. The impacts would be long term, localized, and major.

Johnson Creek Route

Summer

Use of Johnson Creek Road (CR 10-413) and the Stibnite Road portion of the McCall-Stibnite Road (CR 50-412) as the primary route to the SGP during the construction of the Burntlog Route could result in short-term impacts (1 to 2 years) to motorized recreation access due to potential delays, traffic, and safety-related issues from mine construction-related traffic (Forest Service 2020c; Forest Service 2021b). Access delays and traffic would affect recreation sites/areas along these roads, as well as sites and areas accessed from these roadways, including the Big Creek area. The increase in traffic and noise along these roadways also may affect the recreation setting for recreation sites and areas along these roadways, leading to a change in recreation experience for some visitors. Traffic on Johnson Creek Road would more than double (AADT would rise from 70 to 135; Forest Service 2021b), thereby increasing the noise and activity near campgrounds and trailheads adjacent to this road. Recreation facilities potentially impacted by increased traffic and related noise along the Johnson Creek Route would include Quartz Creek and Burntlog Trailheads; Buck Mountain, Trout Creek, Ice Hole, Golden Gate, and Yellow Pine Campgrounds; Twin Bridges dispersed camping area; and Johnson Creek Cabin. Therefore, the recreation setting of these facilities may be altered to a more developed setting due to a large increase in the sights and sounds of humans.

Recreationists may be displaced to avoid noise associated with construction activities and/or construction traffic along Johnson Creek and Stibnite Roads, particularly recreationists participating in non-motorized activities, as the noise of a passing heavy truck could be heard up to 0.5 mile from the road (AECOM 2019). Wildlife-related recreation opportunities also may decrease along these roadways due to wildlife displacement from construction traffic and noise. Any displacement of dispersed recreation, reduction in recreation opportunities, or access delays would be temporary along Johnson Creek Road (CR 10-413) and Stibnite Road (CR 50-412) until Burntlog Route construction activities were completed (1 to 2 years). Summer construction impacts for the Johnson Creek Route would be localized, short term, and moderate.

Further, these roads experience a seasonal effect which results in noticeable differences in traffic. Valley County has many summer recreational areas that attract visitors from May through October with peak AADT levels in June, July, and August. Therefore, SGP access during construction via the Johnson Creek Route would be more impactful on summer recreational traffic because it utilizes established roads.

Winter

Currently, Johnson Creek Road (CR 10-413) is plowed 8.6 miles from Yellow Pine south to Wapiti Meadow Ranch. The remaining section of Johnson Creek Road to Landmark is a groomed OSV route, approximately 17 miles. During construction of the Burntlog Route, Johnson Creek Road would be plowed from Yellow Pine to Landmark; therefore, this road could not be used as a groomed OSV route from Wapiti Meadow Ranch south to Landmark. Plowing Johnson Creek Road would reduce the miles of groomed OSV facilities for 1 to 2 years and disrupt connections between OSV routes. To continue providing OSV access to Landmark during Burntlog Route construction, a groomed OSV route would be created adjacent to the western side of Johnson Creek Road between the proposed Cabin Creek Road groomed OSV route and Landmark and maintained until construction activities are completed (**Figure 7-2a** through **7-2e**).

Once the Burntlog Route was constructed, Johnson Creek Road would revert to a groomed OSV route from Wapiti Meadow Ranch to Landmark. The change in location of the groomed OSV route along Johnson Creek Road from the roadway to the western side of the road for approximately 7 miles would not be expected to alter recreational use of this route, although temporary use of Johnson Creek Road for mine access during construction of the Burntlog Route may alter recreation experiences for motorized users due to increased traffic along the roadway, leading to displacement of some users.

The plowing of Johnson Creek Road would provide additional motorized access and winter recreation opportunities along this road, thereby potentially increasing winter recreational use along this road. However, plowing and construction traffic on Johnson Creek Road and Warm Lake Road (described below) and the location of the temporary groomed OSV route along the western side of Johnson Creek Road may make it difficult and/or unsafe for OSV's to cross Johnson Creek Road or Warm Lake Road to reach other OSV routes in the Landmark area, including along Sand Creek Road (FR 437), Burnt Log Road (FR 447), Horn Creek Road (FR 414), Warm Lake Road, or North Fork Sulphur Creek Road (FR 442). Therefore, plowing and construction traffic on Johnson Creek Road and Warm Lake Road would change OSV access to the Sand Creek Road, Burnt Log Road, Horn Creek Road, Warm Lake Road, and North Fork Sulphur Creek Road OSV routes, resulting in reduced OSV opportunities and use. Impacts would be focused on the Johnson Creek Road corridor and would cease when the Burntlog Route is completed and plowing of Johnson Creek Road ceased.

Ditch Creek Road (FR 410) is a groomed OSV route for 2 miles and is located off Johnson Creek Road (CR 10-413) just north of Trout Creek Campground. Due to the plowing of Johnson Creek Road during the construction of the Burntlog Route, OSV access to Ditch Creek Road would not be feasible on Johnson Creek Road from the south; OSV access on the new Cabin Creek Road would be close to Ditch Creek Road, however, overland travel or travel on the plowed Johnson Creek Road with mine construction traffic would be needed to reach the Johnson Creek Road junction with Ditch Creek Road. Therefore, access and use of the 2-mile Ditch Creek Road OSV route would be greatly reduced, because the route would be cut off from other OSV routes until construction of the Burntlog Route was completed, and Johnson Creek Road reverted to a groomed OSV route. Impacts would begin with construction and end when the Burntlog Route was complete and plowing of Johnson Creek Road ceased.

Winter driving conditions influence the amount of traffic on Johnson Creek Road and result in lower AADT levels during the winter months. Therefore, the seasonal effect of traffic on this road would show a noticeably greater increase in mine-related winter traffic (i.e., drivers would notice a higher ratio of mine-related traffic to general traffic) during construction which could impact user experience. Winter construction impacts for the Johnson Creek Route would be minor, short term, and localized.

Warm Lake Road

Summer

Impacts to recreation access, opportunities, settings, experiences and use from mine construction traffic use of Warm Lake Road (CR 10-579) would be similar to those described above for the Johnson Creek Route (Johnson Creek and Stibnite Roads); however, Warm Lake Road (CR 10-579) would have a less substantial increase in traffic compared to Johnson Creek Road (CR 10-413) increasing by 11.9 percent from 1,670 to 1,868 AADT (Forest Service 2021b). Recreation facilities potentially impacted by increased traffic and related noise along Warm Lake Road (CR 10-579) include Big Creek Summit and Bear Creek/Warm Lake trailheads, as well as Summit Lake, Warm Lake, and South Fork Salmon River campgrounds. Impacts to recreation access, opportunities, settings, experiences and use along Warm Lake Road (CR 10-579) would begin during construction and would continue due to increased traffic through operations and closure/reclamation. Summer construction impacts to Warm Lake Road would be localized, short term, and minor.

Winter

Approximately 8.5 miles of existing groomed OSV route from Warm Lake to Landmark on Warm Lake Road (CR 10-579) would be closed during construction due to plowing of Warm Lake Road as a SGP access road. To continue providing OSV access to Landmark, a 10.4-mile groomed OSV route between Warm Lake and Trout Creek Campground on Cabin Creek Road (FR 467) would be created as part of 2021 MMP along with a parking area, resulting in a new winter access facility that would be maintained by Valley County (**Figures 7-2c and 7-2d**). This route has greater potential (40 percent higher) for avalanche hazards than the currently used OSV route between Warm Lake to Landmark (DAC 2021). From Trout Creek Campground, OSV users could continue down Johnson Creek Road (CR 10-413) to Landmark on a groomed OSV route. It is expected that although the new OSV route to Landmark would be longer (via the new Cabin Creek Road groomed OSV route), existing use of the OSV route on Warm Lake Road would transfer to the new Cabin Creek Road route. In addition, the new 10.4-mile groomed OSV route along Cabin Creek Road may lead to dispersed winter recreational use along this new route because the route would provide winter recreation opportunities in an area that currently does not have many due to lack of access. The new Cabin Creek OSV route would be the only available easterly OSV route to Landmark; however, the portion of Warm Lake Road that would be plowed to Landmark would be open to the public year-round, allowing recreationists greater vehicular access east of Warm Lake. Impacts to winter recreation access, opportunities, and use would be focused on Warm Lake Road (existing OSV route portion); the new OSV route corridor along Cabin Creek Road; and the Landmark area. Winter recreation impacts to Warm Lake Road during construction would be localized, short term, and minor.

Public Access

During construction (prior to the completion of the Burntlog Route) access through the SGP would continue, but there may be half-day to multiple day road closures of Stibnite Road (CR 50-412) and Thunder Mountain Road (FR 50375). Impacts to recreation along Stibnite Road and Thunder Mountain Road through the SGP would begin at the start of construction and continue until a public access road is constructed. During the summer, temporary closure of these roads could increase travel time to access recreation areas and sites farther east on Thunder Mountain Road (FR 50375). Change in access to Thunder Mountain Road (FR 50375) would change how recreationists access recreation facilities, including the Monumental Summit Interpretive Site, the Monumental Trailhead, the Lookout Mountain/Thunder Mountain Trailhead, the Idaho Centennial Trail, other dispersed recreation areas in the FCRNRW, and portions of the Meadow Creek, Sugar Mountain, and Horse Heaven IRAs via Stibnite

Road (CR 50-412) (**Figures 7-3a** and **7-3b**). Therefore, recreational use and opportunities in these areas/sites would be reduced in the summer due to reduced access during road closures. Temporary, moderate impacts would be localized to Stibnite Road, Thunder Mountain Road, and areas/sites accessed from these roads. Closure of Stibnite and Thunder Mountain roads would affect recreationists that typically access areas/sites via roads near the village of Yellow Pine, and recreationists that use these roads/areas in the winter. Impacts to recreation access, use, and opportunities along Thunder Mountain Road would begin during construction and continue until a new public access road through the SGP was constructed.

Secure areas within the Operations Area Boundary would be restricted from general public access and would be off limits to hunting by employees, thereby closing some areas to hunting and recreational shooting. However, the area is currently rarely used by hunters and recreational shooters, therefore the impacts would be localized, long term, and negligible within the Operations Area Boundary.

After construction of Burntlog Route and as part of public access control within the SGP and Operations Area Boundary, about 4.7 miles of Stibnite Road (CR 50-412) and 5.4 miles of Thunder Mountain Road (FR 50375) would be closed to public use, but a new public access road through the SGP would be constructed. However, the public would not be able to reach the Stibnite Mining District Interpretive Site within the Operations Area Boundary, effectively closing this site to the public throughout operations. Impacts would be localized to just the interpretive site and would begin with the completion of Burntlog Route and conclude after closure and reclamation. These impacts are anticipated to be localized, long term, and minor.

During periodic closures of the road through the SGP, recreation areas and sites beyond the SGP accessed from Stibnite and Thunder Mountain roads would be available via the new Burntlog Route. Using the Burntlog Route would result in a long detour for recreationists traveling from Yellow Pine to Monumental Summit, Thunder Mountain Road, and Meadow Creek lookout. The distance from Yellow Pine to Thunder Mountain Road under existing conditions is 13.7 miles and would be approximately 61.3 miles via the Burntlog Route. Therefore, there could be a decrease in summer and winter use of the impacted sites/areas, even with the Burntlog Route, if displaced recreationists decide to forego visiting these destinations due to added travel time. Impacts are anticipated to be localized, long term, and moderate.

During mine operations, public access would be allowed through the SGP via a 12-foot gravel road that connects Stibnite Road (CR 50-412) to Thunder Mountain Road (FR 50375) (**Figure 7-5**). This road would be open to all vehicles year-round but would not be plowed during the winter. Because the road would be within the Operations Area Boundary, there would be no public use allowed off the road; the road would be for public access to the recreation sites/areas accessed via Thunder Mountain Road (FR 50375). The public access road through the SGP would return access to these recreation sites/areas after Stibnite Road (CR 50-412) is no longer available. In addition, the public access road would allow visitors from Yellow Pine to reach the Thunder Mountain Road sites/areas substantially faster than taking the Burntlog Route, which may result in less displacement of use at these sites/areas during operations. For visitors that pass through the SGP on the public access road, the recreation setting would be very developed and substantially modified; however, this would likely be expected, because the road would be passing through the active SGP mine site. Although the public access road would return access to recreation sites/areas accessed via Thunder Mountain Road (FR 50375), there would be temporary closures of this route during some mining activities that would be considered public safety hazards (e.g., highwall scaling, blasting). When such road closures would occur, the closures would result in reduced access to recreation sites/areas off Thunder Mountain Road (FR 50375); reduced recreation opportunities and use due to a lack of access; and impacts to recreation experiences due to visitor expectations

regarding site/area availability. Impacts from road closures would affect recreation sites/areas off Thunder Mountain Road (FR 50375) and may ultimately lead to continued displacement of visitors from the Thunder Mountain Road sites/areas. Impacts would persist throughout operations and closure and reclamation until a relocated Stibnite Road (CR 50-412) was available to the public, and the mine access road was decommissioned. Impacts are anticipated to be localized, short term, and moderate.

Burntlog Maintenance Facility

The maintenance facility would be 4.4 miles east of the Johnson Creek Road (CR 10-413) and Warm Lake Road (CR 10-579) intersection in a borrow area created for the Burntlog Route. Construction of the maintenance facility may require temporary road closures and/or detours along Burnt Log Road (FR 447), thereby temporarily reducing access to recreation sites and areas along this roadway and trails/areas accessed from this road (**Figures 7-3b** and **7-4**). Localized impacts of this construction would be temporary and minor.

Noise associated with construction activities could reduce opportunities for noise-sensitive recreation activities at and around the maintenance facility location, including wildlife-related recreation activities, because wildlife may be displaced. Noise from construction activities related to the Burntlog Maintenance Facility would be above ambient levels (40 dBA) at the Mud Lake dispersed camping area (AECOM 2019). Therefore, some recreationists may choose to visit other areas or sites to avoid delays or noise from construction activities. Any reduction in recreation opportunities, displacement of dispersed recreational use, or changes in access would be temporary until maintenance facility construction was completed. These temporary, moderate impacts would be localized to the area surrounding the maintenance facility, and the roads/trails accessed from Burnt Log Road (FR 447).

Development of the Burntlog Maintenance Facility would reduce recreation opportunities due to physical removal of acreage for the facility (3.5 acres). Impacts from operational traffic and road maintenance activities, and associated noise, are included in the impacts from the Burntlog Route, which would occur immediately adjacent to this facility. Operational noise at the maintenance facility itself would be substantially less than the immediately adjacent traffic and/or road maintenance noise. Noise could reduce opportunities for some recreation activities in this area; particularly wildlife-related recreation activities because wildlife may be displaced from the general maintenance facility area. The maintenance facility would increase man-made effects in the area surrounding the facility, including nighttime lighting. These changes may affect the recreation setting of this general area by decreasing the feeling of remoteness, thereby affecting the recreation experience for visitors to the area. Impacts would generally be limited to the area within visual and audible distance of the maintenance facility; and would begin once the facility was operational and conclude once the facility was closed and reclaimed. Impacts are anticipated to be long term, localized, and minor.

Communications Facilities

A cell tower site within the Operations Area Boundary would consist of a 60-foot-tall tower. It would not result in additional recreation-related impacts besides those discussed above for construction of SGP facilities. Impacts would begin during construction and would conclude with construction of the cell tower. The impacts to recreation due to the construction of this cell tower site would be temporary, localized, and negligible.

The cell tower would not be visible to recreationists in the FCRNRW. However, the cell tower would be visible from portions of Thunder Mountain Road (FR 50375). New cellular coverage along the Burntlog Route and on other NFS lands in the analysis area would increase visitor safety; however, additional

cellular coverage would detract from primitive recreation experiences. Impacts would begin once the cell tower was constructed and would conclude with closure and reclamation of the site. Impacts are anticipated to be long term, localized, and minor.

In addition, a series of 10-foot-tall repeaters would be constructed on 3-foot by 3-foot concrete pads. Sites within the Operations Area Boundary would not result in additional construction impacts besides those discussed above for construction of SGP facilities. Construction of repeaters at the Burntlog Maintenance Facility would not result in additional construction impacts besides those discussed above for the Burntlog Maintenance Facility. Construction of the repeaters at the Meadow Creek and Thunderbolt Lookouts could interfere with hiking use in the lookout area and construction activities may affect the recreation setting for users within visual and audible distance of construction activities and facilities. Given their locations at existing or proposed facilities, no additional disturbance for equipment installation or access would be required for their construction and maintenance. Impacts to recreation from the construction of these pad sites would be localized, temporary, and minor.

Changes in the recreation setting along access routes and repeater sites could lead to displacement of dispersed recreational use, particularly related to non-motorized activities, and wildlife-related recreation activities (due to wildlife displacement), which currently typically occur in a quieter, less-developed, and non-motorized setting. Temporary, minor impacts would be localized to the access route and repeater site. Impacts would begin during construction and would conclude with construction of the repeater site.

Due to the small size of the repeater sites, locations within the Operations Area Boundary would not be visible to recreation areas outside the boundary, including the FCRNRW, and therefore would not affect the recreation setting. Repeaters at the Burntlog Maintenance Facility would be included in the general recreation setting impacts described above for the maintenance facility. Repeater sites at the Meadow Creek and Thunderbolt Lookouts could interfere with hiking use in the lookout area and may affect the recreation setting for users within visual distance of them. Repeater facilities would assist with reducing the risk of vehicle collisions on the Burntlog Route by providing increased communications, and may accelerate accident response, which would provide benefits to recreation visitors along the Burntlog Route. Impacts would begin once the repeaters were constructed and would conclude with closure and reclamation of these sites. Impacts are anticipated to be long term, localized, and minor.

Transmission Line and Associated Facilities

Transmission line upgrades along Warm Lake Road (CR 10-579), Johnson Creek Road (CR 10-413), and Cabin Creek Road (FR 467) could result in temporary road detours or delays as a result of construction activities and traffic along these roads. There could be temporary delays in accessing other roads, trails, and facilities along these roadways, including the Big Creek Summit, Cabin Creek/Thunderbolt, Horse Heaven, and Trout Creek/Thunderbolt Trailheads; Burnt Log Trail (FT 075); South Fork Salmon River, Trout Creek, Ice Hole, Golden Gate, and Yellow Pine Campgrounds; Twin Bridges dispersed camping area; and Johnson Creek Cabin. Such delays could adversely affect the recreation experience for some recreationists. These short-term impacts from construction would be minor and localized.

A portion of the transmission line would be re-routed near Thunder Mountain Estates to be along the Warm Lake Road ROW and the edge of NFS and State lands. The re-routed portion along the road would not be in a recreation area. Noise associated with construction of the portion along the NFS and State lands could reduce opportunities for more noise-sensitive recreation activities along the corridor, including wildlife-related recreation activities, because wildlife may be displaced. The recreation impacts of construction of this re-routed line would be localized, temporary, and minor.

A motorcycle trail (Eagle Nest) on the NFS lands intersects the re-routed location of the upgraded transmission line. Construction of the upgraded transmission line in this location may result in delays or detours accessing this trail. The re-routed segment of the transmission line could adversely affect the recreation experience for users of this trail compared to existing conditions (**Figures 7-3a and 7-3b**). Therefore, some recreationists may choose to visit other areas or trails to avoid delays or noise from construction activities. Any reduction in recreation opportunities, displacement of dispersed recreation use, or changes in access would be temporary until the transmission line was completed. These minor impacts would be localized to the Thunder Mountain Estates re-route section of the transmission line.

Noise associated with construction activities could reduce opportunities for more noise-sensitive recreation activities along the corridor, including wildlife-related recreation activities, because wildlife may be displaced. Noise from transmission line upgrade construction activities and/or utility access spur road construction activities may be above ambient levels (above 40 dBA) at the Big Creek Summit Trailhead, Cabin Creek/Thunderbolt Trailhead, Trout Creek/Thunderbolt Trailhead, Trout Creek Campground, Twin Bridges dispersed camping area, Ice Hole Campground, and South Fork Salmon River Campground (AECOM 2019). The Ice Hole and Trout Creek Campgrounds in particular would have more construction noise impacts due to their close proximity to the transmission line. Localized impacts to these campgrounds from construction-related noise activities would be moderate and temporary.

Construction activities would not occur at night, and therefore would not affect overnight camping, but may affect the setting of campgrounds during the day, particularly at the Ice Hole and Trout Creek campgrounds, and Twin Bridges dispersed camping area where construction activities would be evident visually or audibly. Therefore, some recreationists may choose to visit other areas or roads, or access facilities/trailheads from other roads to avoid delays or noise from construction activities. Any reduction in recreation opportunities, displacement of dispersed recreational use, or changes in access would be short term until transmission line upgrades were completed (2 to 3 years). These impacts would be localized to portions of Warm Lake Road (CR 10-579), Johnson Creek Road (CR 10-413), and Cabin Creek Road (FR 467), as well as facilities and roads accessed from these roads. These moderate impacts to recreation would be localized, short term, and would conclude when the transmission line upgrades were completed.

Transmission line upgrades between Cascade and Donnelly also may lead to short-term road detours or delays at Stonebreaker Lane and Loomis Lane (**Figure 7-3a**). These streets provide access to recreation sites at Lake Cascade, specifically Sugarloaf Campground and Boulder Creek Day Use Area, respectively. Such delays could adversely affect the recreation experience for some recreationists. Both recreation sites are over 0.5 mile from the transmission line and, therefore, would likely not be affected by construction noise or visibility of construction activities. However, road delays or detours may result in some recreationists choosing to visit other recreation sites at the lake. Any displacement of recreational use or changes in access would be short term until transmission line upgrades were completed (2 to 3 years). These impacts would be localized to portions of Stonebreaker Lane and Loomis Lane, as well as facilities accessed from these roads. Impacts would be short term and would conclude when the transmission line upgrades were completed. Recreation sites accessed from roads in Cascade and Donnelly would not be affected, as the transmission line is located on the east side of SH 55 and, therefore, would not result in traffic delays on the west side of the highway in these towns where the recreation site access roads are located. Impacts to recreation during the transmission line upgrades, particularly as a result of road delays and detours between Cascade and Donnelly would be short term, localized, and moderate.

The upgraded transmission line would be wider and taller (by 30 feet) with an expanded ROW (average of 50 feet wide in relatively flat areas and 100 feet wide in mountainous and forested areas), and therefore may become more noticeable in the recreation setting, particularly for recreationists at campgrounds along Johnson Creek Road (CR 10-413) and at the South Fork Salmon River Campground near Warm Lake Road (CR 10-579), due to the static views of recreationists from these locations. The recreation setting of the South Fork Salmon River, Trout Creek, and Ice Hole Campgrounds, and Twin Bridges dispersed camping area could be affected by the upgraded transmission line. In addition, the re-routed portion of the transmission line along the NFS and State lands around the Thunder Mountain Estates, would alter the recreation setting of these lands, and the motorcycle trail that leaves from Warm Lake Road on the NFS lands in this area. The new transmission line in this area would result in a more developed recreation setting for these lands and the trail; however, dispersed users and motorcyclists would generally be able to move away from the transmission line; therefore, this change in the recreation setting may not greatly influence their recreation experience. The upgraded transmission line may result in a more developed recreation setting for these facilities, particularly the Trout Creek Campground and Twin Bridges dispersed camping area, from which the existing transmission line is already visible and ROW expansion may affect existing tree screening. This change in recreation setting would affect recreation experiences and may result in some recreationists choosing to visit other campgrounds or dispersed camping areas, if available, with a less-developed setting either within the analysis area or adjacent to the analysis area, such as in the South Fork Salmon River area. The larger transmission line facilities also would affect the recreation setting for dispersed recreation areas along Warm Lake Road (CR 10-579), Johnson Creek Road (CR 10-413), and Cabin Creek Road (FR 467). Trail and trailhead facilities from which the upgraded transmission line would be visible would include Burnt Log Trail (FT 075), Cabin/Thunderbolt Trail (FT 086), Trout/Thunderbolt Trail (FT 091), Big Creek Summit Trail (FT 150), Trout/Thunderbolt Trailhead, Cabin Creek/Thunderbolt Trailhead, and the Thunderbolt Lookout. Dispersed recreation users would be able to move away from the transmission line; therefore, this change in the recreation setting may not influence their recreation experience to the same extent. Impacts would be permanent, localized, and negligible to moderate.

The new transmission line and associated access road to the SGP would be located along Horse Heaven Road (FR 416W) and Trail FT 233, and then continue from FT 233 east to the SGP. Also, there is an existing access road east of FT 233, that is not a designated FR or FT, from Horse Heaven down to Meadow Creek and into the mine area. This route would be utilized to access the transmission line; however, it is within the Operations Area Boundary and would not be accessible to the public. Transmission line construction activities may result in temporary road detours or delays in accessing other trails/areas from Horse Heaven Road (Riordan Lake Trail FT 097 primarily and trails accessed from this trail). Such delays could adversely affect the recreation experience for some recreationists. Specifically, construction activities could affect access to and use of the Riordan Trailhead on Horse Heaven Road (FR 416W) that provides access to FT 097, which leads to Riordan Lake, a popular fishing location. Impacts to this trailhead could result in a reduction in recreation opportunities from this trailhead and temporary decrease in use of this trailhead. Noise associated with construction activities could reduce opportunities for noise-sensitive recreation activities along the transmission line corridor (for a distance of 0.6 to 1 mile) (AECOM 2019), including wildlife-related recreation activities, because wildlife may be displaced. Noise from transmission line construction activities may be above ambient levels (above 40 dBA) at the Meadow Creek Lookout and Riordan Trailhead (AECOM 2019). Therefore, some recreationists may choose to visit other areas or trails to avoid delays or noise from construction activities. Displacement of dispersed recreational use, reduction in recreation opportunities, or changes in access would be until the transmission line was constructed. These impacts would be localized to the transmission line corridor, including Horse Heaven Road (FR 416W) and trail FT 233, as well as trails and areas accessed from

Horse Heaven Road (FR 416W), including the Riordan Trailhead and would be temporary to short term and minor.

The new transmission line to the SGP would reduce recreation opportunities due to physical removal of acreage for transmission line facilities (approximately 101 acres). Although recreation could still occur underneath the transmission line, the recreation setting would change due to the increased presence of man-made development and the clearing of existing vegetation along the ROW, including within view of Thunder Mountain Road (FR 50375), Meadow Creek Lookout Road (FR 51290), Riordan Lake Trail (FT 097), Riordan Trailhead, Meadow Creek/Summit Trailhead, and the Meadow Creek Lookout. Trail FT 233 would be upgraded for use as a transmission line access road, which would make the trail passable for a wider range of vehicles, resulting in impacts to recreation access, and potentially new recreation opportunities and use, due to increased access. The upgraded FT 233 would connect to trail FT 097 and Horse Heaven Road (FR 416W) (**Figure 7-5**). Impacts from the transmission line and associated access roads would begin when the portion of the transmission line road on FT 233 was open to the public, and end with closure and reclamation of the transmission line and access road, and FT 233 improvements were removed. These impacts are anticipated to be long term, localized, and moderate.

The Johnson Creek substation would be located along Johnson Creek Road (CR 10-413) approximately 0.8 mile south of the Johnson Creek airstrip. Construction of the substation would result in impacts similar to those described for transmission line upgrades, including potential delays accessing Johnson Creek Road (CR 10-413) and the areas and sites along this road, which could affect the recreation experience for some users. Noise associated with construction of the substation could reduce opportunities for noise-sensitive recreation activities, including wildlife-related activities, because wildlife may be displaced from the area around the substation. Construction activities at the substation would not be expected to affect physical use (landing/taking off) at the airstrip; however, construction noise may affect the recreation experience for some users. Any reduction in recreation opportunities or changes in access would be until construction of the substation was completed. These impacts would be localized to the substation area, temporary to short term, and minor.

The Johnson Creek substation would reduce recreation opportunities due to physical removal of acreage for the substation (1.1 acre). Therefore, dispersed recreational use that may occur at this location would be displaced to other locations in the analysis area. The substation also would increase man-made development in this area of Johnson Creek Road (CR 10-413) and may affect the recreation setting of the nearby Johnson Creek airstrip, because flyers could see the substation as they approach the airstrip. This may decrease the feeling of remoteness when flying into the airstrip, thereby affecting the recreation experience for airstrip visitors. Impacts would be limited to the area within visual distance of the substation and would begin once the substation was constructed. Impacts are anticipated to be long term, localized, and minor.

Closure and Reclamation

SGP Facilities

Impacts to recreation during closure and reclamation of the mine would be the same as those described for construction.

If wildlife does not re-populate the SGP after reclamation, there would be a reduction in wildlife-related recreation opportunities. Fish species composition and/or relative populations within the creeks in the SGP area may change after reclamation, as anticipated habitat may favor steelhead over Chinook salmon,

and there would be a decrease in habitat for bull trout and westslope cutthroat trout and Chinook salmon. Therefore, fishing opportunities may be altered after reclamation as well (Forest Service 2021g).

Though nighttime lighting would cease, post-mine reclamation, the SGP would have a less natural looking recreation setting compared to the existing recreation setting. The SGP would have substantially more man-made development present that would be noticeable to visitors because the SGP access road would require visitors to pass over and next to former SGP facilities that would dominate the setting. Reclaimed facilities from the SGP would be visible from portions of the FCRNRW at superior viewing locations, such as mountain tops or ridgelines, as well as from the Meadow Creek/Summit Trailhead and Meadow Creek Lookout. It would take a long time for the SGP area to fully revegetate and vegetation that grows may not resemble the structure and density of existing vegetation (e.g., timber), and the landscape for humans may never return to existing levels. Therefore, the recreation setting of the SGP would likely be permanently altered. Although some dispersed recreation use may return to the SGP area after reclamation, due to the changes in the recreation setting, some visitors may choose to participate in recreation opportunities elsewhere in the analysis area or the surrounding management areas where the recreation setting is more natural. Overall, impacts to recreation would occur during closure/reclamation, and would continue after reclamation was completed and would be long term to permanent, localized, and minor.

Burntlog Route

As part of decommissioning the Burntlog Route, 20 miles of Burnt Log Road (FR 447) would be reduced in width to the pre-mining width, along with 0.7 mile of Meadow Creek Lookout Road (FR 51290), and 1.9 miles of Thunder Mountain Road (FR 50375). However, these roads would retain flatter grades and gentler curves. In addition, the 13.5 miles of new roadway would be recontoured; with culverts and bridges removed, and 6 inches of growth media placed on the roadway and seeded.

Impacts during the 2-year decommissioning of the roadway would be the same as those described for construction. In addition, there could be substantial traffic on the Burntlog Route (97 AADT, a 38.6 percent increase from existing traffic) until it was decommissioned, resulting in traffic-related impacts to recreation described under Operations. Noise from decommissioning of the Burntlog Route would be above ambient levels (40 dBA) within portions of the FCRNRW and at Mud Lake and Burntlog dispersed camping areas, Thunder Mountain/Riordan Trailhead, Meadow Creek/Summit Trailhead, Meadow Creek Lookout and Landmark (AECOM 2019). Impacts are anticipated to be long term, localized, and minor.

Once decommissioned, year-round operational impacts from the route would cease. Impacts from reclamation are anticipated to return to the baseline conditions.

Although the width of 20 miles of Burnt Log Road (FR 447) would be reduced, the retention of flatter grades and gentler curves may allow continued access on this road by a wider variety of vehicle types. Therefore, impacts to access on Burnt Log Road may continue after decommissioning. Related increased recreational use of existing recreation facilities and areas along this road (e.g., trails, trailheads, Mud Lake dispersed camping area, Burntlog dispersed camping area) also may continue past decommissioning. Although the new roadway would be recontoured and seeded, it would take many years for trees (20+ years) to appear as natural vegetation in these areas. In addition, 1.5 miles of soil nail walls would remain for stabilization purposes along the roadway after decommissioning. Therefore, the recreation setting in this area would likely appear disturbed for a long time. Due to the closeness of the FCRNRW to the Burntlog Route new roadway, this modified recreation setting could detract from the recreation setting for some forest visitors and require users to go farther to achieve a semi-primitive non-motorized or primitive

recreation setting. Potential impacts to recreation from the reclamation activities are long term, localized, and moderate.

Public Access After Reclamation

Public access through the SGP after reclamation/closure would be on a reopened Stibnite Road (CR 50-412), which would include a permanent road through the backfilled Yellow Pine pit (**Figure 7-7**). Access to recreation sites/areas off Stibnite Road (CR 50-412) and Thunder Mountain Road would no longer be via the Burntlog Route (because this would be decommissioned) but would be via a reopened and reclaimed Stibnite Road. Reopening Stibnite Road would reverse impacts described under operations: closure, due to inaccessibility, of the Stibnite Mining District Interpretive Site; elimination of access to Thunder Mountain Road (FR 50375) and the sites/areas accessed from this road; and related reduction in recreational use and opportunities at these sites/areas. Impacts to recreation access, opportunities, and use from public access through the SGP via a reopened Stibnite Road would continue beyond closure and reclamation and are anticipated to be long term to permanent, and localized.

Burntlog Maintenance Facility

As part of closure and reclamation, the Burntlog Maintenance Facility would be removed, the site graded, and drainage would be reestablished. The site would be seeded and become available for public recreational use following reclamation. Impacts to recreation during decommissioning would be the same as those described for construction: potential temporary closure or delays on Burnt Log Road (FR 447) resulting in impacts to recreation experiences, and reduction in some recreation opportunities due to noise. Any reduction in recreation opportunities, displacement of dispersed recreational use, or changes in access would be temporary until the maintenance facility was closed and reclaimed. Once the facility was closed and the site was reclaimed by vegetation, operational impacts related to loss of acreage for recreation and changes to the recreation setting of the general area surrounding the facility would cease. These impacts would be localized, temporary, and minor to the area surrounding the maintenance facility, and the roads/trails accessed from Burnt Log Road (FR 447).

Communications Facilities

For the cell tower site within the Operations Area Boundary, impacts from closure and reclamation would not result in additional impacts besides those discussed above for closure and reclamation of SGP facilities. The reduction in cellular coverage in portions of the analysis area near the SGP area and along the Burntlog Route would be the same as existing conditions after the cell tower is removed. The loss of cellular coverage would aid in returning primitive recreation experiences to the FCRNRW areas adjacent to the Burntlog Route and SGP. Impacts after reclamation and closure would return to the pre-mining conditions.

Reclamation of repeater sites within the Operations Area Boundary would not result in additional impacts besides those discussed above for closure and reclamation of SGP facilities. Reclamation of repeaters at the Burntlog Maintenance Facility would not result in additional impacts besides those discussed above for the Burntlog Maintenance Facility. Reclamation of repeater sites at the Meadow Creek and Thunderbolt Lookouts would result in the same impacts as those described for construction and are anticipated to be permanent, localized, and negligible.

Transmission Line and Associated Facilities

The upgraded transmission line from Lake Fork to Johnson Creek substation would be retained and used by Idaho Power Company (IPCo). The associated facilities along the upgraded transmission line (i.e.,

switching station, substations) would remain in place and would not be decommissioned. Therefore, impacts described under Operations for the upgraded transmission line would remain after mine closure, which include impacts to the recreation setting and recreation experiences.

The new transmission line, transmission line access roads, and metering station at the SGP would be decommissioned. Impacts during decommissioning would be the same, as those described for construction: potential temporary closure or delays on Horse Heaven Road (FR 416W) and FT 233 resulting in impacts to recreation experiences; and reduction in some recreation opportunities due to noise. Once the SGP transmission line is removed, operational impacts from the new transmission line would cease, including loss of physical acreage for recreation, and trail access, use, and opportunities for a wider range of vehicles due to road improvements.

7.2.2.2 ROS Classes and Physical Setting

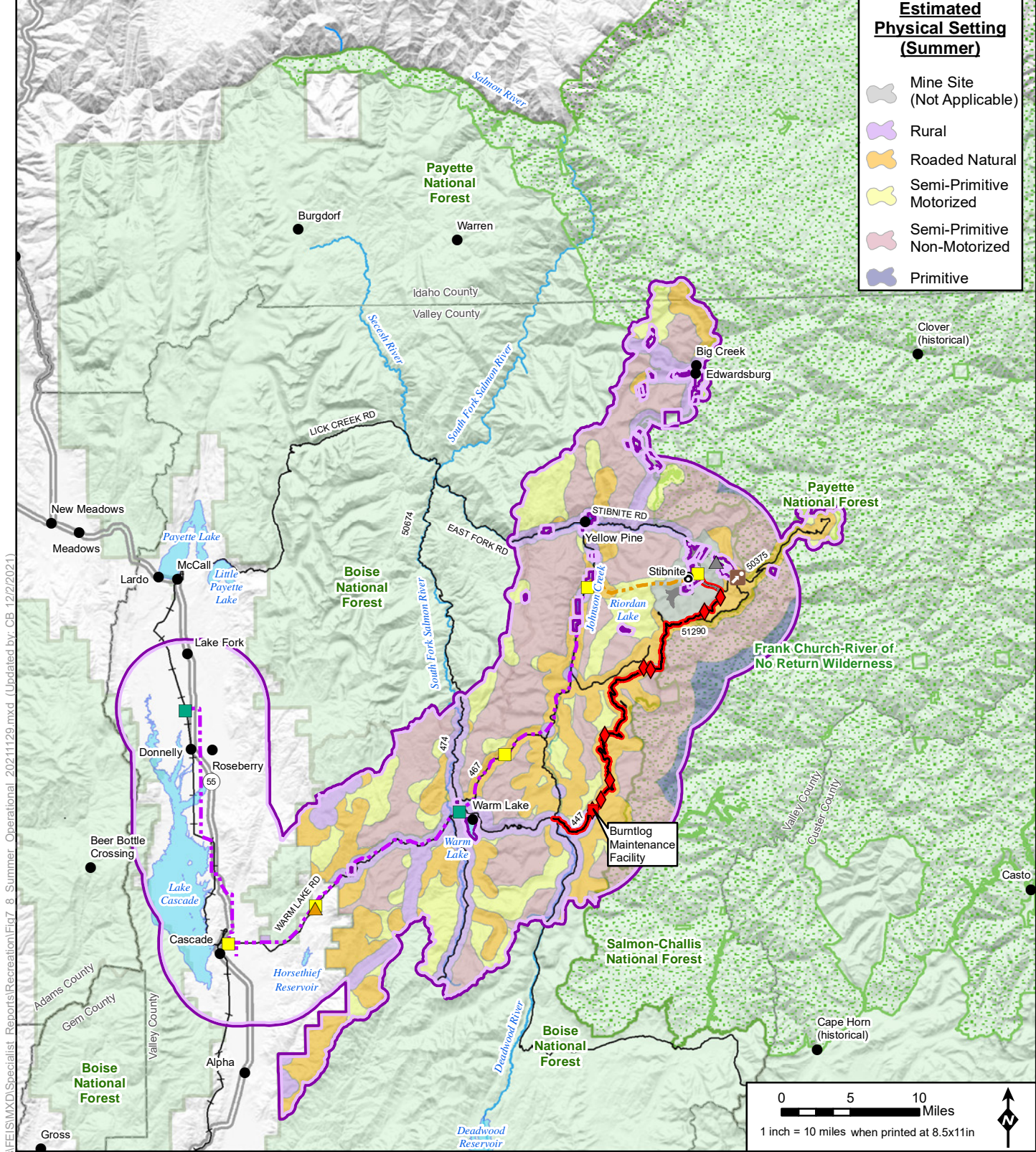
Designated ROS Classes

SGP Facilities

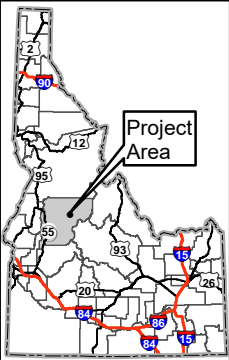
During construction, operations, and closure/reclamation, public recreation would not be allowed within the Operations Area Boundary surrounding the SGP facilities. Public closure of this area would not result in inconsistencies with the existing ROS designation classes (Roaded Modified, Roaded Natural, and Semi-Primitive Non-Motorized) within the Operations Area Boundary during construction, operations, and reclamation/closure. The Estimated Physical Setting Summer under the 2021 MMP is shown in **Figure 7-8** and for winter in **Figure 7-9**. Due to setting alterations during construction, operation and mine closure and reclamation as described in **Section 7.2.2.1** for operations, the SGP post-reclamation may be inconsistent with Roaded Natural and Semi-Primitive Non-Motorized designations and could be more consistent with a Roaded Modified designation therefore impacts are anticipated to be moderate, long term, and localized.

Public Access After Reclamation

Public access through the SGP would be located in an area currently designated as Roaded Natural, which allows for some landscape modification from roads. Therefore, public access through the SGP after reclamation would not result in inconsistencies with the existing ROS designation and no impacts are anticipated.



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LEGEND

<ul style="list-style-type: none"> Recreation Analysis Area Project Components SGP Features ◆ Burntlog Route Borrow Source Access Roads and Trail System ▬ Burntlog Route * 	<ul style="list-style-type: none"> ▬ Upgraded Transmission Line ▬ New Transmission Line New Substation ** Existing Substation ** New Communication Tower Existing Communication Tower Cell Tower 	<ul style="list-style-type: none"> ■ Burntlog Maintenance Facility * Other Features U.S. Forest Service Wilderness County City/Town Monumental Summit Railroad 	<ul style="list-style-type: none"> Highway Road ▬ Stream/River Lake/Reservoir
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* Project Components are associated with the Burntlog Route
 ** Substation locations are approximate

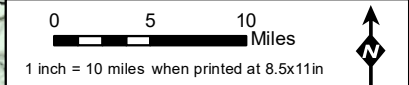
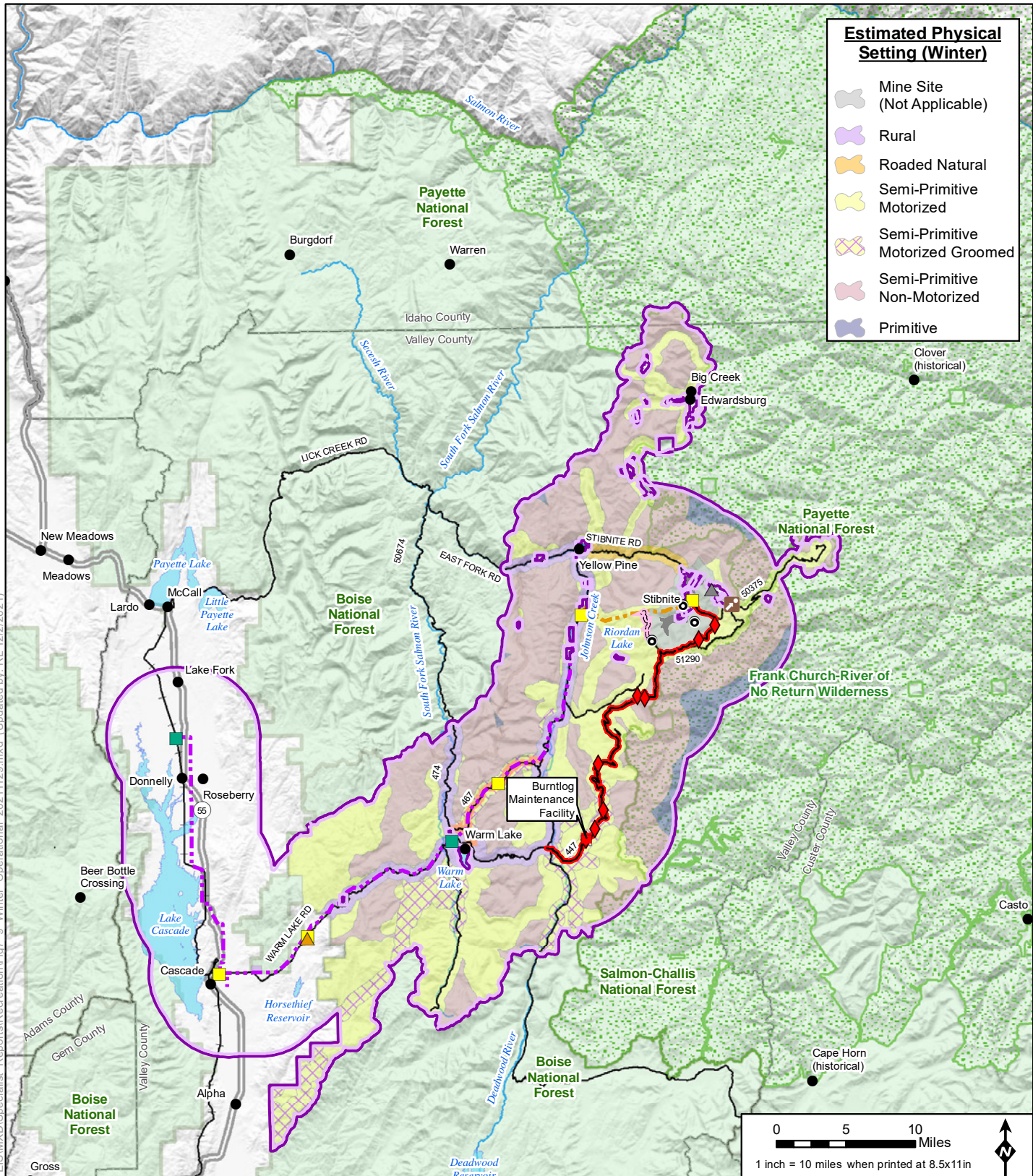
Note: The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

**Figure 7-8
Operations Estimated
Physical Setting Summer
2021 MPP
Stibnite Gold Project
Stibnite, ID**

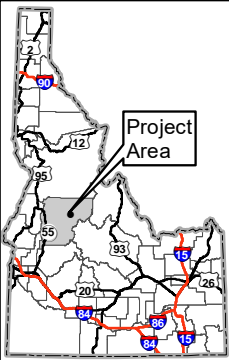
Base Layer: USGS The National Map: 3D Elevation Program.
 USGS Earth Resources Observation & Science (EROS)
 Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

Estimated Physical Setting (Winter)

- Mine Site (Not Applicable)
- Rural
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive Motorized Groomed
- Semi-Primitive Non-Motorized
- Primitive



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LEGEND

Recreation Analysis Area	Utilities	Other Features
Project Components *	Upgraded Transmission Line	U.S. Forest Service
Mine Site Features	New Transmission Line	Wilderness
Burntlog Route Borrow Source	New Communication Tower	County
Access Roads and Trail System	Existing Communication Tower	City/Town
Burntlog Route *	Cell Tower Option	Monumental Summit
Groomed OSV Route	Offsite Facilities	Railroad
Cell Tower Access Road	Burntlog Maintenance Facility *	Highway
		Road
		Stream/River
		Lake/Reservoir

* Project Components are associated with Burntlog Route
** Substation locations are approximate

Note: The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Figure 7-9 Operations Estimated Physical Setting Winter 2021 MMP Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map; 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center; GMTED2010, Data refreshed January, 2020. Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

Burntlog Route

Summer

Burntlog Route would be in areas designated currently as Roaded Modified, Roaded Natural, and Semi-Primitive Non-Motorized. The Burntlog Route in areas designated as Roaded Modified and Roaded Natural would not result in inconsistencies with the existing ROS designation classes because they already account for landscape modification from roads. An approximately 10-acre portion of Burntlog Route is currently designated as Semi-Primitive Non-Motorized so it would not be consistent with this designation and would be more consistent with a designation of Roaded Natural. This impact would occur from construction and would continue after closure and reclamation of the road due to the length of time it would take for the road to return to a natural-appearing condition. Therefore, impacts are anticipated to be localized, long term to permanent, and minor.

Winter

The Burntlog Route would be plowed, and the area surrounding plowed roads is typically designated as Roaded Natural or Rural in the winter. The Burntlog Route alignment including the existing Burnt Log Road and unroaded areas is currently designated as Semi-Primitive Motorized in the winter. Therefore, plowing Burntlog Route including the 9.8 miles of infrequently groomed OSV route would not be consistent with the existing winter ROS designation class surrounding Burntlog Route, and would be more consistent with a designation of Roaded Natural. This impact would occur from construction through closure and reclamation. After closure and reclamation of the route, plowing would end; therefore, the route would not continue to be inconsistent with the existing ROS designation of Semi-Primitive Motorized and impacts would no longer be anticipated.

Johnson Creek Route

Summer

The areas surrounding roads that would be used as part of the Johnson Creek Route are currently designated as Roaded Natural; therefore, increased traffic on these roads as part of construction would not result in inconsistencies with the existing ROS designation surrounding the roads therefore no impact to the ROS designations is anticipated.

Winter

During construction of the Burntlog Route, Johnson Creek Road (CR 10-413) from Wapiti Meadow Ranch to Landmark would be plowed and, as currently occurs, Stibnite Road (CR 50-412) from Yellow Pine to the SGP would be plowed. The area surrounding plowed roads is typically designated as Roaded Natural or Rural in the winter. The area along Johnson Creek Road (CR 10-413) south of Wapiti Meadow Ranch is currently designated as Semi-Primitive Motorized in the winter. In the winter, the area along Stibnite Road is designated as Semi-Primitive Non-Motorized, Semi-Primitive Motorized, Roaded Modified and Roaded Natural. Therefore, plowing 6.7 miles of Johnson Creek Road (CR 10-413) and existing and continued plowing of Stibnite Road would not be consistent with the existing winter ROS designation classes of Semi-Primitive Motorized and Semi-Primitive Non-Motorized along these roadways, and would be more consistent with a designation of Roaded Natural. This impact would end once the Burntlog Route was operational. Creating a temporary groomed OSV route just west of Johnson Creek Road (CR 10-413) (due to the plowing of the road) would not be inconsistent with the existing winter ROS designation of Semi-Primitive Motorized surrounding Johnson Creek Road (CR 10-413) therefore no impact to the ROS designations is anticipated.

Warm Lake Road

Summer

The area surrounding Warm Lake Road (CR 10-579) is currently designated as Roded Natural and Rural; therefore, increased traffic on this road would not result in inconsistencies with the existing ROS designations therefore no impact to the ROS designations is anticipated.

Winter

Warm Lake Road (CR 10-579) from Warm Lake to Landmark would be plowed. However, this section of road is currently a groomed OSV route and is in an area designated as Semi-Primitive Motorized in the winter. Therefore, plowing Warm Lake Road (CR 10-579) from Warm Lake to Landmark would not be consistent with the existing winter ROS designation class for the area surrounding the roadway, and would be more consistent with a designation of Roded Natural. This impact would occur from construction through closure and reclamation and is anticipated to be long term, localized, and minor.

A new groomed OSV route along Cabin Creek Road from Warm Lake to Trout Creek Campground would be created along with a parking area in the Warm Lake area. This groomed OSV route would be in an area currently designated as Semi-Primitive Motorized in the winter, which is typically what the area around a groomed OSV trails is designated. Therefore, a new groomed OSV route along Cabin Creek Road would not result in inconsistencies with the existing ROS designation class. The parking area would be located in an area currently designated as Roded Natural and therefore would not result in inconsistencies with the existing ROS designation class therefore no impact to the ROS designations is anticipated.

Closure of Stibnite and Thunder Mountain Roads Through the SGP

Closure of these road portions during construction would not result in inconsistencies with the existing ROS designation class of the area surrounding either road; therefore, no impact to the ROS designations is anticipated.

Road Through SGP

Public access through the SGP would be located in an area currently designated as Roded Natural. This designation allows for some landscape modification from roads and therefore public access through the SGP would not result in inconsistencies with the existing ROS designation therefore no impact to the ROS designations is anticipated.

Burntlog Maintenance Facility

The Burntlog Maintenance Facility would be in an area currently designated as Roded Modified, which can have modifications that are visually subordinate to viewers. Therefore, the maintenance facility in this area would not result in inconsistencies with the existing ROS designation class during use or after reclamation therefore impacts are not anticipated.

Communications Facilities

The cell tower location and several of the repeater sites would be within the SGP Operations Area Boundary. Impacts to existing ROS designations at the SGP are discussed above. One of the repeater site locations would be at the Burntlog Maintenance Facility. Impacts to the existing ROS designation at this facility location are described above and would apply to adding a repeater at this location. A repeater site at the existing Meadow Creek Lookout or the old Thunderbolt Lookout would not result in inconsistencies with the existing ROS designation classes for these areas as they both allow modifications (Roded Natural and Roded Modified, respectively) during use and after reclamation. A repeater site at

the Trapper Creek/Burnt Log Road intersection would not result in inconsistency with the existing ROS designation class during use or after reclamation as it is currently designated as Roded Modified, which allows for some landscape modification.

Transmission Line and Associated Facilities

The transmission lines to be upgraded along Warm Lake Road, Cabin Creek Road, and Johnson Creek Road (CR 10-413) are in areas currently designated as Roded Modified and Roded Natural. Therefore, upgrades to these transmission lines would not result in inconsistencies with the existing ROS designation classes in the transmission line ROWs because these classifications allow moderate evidence of the sights and sounds of man impacts are not anticipated.

The new transmission line and access road in PNF MA 13 would be in an area designated as Semi-Primitive Non-Motorized. Allowing motorized use for transmission line construction and maintenance along the new access roads would be inconsistent with the existing ROS designation and would be more consistent with a designation of Semi-Primitive Motorized or Roded Natural. The potential change of designation from Semi-Primitive Non-Motorized to Semi-Primitive Motorized or Roded Natural would affect an area of approximately 47 acres. Impacts are anticipated to be long term, localized, and minor.

The new transmission line and access road in BNF MA 21 would be in areas currently designated as Roded Modified, which is a subclassification of Roded Natural, where there is more landscape modification (i.e.: roads, management activities) than under Roded Natural, but not enough modification to qualify as Rural. Therefore, creation of the transmission line and associated road in this classification would not result in inconsistencies with the existing ROS designation class for the transmission line ROW in BNF MA 21 and impacts are not anticipated.

The new substation would be located in an area currently designated as Roded Modified (along Johnson Creek Road [CR 10-413]) and, therefore, would not result in inconsistencies with the existing ROS designation class as this class allows for moderate evidence of the sights and sounds of man and impacts are not anticipated.

Estimated ROS Physical Setting

Tables 7-2 and 7-3 provide the acres of disturbance within each ROS physical setting classes for summer and winter for the 2021 MMP.

SGP Facilities

During construction, operations, and closure/reclamation, public recreation would not be allowed within the Operations Area Boundary surrounding the SGP facilities. Public closure of this area would not result in changes to the existing estimated ROS physical settings within the Operations Area Boundary (Rural, Roded Natural, and Semi-Primitive Non-Motorized). However, the recreation setting would be changed from construction, mine operations, and closure/reclamation. Due to setting alterations and the increased evidence of humans as described in **Section 7.2.2.1** closure and reclamation, the existing estimated ROS physical setting class of Semi-Primitive Non-Motorized within the SGP area would be altered to Roded Natural. Changes to the recreation setting within the SGP area would be consistent with the existing estimated ROS physical settings of Rural and Roded Natural therefore no impact to the ROS designations is anticipated.

Table 7-2 2021 MMP Disturbance to ROS Physical Setting Classes in the Analysis Area – Summer

Estimated ROS Physical Setting Class	Existing Acreage – Summer	Disturbance Acreage – Summer
Primitive	17,278	0
Semi-Primitive Non-Motorized	218,512	0
Semi-Primitive Motorized	83,497	42
Roaded Natural	140,594	685
Rural	81,450	345

Table 7-3 2021 MMP Disturbance to ROS Physical Setting Classes in the Analysis Area – Winter

Estimated ROS Physical Setting Class	Existing Acreage – Winter	Disturbance Acreage – Winter
Primitive	21,370	0
Semi-Primitive Non-Motorized	245,210	0
Semi-Primitive Motorized	240,387	364
Semi-Primitive Motorized Groomed	50,436	163
Roaded Natural	7,511	387
Rural	26,853	322

Public Access After Reclamation

Public access through the SGP would be located in an area with an existing estimated ROS physical setting of Rural, which allows for strong evidence of designed roads. Therefore, public access through the SGP after closure and reclamation would not result in a change to the existing estimated ROS physical setting therefore no impact to the ROS designations is anticipated.

Burntlog Route

Summer

The Burntlog Route would decrease remoteness and increase the evidence of humans along the roadway; in particular, along the new roadway segments. Therefore, the existing estimated ROS physical settings of Semi-Primitive Motorized and Semi-Primitive Non-Motorized along the Burntlog Route would be altered to Roaded Natural, because Roaded Natural has a remoteness criterion of within 0.5 mile from “better than primitive” roads, and the Burntlog Route would be considered a “better than primitive” road. In addition, the Burntlog Route would increase the evidence of humans along the route due to the large amount of mine traffic that would be present on the road. There are a few areas where presence of the new roadway would alter an area near the roadway from an existing estimated ROS physical setting of Semi-Primitive Non-Motorized to Semi-Primitive Motorized or Primitive to Semi-Primitive Non-Motorized due to a decrease in remoteness. The Burntlog Route in areas with an existing estimated ROS physical setting of Roaded Natural would not result in inconsistencies with this setting therefore no impact to the ROS designations is anticipated.

Winter

In the winter, the Burntlog Route area has an existing estimated ROS physical setting of Semi-Primitive Motorized, because a portion of the route is currently a groomed OSV route. However, the plowing of

Burntlog Route would alter the physical setting of this roadway area to Roaded Natural in the winter because the area surrounding plowed routes is considered Rural or Roaded Natural. Although the setting of the route would become less remote and the evidence of humans would be more noticeable, the road would still be in a fairly remote area away from other plowed routes or groomed snowmobile routes. Therefore, the setting would not change enough to be considered Rural and impacts are anticipated to be localized, long term, and negligible.

Johnson Creek Route

Summer

The areas surrounding roads that would be used as part of the Johnson Creek Route have an existing estimated ROS physical setting of Roaded Natural and Rural. Therefore, increased traffic on these roads as part of construction would not alter the existing estimated ROS physical setting for the areas surrounding these roads and no impacts to the estimated ROS physical setting are anticipated.

Winter

During construction of the Burntlog Route, Johnson Creek Road (CR 10-413) from Wapiti Meadow Ranch to Landmark and, and as currently occurs, Stibnite Road (CR 50-412) from Yellow Pine to the SGP would be plowed. Currently, the estimated ROS physical setting of the area surrounding this portion of Johnson Creek Road (CR 10-413) is Semi-Primitive Motorized. Stibnite Road currently is within an area with an estimated ROS physical setting of Roaded Natural in the winter. Continued plowing of Stibnite Road would not alter this estimated ROS physical setting and impacts are not anticipated. However, plowing of Johnson Creek Road (CR 10-413) from Wapiti Meadow Ranch to Landmark would alter the physical setting of the area surrounding this road to Rural (due to the closeness to other plowed routes), but only during the winter months; therefore, impacts are anticipated to be short term, localized, and minor.

Warm Lake Road

Summer

The area surrounding Warm Lake Road (CR 10-579) has an existing estimated ROS physical setting of Rural. Therefore, increased traffic on this road would not alter the existing estimated ROS physical setting for the area surrounding this road and no impacts to the estimated ROS physical setting are anticipated.

Winter

Warm Lake Road (CR 10-579) would be plowed from construction through mine closure and reclamation. Currently, the portion of Warm Lake Road that is not plowed (from Warm Lake to Landmark) but is a groomed OSV route, is within an area with an estimated ROS physical setting of Semi-Primitive Motorized. Plowing this portion of Warm Lake Road would alter the estimated ROS physical setting of the area surrounding this portion of the roadway to Rural in the winter, because it would be adjacent to other plowed routes. Impacts are anticipated to be long term, localized, and minor.

A new groomed OSV route along Cabin Creek Road (FR 467) from Warm Lake to Trout Creek Campground would be created along with a parking area in the Warm Lake area. This OSV route would be in an area with an estimated ROS physical setting of Semi-Primitive Motorized, which is typical for areas surrounding groomed OSV routes. Therefore, the addition of a groomed OSV route along Cabin Creek Road would not alter the estimated ROS physical setting of the roadway area in the winter. The parking area would be located in an area with an estimated ROS physical setting of Rural and therefore would not alter the estimated ROS physical setting of the parking area and impacts are not anticipated.

Closure of Stibnite and Thunder Mountain Roads Through the SGP

Closure of Stibnite and Thunder Mountain roads through the SGP during construction would not result in changes to the estimated physical ROS setting of the area surrounding either road (Rural and Roded Natural) therefore impacts are not anticipated.

Road Through SGP

Public access through the SGP would be located in an area with an existing estimated ROS physical setting of Rural, which allows for strong evidence of designed roads. Therefore, public access through the SGP would not result in inconsistencies with the existing estimated ROS physical setting and no impacts to the estimated ROS physical setting are anticipated.

Burntlog Maintenance Facility

The new Burntlog Maintenance Facility would be in an area with an existing estimated ROS physical setting of Rural, and therefore would not result in any alterations to the existing estimated ROS physical setting and no impacts to the estimated ROS physical setting are anticipated.

Communications Facilities

The cell tower location and several of the repeater sites would be within the SGP Operations Area Boundary. Impacts to existing estimated ROS physical settings in the SGP are discussed above. A repeater site would be along Meadow Creek Lookout Road at the old lookout. This repeater site would be in an area with an existing estimated ROS physical setting of Roded Natural, and therefore would not result in any alterations to the existing estimated ROS physical setting. One of the repeater site locations would be at the Burntlog Maintenance Facility. Impacts to the existing estimated ROS physical setting at this facility location are described above and would apply to adding a repeater at this location. A repeater site at the old Thunderbolt Lookout would be in an area with an existing estimated ROS physical setting of Semi-Primitive Motorized. Due to the small size of the repeater site, the repeater would not result in any alterations to the existing estimated ROS physical setting. A repeater site at the intersection of Trapper Creek and Burnt Log Road (FR 447) would be in an area with an existing physical setting of Roded Natural and therefore would not result in any alterations to the existing estimated ROS physical setting and impacts are not anticipated.

Transmission Line and Associated Facilities

The transmission lines to be upgraded along Warm Lake Road (CR 10-579), Cabin Creek Road, and Johnson Creek Road (CR 10-413) would be in areas with an estimated ROS physical setting of Rural, Semi-Primitive Motorized, and Roded Natural, respectively. Therefore, upgrades to transmission lines along Warm Lake, Cabin Creek, and Johnson Creek Roads would not alter the estimated ROS physical setting surrounding these roadways therefore impacts are not anticipated.

The new transmission line and associated access road to the SGP would be in areas with an estimated ROS physical setting of Semi-Primitive Motorized and Semi-Primitive Non-Motorized. The creation of a new road and transmission line facility would alter the Semi-Primitive Non-Motorized setting to Semi-Primitive Motorized long term until it is decommissioned, therefore impacts are anticipated to be localized, long term, and minor.

The new substation would be in an area with an existing estimated ROS physical setting of Roded Natural (along Johnson Creek Road [CR 10-413]), and therefore would not result in any alterations to the existing estimated ROS physical setting.

7.2.2.3 Recreation Use and Users

Impacts to Developed Recreation sites is discussed in **Section 7.2.2.1** and to Recreation Special Use Permits in **Section 7.2.2.5**. Dispersed recreation would continue to occur throughout the analysis area. Potential impacts to dispersed recreation including hunting, fishing, mountain biking, recreational river use, horseback riding, hiking, and winter use. Overall impacts to dispersed recreation uses include potential access delays to areas from construction and mine traffic. These potential delays would be short term to long term, localized, and minor. In addition, approximately 13,441 acres of NFS lands and approximately 780 acres of private patented lands within the Operations Area Boundary would remain inaccessible to the public during construction and operations. This impact would be long term, localized, and minor. Other use specific impacts are outlined by use below. Impacts to local analysis area's tourism sector and overall economy during construction would be short term, moderate, and localized (Forest Service 2021f).

Hunting

There could be potential access delays to areas utilized by the hunting community from construction and mine traffic. These potential delays would be short term to long term, localized, and minor. In addition, approximately 13,452 acres of NFS lands and approximately 775 acres of private patented lands within the Operations Area Boundary would remain inaccessible to hunters during operations. This impact would be long term, localized, and minor.

Fishing

There is potential for changes in water quality, water temperature, and streamflow to occur in streams at the SGP, during construction through reclamation, all of which could impact fish and local habitat potential for fish. Fishing access to the streams within the Operations Area Boundary would also be restricted until reclamation is completed. Long term, the reclamation activities should improve the quality of the aquatic habitat and sport fishing compared to the current conditions. There would be no stream flow changes to streams along either the Johnson Creek Route or the Burntlog Route but there is potential for sediment and contaminants from roadway construction, vehicle traffic, and maintenance along these streams. Any reduction in fish populations could affect the success and experience of the recreational fisherman. Impacts to recreational fishing are anticipated to be localized, long term, and minor to moderate.

Motorcycle and ATV/UTV Use

Motorcycle and ATV/UTV drivers and riders could potentially encounter access delays and safety-related issues as a result of construction and increased and mine and vehicular traffic. Motorcycle and ATV/UTV users may encounter temporary decreased trail access due to road closures during construction and operation. While a public access road will be open and maintained within the Operations Area Boundary, trails leading to the Stibnite Mining District Interpretive Site would be closed to the public. Overall impacts are anticipated to be long term, localized, and minor. Impacts to Special Use Permit ATV/UTV events are described in **Section 7.2.2.5** and in the Johnson Creek Route Alternative in **Section 7.2.3.4**.

Mountain Biking

Use of the Johnson Creek Route during construction could result in temporary impacts to bicyclists that use these roads, due to potential delays, traffic, and safety-related issues from mine-related traffic. These would be temporary impacts while the Burntlog Route is being constructed. Impacts to biking utilizing the Johnson Creek Route is expected to be temporary, localized, and minor. Additional impacts to mountain biking could be increased traffic along roadways in the area. In addition, there could be

potential access delays to areas utilized by the mountain biking community from construction and mine traffic. These potential delays would be short term to long term, localized, and minor.

Recreational River Users

The SGP would not have any direct impacts on recreational river use. Under the SGP operations and closure, water quality of surface flow departing from the SGP would be the same or better than existing baseline conditions; therefore, there would not be impacts to the quality of downstream waterways (Forest Service 2021g) and the use by recreational river users. There would be no change in potential human health impacts from dermal contact or ingestion of river water downstream. There could be indirect short-term impacts to setting (i.e., visual changes and noise) most of which would be short term during construction of the Burntlog Route, while mine traffic is utilizing Warm Lake and Johnson Creek roads. These impacts are anticipated to be short term, minor, and localized.

Horseback Riding

There could be potential access delays to areas utilized by the horseback riding community from construction and mine traffic. These potential delays would be short term to long term, localized, and minor. This impact would be long term, localized, and minor.

Hiking

There could be potential access delays to trails and trailheads utilized by hikers from construction and mine traffic. These potential delays would be short term to long term, localized, and minor. In addition, approximately 13,441 acres of NFS lands and approximately 780 acres of private patented lands within the Operations Area Boundary would remain inaccessible to hikers during operations. Construction of the Burntlog Route may provide additional backcountry hiking access into new areas and an additional road to established trails and trailheads. This impact would be long term, localized, and minor.

Winter Use

There would be potential access delays to backcountry skier access points such as Landmark due to construction and mine traffic that could affect recreation sites/areas along the roads such as Johnson Creek Route (e.g., Warm Lake Road, Johnson Creek Road), as well as sites and areas accessed from these roadways. Ski access from Big Creek Summit has been growing in recent years due to the increasing popularity of skiing in the area. The increase in truck traffic could impact skier safety, some of which includes skiers and OSV riders walking on the road to the summit parking lot. These potential short-term, moderate, and localized impacts to backcountry skier access would last seasonally until the Burntlog Route is constructed. Impacts to OSV recreation was disclosed in **Section 7.2.2.1** winter use sections.

7.2.2.4 Recreation Special Use Permits

Construction and Operations

As shown in **Table A-13** in **Appendix A**, there are several current recreation-related special use permits in the analysis area. Recreation-related special use permits within the PNF include Big Creek Lodge, Elk Springs Outfitters, Flying Resort Ranches, Idaho Wilderness Company, and Yellowpine Escapades ATV/UTV event. In the BNF, recreation-related special use permits include Juniper Mountain Outfitters, North Shore Lodge, Warm Lake Lodge and Resort, Warm Lake Camp, Youth with a Mission (YWAM), and recreation residences.

There are no 2021 MMP components that would directly impact the Big Creek Lodge during construction. However, some components may affect recreation opportunities, access, and experiences in areas south of the lodge in the analysis area. For instance, there may be more traffic or delays on Stibnite Road (CR 50-412) due to the use of the Johnson Creek Route for mine access, which could result in temporary impacts to motorized recreation access and recreation experiences. Impacts to lodge customers would depend on their recreation location away from the lodge but are anticipated to be short term, localized, and minor to moderate.

The 2021 MMP components that would affect the Elk Springs Outfitters operating area during construction include the new transmission line to the SGP, Burntlog Route (Thunder Mountain Road and Meadow Creek Lookout Road improvements), closure of Stibnite and Thunder Mountain roads through the SGP, communication facilities, and SGP facilities. Construction of these components would temporarily affect the ability of Elk Springs Outfitters to access approximately half of their operating area, provide IOGLB licensed activities, and may degrade recreation experiences for customers participating in guided activities near construction of these components due to construction and mine operations noise and activity, construction and mine traffic, new motorized use, and reduction of acreage for available recreation. Impacts to recreation from construction of the 2021 MMP components are described in **Section 7.2.2.1**. The portion of the Elk Springs Outfitters operating area north and west of Yellow Pine would be accessible, and free of the 2021 MMP construction activities; therefore, permitted use may be displaced to this area, as well as recreational use from the analysis area. These impacts are anticipated to be temporary to short term, localized, and minor.

There are no 2021 MMP components that would impact the Flying Resort Ranches operating area during construction; there are no planned activities in or adjacent to their route through the FCRNRW to Big Creek.

The 2021 MMP components that would affect the Idaho Wilderness Company operating area during construction include Burntlog Route (Thunder Mountain Road improvements), closure of Stibnite and Thunder Mountain roads through the SGP, and SGP facilities. Construction of these components would affect the ability of the Idaho Wilderness Company to access approximately 25 percent of the southern portion of their operating area, provide IOGLB licensed activities, and may degrade recreation experiences for customers participating in guided activities near construction of these components due to construction noise and activity. Impacts to recreation from construction of these 2021 MMP components are described in **Section 7.2.2.1**. The portion of the Idaho Wilderness Company operating area in the FCRNRW northeast of the SGP would be available for any displaced permitted use. However, access to this portion of the operating area may need to be relocated to be out of Big Creek, rather than Thunder Mountain Road, due to the closures and improvements on this road. Impacts are anticipated to be localized, minor, and short term.

Construction of all the 2021 MMP components would affect the Juniper Mountain Outfitters operating area either directly or indirectly due to recreation displacement from other areas. Construction of the 2021 MMP components would affect the ability of Juniper Mountain Outfitters to access approximately 50 percent of their operating area; provide IOGLB licensed activities; and may degrade recreation experiences for customers participating in guided activities near construction of the 2021 MMP components due to construction noise, traffic, and activity. Impacts to recreation from construction of the 2021 MMP components are described in **Section 7.2.2.1**. The portion of the Juniper Mountain Outfitters operating area north and south of Warm Lake surrounding the South Fork Salmon River would be accessible and free of the 2021 MMP construction activities; therefore, permitted use may be displaced to

this area, as well as other recreational use from the analysis area. Impacts to the Juniper Mountain Outfitters operating area are anticipated to be temporary to short term, localized, and moderate.

The 2021 MMP components that would affect the North Shore and Warm Lake Lodges, Warm Lake Camp, YWAM, and Warm Lake recreation residence tract during construction include transmission line upgrades and summer use of Warm Lake Road (CR 10-579). Construction of these components would affect traffic, noise, and vehicular access and thus could adversely affect the recreation experience for some recreationists as well as the recreation setting, particularly for Warm Lake Lodge, Warm Lake Camp, and YWAM as these facilities are located close to Warm Lake Road, which would have an increase in traffic and traffic noise due to use of this road for the SGP. It is not anticipated that transmission line upgrade activities, including work at the Warm Lake substation, would be visible or audible from the lodges or camps or from the Warm Lake recreation residence tract as this area is over 0.5 mile away from the transmission line and substation with intervening vegetation. Impacts from the transmission line upgrades would be temporary, localized, and minor. There would be no winter access changes on Warm Lake Road in the area near the lodges, Warm Lake Camp, or Warm Lake recreation residence tract. Changes to plowing and public use of Warm Lake Road would occur just west of YWAM; however, there is no winter use of the YWAM facility and thus changes to winter use and maintenance of Warm Lake Road west of the facility would not affect use of the facility and no winter impacts are anticipated.

The Cabin Creek OSV route may result in more winter motorized use north of the lodges, camps, and Warm Lake recreation residence tract. The 2021 MMP components that would affect the Paradise Valley recreation residence tract include transmission line upgrades, summer use of Warm Lake Road (CR 10-579), and development and use of the Cabin Creek Road OSV route. Construction of these components would affect traffic, noise, and vehicular access and thus could adversely affect the recreation experience for some recreationists as well as the recreation setting and are anticipated to be temporary to short term, localized, and minor.

Noise from transmission line upgrade construction activities and/or utility access spur road construction activities may be above ambient levels (above 40 dBA) at the Paradise Valley recreation residence tract (AECOM 2019). The Cabin Creek OSV route would be located near the Paradise Valley recreation residence tract. The new 10.4-mile groomed OSV route along Cabin Creek Road may lead to dispersed winter recreational use along this new route, because the route would provide winter recreation opportunities in an area that currently does not have many winter opportunities due to lack of access and would be the only available easterly OSV route to Landmark. Therefore, there may be more traffic, noise, and recreation use within the area around the Paradise Valley recreation residence tract in the winter, potentially resulting in a change to a more developed recreation setting at the residence tract in the winter, these impacts are anticipated to be localized, long term, and minor. The parking area for the new Cabin Creek OSV route would be located west of the Paradise Valley recreation residence tract near South Fork Salmon River Road (FS 474) and would therefore not affect the recreation residence tract.

There are no 2021 MMP components that would directly impact the Big Creek Lodge during operations. However, components may affect recreation opportunities, access, and experiences in areas south of the lodge in the analysis area, as described in **Section 7.2.2.1**. Impacts to lodge customers would depend on their recreation location away from the lodge.

Project components that would affect the Elk Springs Outfitters operating area during mine operations include the new transmission line to the SGP, Burntlog Route, closure of Stibnite and Thunder Mountain roads through the SGP, communication facilities, and SGP facilities. Operation of these components would affect the ability of Elk Springs Outfitters to access their operating area, provide IOGLB licensed activities, and may degrade recreation experiences for customers participating in guided activities near

these components due to noise and activity (mining activity, mine traffic, new motorized use, reduction of acreage available for recreation, etc.). These impacts are anticipated to be long term, localized, and minor. There may be some beneficial impacts to Elk Springs Outfitters from increased cell coverage in their operating area and resulting customer safety improvements. Impacts to recreation from operation of these components are described in **Section 7.2.2.1**. The portion of the Elk Springs Outfitters operating area north and west of Yellow Pine would not be impacted by 2021 MMP activities; therefore, permitted use may be displaced to this area, as well as other recreational use from the analysis area.

There are no 2021 MMP components that would impact the Flying Resort Ranches operating area during mine operations; there are no activities in or adjacent to their route through the FCRNRW to Big Creek.

The 2021 MMP components that would affect the Idaho Wilderness Company operating area during mine operations include Burntlog Route, closure of Stibnite and Thunder Mountain roads through the SGP, communication facilities, and SGP facilities. Operation of these components would affect the ability of the Idaho Wilderness Company to access their operating area; provide IOGLB licensed activities; and may degrade recreation experiences for customers participating in guided activities near these components due to noise and activity (mining activity, mine traffic, reduction of acreage available for recreation, etc.). There may be some beneficial impacts to the Idaho Wilderness Company from increased cell coverage in their operating area and resulting customer safety improvements. Impacts to recreation from operation of these 2021 MMP components are described in **Section 7.2.2.1**. The portion of the Idaho Wilderness Company operating area in the FCRNRW northeast of the SGP would be available for any displaced permitted use. However, access to this portion of the operating area may need to be relocated to be out of Big Creek, rather than Thunder Mountain Road, due to the closure of a portion of the road and detour needed to get to sites/areas along Thunder Mountain Road (FR 50375). This impact is anticipated to be long term, localized, and minor.

There are no activities planned that would use South Fork Salmon River Road. However, additional visitors could be present along this roadway due to displacement of recreational use from the analysis area. Impacts are anticipated to be long term, localized, and negligible.

Operation of all 2021 MMP components would affect the Juniper Mountain Outfitters operating area either directly or indirectly due to recreation displacement from other areas. Operation of 2021 MMP components would affect the ability of Juniper Mountain Outfitters to access their operating area; provide IOGLB licensed activities; and may degrade recreation experiences for customers participating in guided activities near 2021 MMP components due to noise and activity (mining activity, mine traffic, new motorized use, reduction of acreage available for recreation, etc.). Impacts to recreation from operation of 2021 MMP components are described in **Section 7.2.2.1**. These impacts are anticipated to be long term, localized, and minor. The portion of the Juniper Mountain Outfitters operating area north and south of Warm Lake surrounding the South Fork Salmon River would be accessible and free of 2021 MMP facilities and activities; therefore, permitted use may be displaced to this area, as well as recreational use from the analysis area.

There are no 2021 MMP components that would impact the North Shore or Warm Lake Lodges, Warm Lake Camp, YWAM, or Warm Lake recreation residence tract during operations. The Warm Lake recreation residence tract is over 0.5 mile from the upgraded transmission lines and substation with intervening vegetation. Therefore, it is unlikely that the upgraded transmission line and substation facilities would be visible from the recreation residence tract and no impacts are expected.

Winter use of the Cabin Creek Road OSV route during operations would continue to impact the Paradise Valley recreation residence tract as previously described. The upgraded transmission line may be visible from the residence tract, though there would be some intervening vegetation.

Closure and Reclamation

There are no 2021 MMP components that would directly impact the Big Creek Lodge during or after closure and reclamation. However, 2021 MMP components may affect recreation opportunities, access, and experiences in areas south of the lodge in the analysis area as described in **Section 7.2.2.1**. Impacts to lodge customers would depend on their recreation location away from the lodge.

2021 MMP components that would affect the Elk Springs Outfitters operating area during closure and reclamation would be similar to that described under construction. The loss of cellular coverage on portions of the analysis area may impact customer safety in the SGP area. The loss of cellular coverage would aid in returning primitive recreation experiences to the FCRNRW areas in the Elk Springs Outfitters operating area. Providing public access through the SGP after closure and reclamation would restore the ability for Elk Springs Outfitters to reach portions of their operating area without a detour. The portion of the Elk Springs Outfitters operating area north and west of Yellow Pine would be accessible and free of 2021 MMP activities; therefore, permitted use may be displaced to this area, as well as recreational use from the analysis area. Displacement of permitted use may continue past reclamation due to permanent changes in the recreation setting within the Operations Area Boundary (**Section 7.2.2.1 Closure and Reclamation**) and potential changes to wildlife present in the area, as some species sensitive to human presence may not return to the area for years after the mine is closed. This impact is anticipated to be long term to permanent, localized, and minor.

There are no 2021 MMP components that would impact the Flying Resort Ranches operating area during or after closure and reclamation; there are no activities in or adjacent to their route through the FCRNRW to Big Creek.

The 2021 MMP components that would affect the Idaho Wilderness Company operating area during closure and reclamation would be similar to that described under construction. The loss of cellular coverage on portions of the analysis area may impact customer safety in the SGP. The loss of cellular coverage also would aid in returning primitive recreation experiences to the FCRNRW areas in the Idaho Wilderness Company operating area. Providing public access through the SGP after closure and reclamation would restore the ability for the Idaho Wilderness Company to reach portions of their operating area without a detour. The portion of the Idaho Wilderness Company operating area in the FCRNRW northeast of the SGP would be available for any displaced permitted use. Displacement of permitted use may continue past reclamation due to permanent changes in the recreation setting within the Operations Area Boundary (**Section 7.2.2.1 Closure and Reclamation**) and potential changes to wildlife present in the area, as some species sensitive to human presence may not return to the area for years after the mine is closed. This impact is anticipated to be long term to permanent, localized and minor.

Closure and reclamation of all 2021 MMP components would affect the Juniper Mountain Outfitters operating area either directly or indirectly due to recreation displacement from other areas. The ability of Juniper Mountain Outfitters to access their operating area, provide IOGLB licensed activities, and the quality of recreation experiences for customers participating in guided activities near these components may be impacted during closure and reclamation due to noise and reclamation activity. Impacts to recreation from closure and reclamation of these 2021 MMP components are described in **Section 7.2.2.1**. The portion of the Juniper Mountain Outfitters operating area north and south of Warm Lake surrounding the South Fork Salmon River would be accessible and free of 2021 MMP facilities and activities;

therefore, permitted use may be displaced to this area, as well as recreational use from the analysis area. Displacement of permitted use may continue past reclamation due to the changes in the recreation setting in the mine operations area, and potential changes to wildlife present in the area, as some species sensitive to human presence may not return to the area for years after the mine is closed this impact would be long term to permanent, localized, and negligible.

There are no 2021 MMP components that would impact the North Shore or Warm Lake Lodges, Warm Lake Camp, YWAM, or Warm Lake recreation residence tract during closure and reclamation therefore no impacts are anticipated.

Winter use of the Cabin Creek Road OSV route during closure and reclamation would continue to impact the Paradise Valley recreation residence tract as described in operations.

7.2.3 Johnson Creek Route Alternative

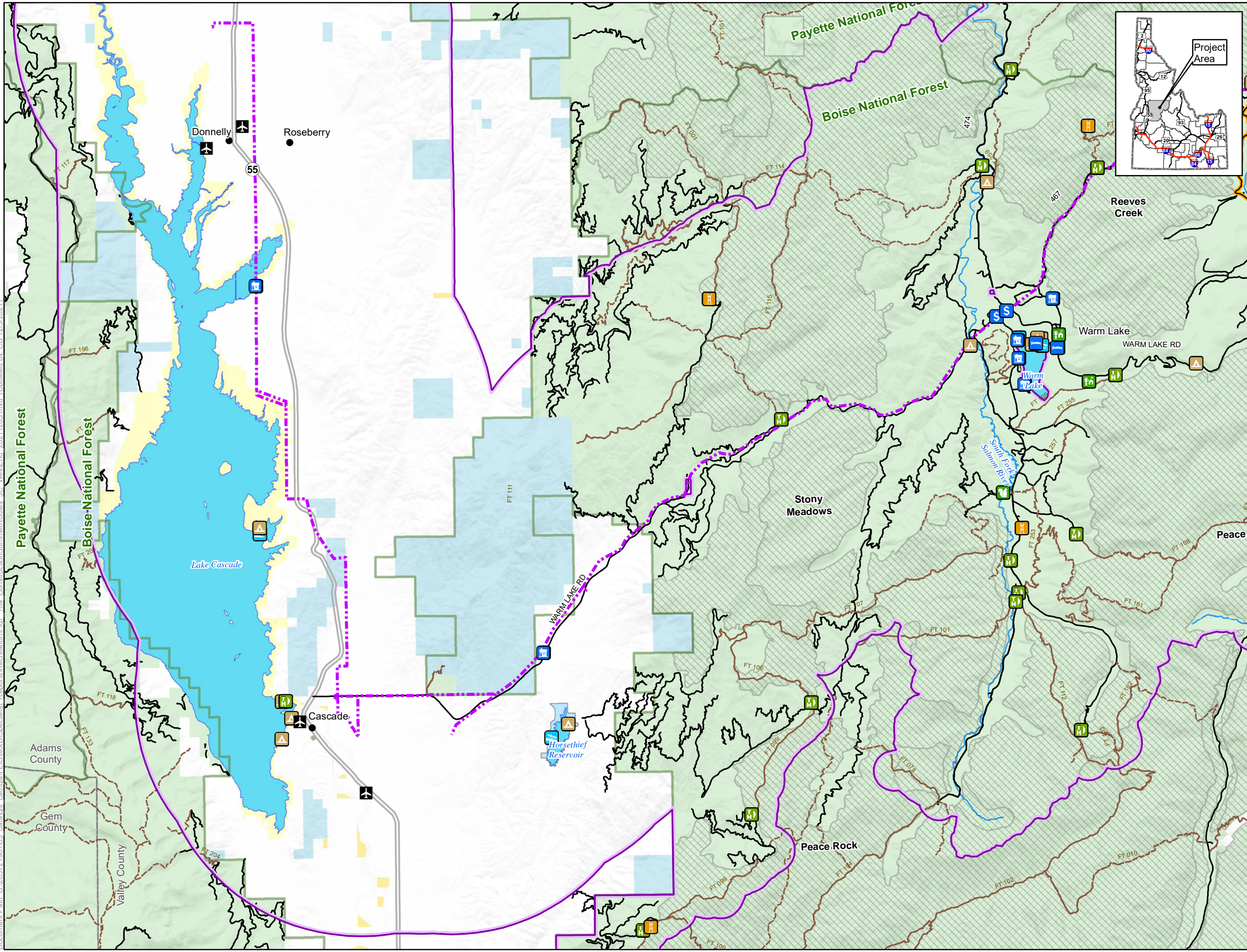
The Johnson Creek Route Alternative is similar to the 2021 MMP, with the main differences that affect recreation consisting of use of the Johnson Creek Route for access to the mine for all phases (and therefore, no construction or use of the Burntlog Route); a change in the location of the Landmark Maintenance Facility; and use of helicopters for construction and maintenance of cell towers and repeater sites in IRAs managed for backcountry/restoration. These changes would result in different impacts than the 2021 MMP, particularly the use of the Johnson Creek Route. Travel routes with the implementation of the Johnson Creek Route Alternative are provided in **Figures 7-10a** and **7-10b** for summer during construction, **Figure 7-11** for winter during construction and operations, and **Figure 7-12** for summer routes during operations. The summer recreation conditions with the implementation of the Johnson Creek Route Alternative are provided on **Figures 7-13a** through **7-13e** for summer conditions and **Figures 7-14a** through **7-14e** for winter conditions. **Figure 7-15** represents post closure routes during summer.

7.2.3.1 Recreation Opportunities, Facilities, Access, And Use

Construction and Operations

Impacts of the Johnson Creek Route Alternative during construction and operations would be the same as those described under the 2021 MMP, except for those described below. The Burntlog Route and Burntlog Maintenance Facility would not be constructed under the Johnson Creek Route Alternative; therefore, there would be no construction impacts related to those facilities.

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LEGEND

Recreation Facilities

- Boating Site
- Campground
- Hotel/Lodge/Resort
- (Fire) Lookout/Cabin
- Organization Site
- Recreation Residence
- Swimming Site
- Trailhead
- Wildlife Viewing Site
- Airstrip

Utilities

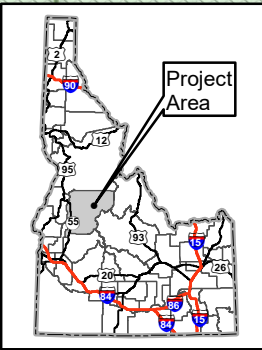
- Recreation Analysis Area
- Upgraded Transmission Line

Other Features

- U.S. Forest Service
- IRA and Forest Plan Special Area
- County
- City/Town
- Highway
- Road
- Trail
- Stream/River
- Lake/Reservoir

Surface Land Management

- Bureau of Land Management
- Bureau of Reclamation
- Private
- State
- U.S. Forest Service



Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

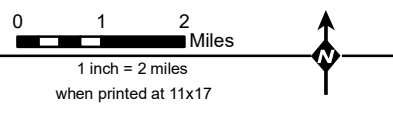
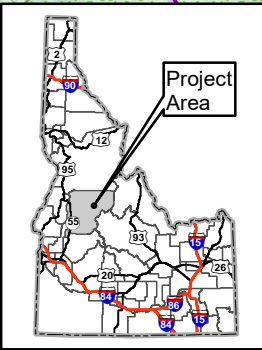
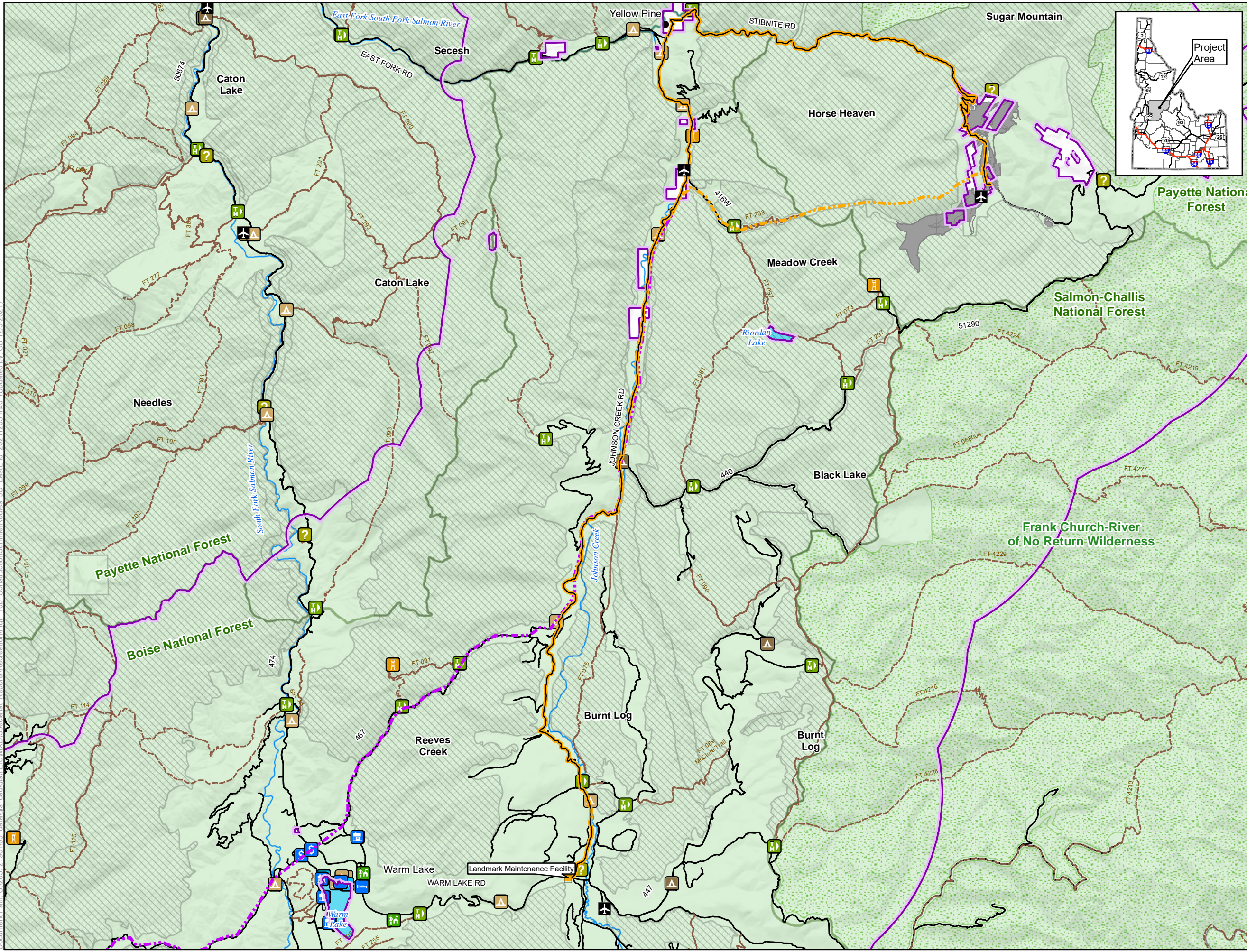


Figure 7-10a
Construction Summer
Routes West End
Johnson Creek Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Airstrip
- Project Components ***
- SGP Features
 - Landmark Maintenance Facility
 - Johnson Creek Route
- Utilities**
- New Transmission Line
 - Upgraded Transmission Line
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service
- Note:
The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

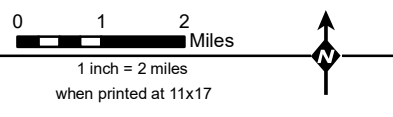
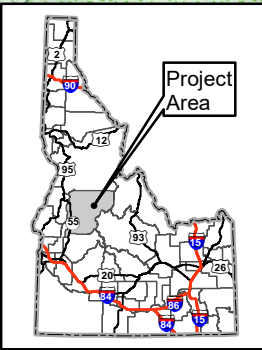
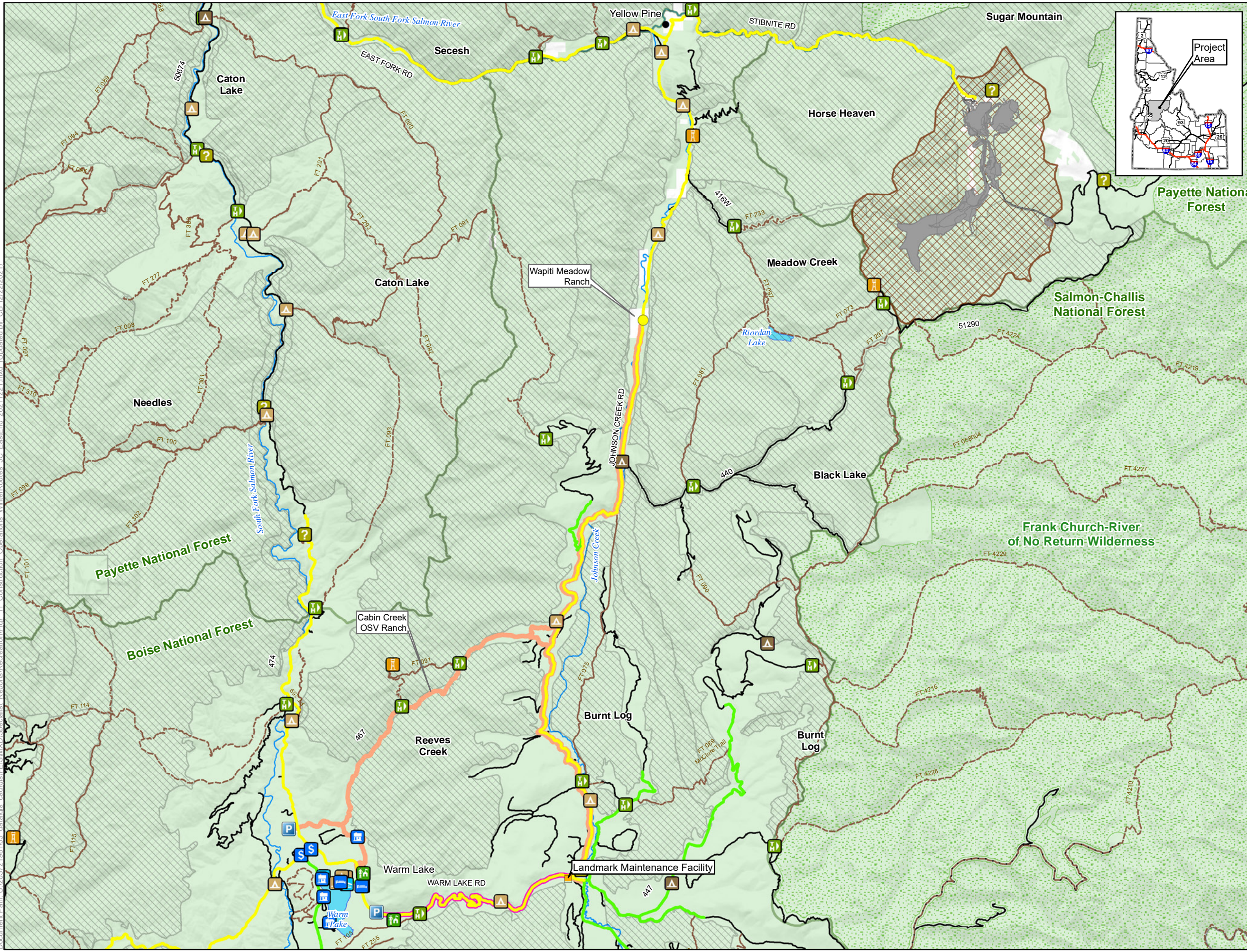


Figure 7-10b
Construction Summer
Routes East End
Johnson Creek Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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- LEGEND**
- Winter Parking Area
 - Wapiti Meadow Ranch
 - Closed for OSV Access
 - OSV Route
 - Existing OSV Route
 - Plowed Route
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Hotel/Lodge/Resort
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
- Project Components ***
- SPG Features
 - Landmark Maintenance Facility
 - Operations Area Boundary
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service

Note: The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

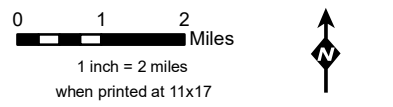
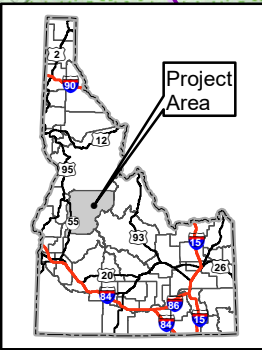
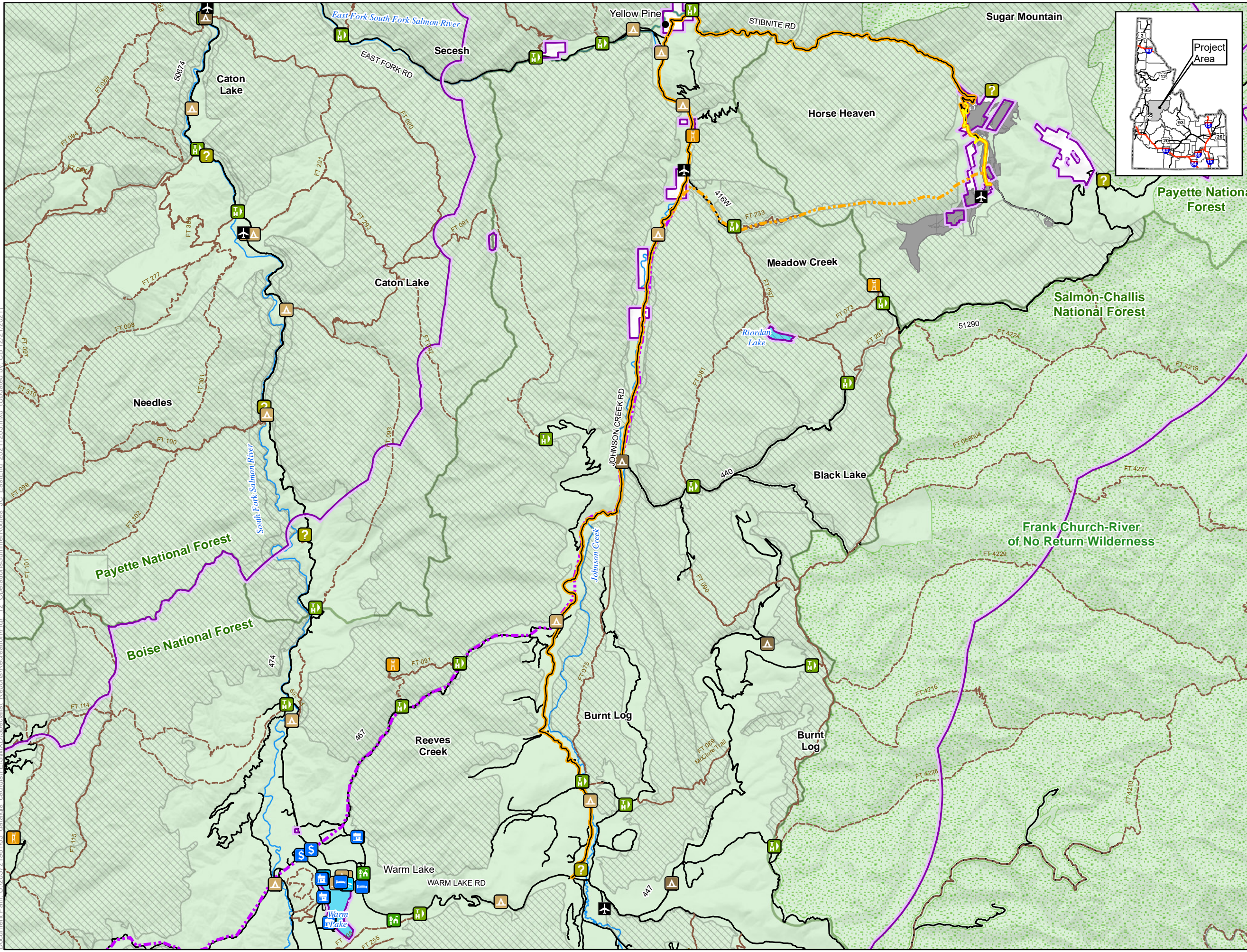


Figure 7-11
Construction and Operations
Winter Routes East End
Johnson Creek Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Hotel/Lodge/Resort
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Airstrip
- Project Components ***
- SGP Features
 - Johnson Creek Route
 - Public Access Road
- Utilities**
- New Transmission Line
 - Upgraded Transmission Line
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
- Surface Land Management**
- Private
 - U.S. Forest Service

Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

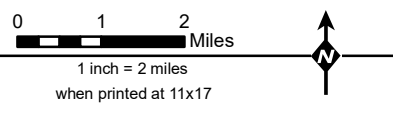


Figure 7-12
Operations Summer
Routes East End
Johnson Creek Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



Johnson Creek Route

Year-Round

Use of Johnson Creek (CR 10-413) and Stibnite Roads (CR 50-412) as the route to the SGP during construction, operations, and reclamation/closure would result in impacts to the recreation setting of the existing recreation sites/areas along these roads due to increased noise, traffic, and safety-related issues from mine-related traffic (Forest Service 2021b; Forest Service 2021c), leading to a change in recreation experiences for some visitors. Traffic on Johnson Creek and Stibnite Roads (CR 50-412) would substantially increase (almost two times the traffic on Johnson Creek Road (CR 10-413), and three times the traffic on Stibnite Road), thereby increasing the noise and activity near campgrounds and trailheads adjacent to these roads. AADT would rise from 70 to 135 during construction on Johnson Creek Road (CR 10-413) and go from 30 on Stibnite Road (CR 50-412) to 95 during construction. This impact is anticipated to be short term, localized, and moderate.

Recreation facilities affected by the increase in traffic and traffic noise would include Burntlog and Quartz Creek Trailheads; Buck Mountain, Trout Creek, Ice Hole, Golden Gate, and Yellow Pine Campgrounds; Twin Bridges dispersed camping area; and Johnson Creek Cabin. Therefore, the recreation setting of these facilities would be altered to a more developed setting due to an increase in the sights and sounds of humans. Therefore, recreationists may be displaced to avoid noise associated with activities and traffic along Stibnite and Johnson Creek roads, particularly recreationists participating in non-motorized activities. Motorized users who use Johnson Creek and Stibnite Roads for recreation also may be displaced due to the increased traffic along the roadways. Wildlife-related recreation opportunities also would decrease along these roadways due to wildlife displacement from traffic and noise. This impact is anticipated to be short term, localized, and minor.

During construction, there would be periodic temporary road closures on Johnson Creek Road (CR 10-413). Such road closures would result in reduced access to recreation sites/areas, reduced recreation opportunities, and reduced use due to a lack of access, and impacts to recreation experiences due to visitor expectations regarding site/area availability. Impacts from road closures would affect recreation sites/areas along Johnson Creek Road (CR 10-413), as well as sites, trails, and areas accessed from this main route. Impacts would persist throughout construction. This impact is anticipated to be short term, localized and moderate.

There also would be daily closure of Stibnite Road (CR 50-412) for most of the middle of the day during mine construction. These daily closures would result in reduced access to recreation sites/areas off Stibnite Road (CR 50-412) and Thunder Mountain Road (FR 50375); reduced recreation opportunities and use due to temporary reductions in access; and impacts to recreation experiences due to delays in reaching destinations. Impacts from road closures would affect recreation sites/areas along Stibnite Road (CR 50-412), as well as sites, trails, and areas accessed from this main route, particularly sites off Thunder Mountain Road (FR 50375). Depending on where the closure started on Stibnite Road (CR 50-412), access to the Big Creek area north of the mine also may be affected. Impacts would persist throughout the 2- to 3-year mine construction period and are anticipated to be short term, localized and moderate.

Although Stibnite Road (CR 50-412) would be open for public access as part of the Johnson Creek Route, the Stibnite Mining District Interpretive Site would not be available for public use, because it would be within the Operations Area Boundary where no public use would be allowed. This impact is anticipated to be long term, localized, and moderate.

The Yellow Pine Escapades are Special Use Permit ATV and UTV events that frequently use Johnson Creek (CR 10-413) and Stibnite Roads (CR 50-412) in addition to varying Forest Service trails based on the event type. The Yellow Pine Escapades are hosted by the Yellow Pine Community Hall Committee as fundraising events for the community hall maintenance (Yellow Pine Escapades 2022). Some of these organized events include stops at interpretive sites for educational purposes. Increased traffic on Johnson Creek and Stibnite Roads, decreased trail access due to road closures, and the closure of the Stibnite Mining District Interpretive Site could have a long-term, localized, and moderate impact on these recreational events.

Impacts during operations and construction would be the same because Johnson Creek and Stibnite roads would continue to be used as the main access roads into the SGP and also would require periodic road maintenance activities (**Figures 7-13a** through **7-13e**). AADT for these roads would be lower during operations than described under construction, but within 15 vehicles, thus resulting in similar impacts described under construction. However, impacts due to temporary closure of Johnson Creek and Stibnite Roads (CR 50-412) would not occur during operations. Fish adjacent to the Johnson Creek Route may be affected by increased sediment and could be affected if a spill were to occur. While there may be injury or mortality to individual fish, population-level effects are not expected (Forest Service 2021g). Therefore, there may be decreased fishing success immediately along the Johnson Creek Road, but there would continue to be opportunities for fishing within the creeks in the adjacent areas. Operational impacts from the Johnson Creek Route to fishing recreation would be long term, minor, and localized.

Winter

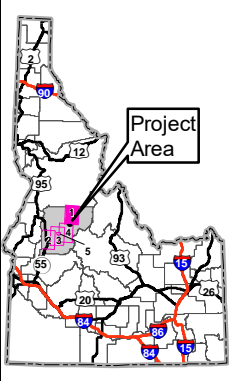
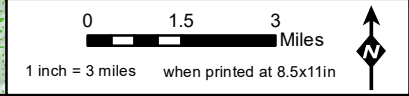
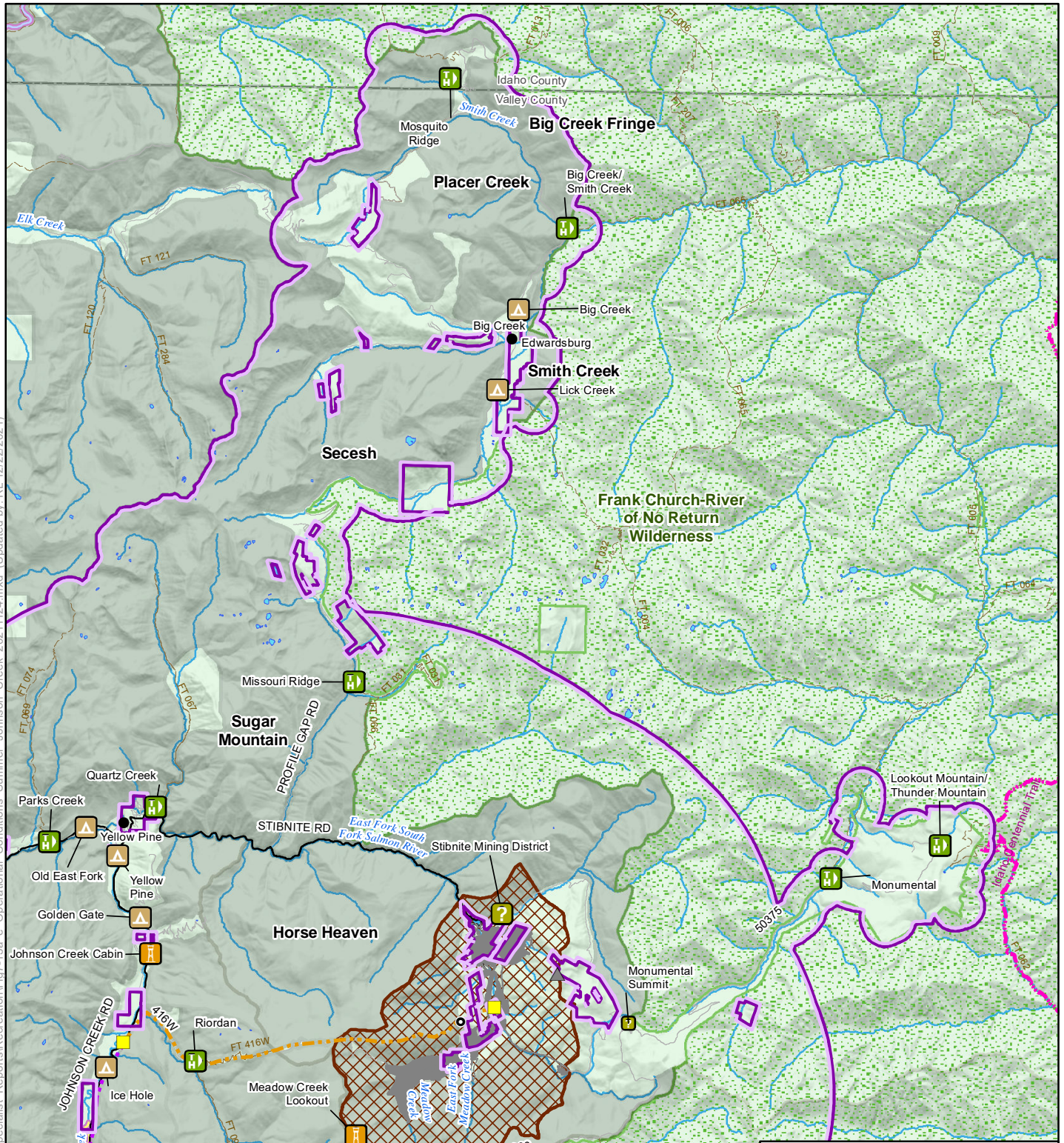
Impacts during construction and operations from the plowing of Johnson Creek Road would be similar to those described for construction under the 2021 MMP. However, the groomed OSV route along the western side of Johnson Creek Road would run from Trout Creek campground to Landmark (approximately 8 miles) under the Johnson Creek Route Alternative (**Figures 7-11**), allowing continued use of the Ditch Creek Road (FR 410) groomed OSV route. Also, the new groomed OSV route along Johnson Creek Road would remain through operations and closure/reclamation under the Johnson Creek Route Alternative as the Johnson Creek Route would be used throughout the SGP. Therefore, impacts from the plowing of Johnson Creek Road under the Johnson Creek Route Alternative are anticipated to be long term, localized, and minor.

Public Access

Road closure impacts on the Johnson Creek route would be the same as those described under the 2021 MMP, except impacts would have a different duration. Impacts to recreation access, use, and opportunities along Thunder Mountain Road (FR 50375) would begin during construction and continue until the public access road through the SGP was complete and open to public use to provide access to the Thunder Mountain area. Construction under the Johnson Creek Route Alternative is expected to take two years longer.

The impacts to public access through the SGP mine operations area would be the same as under the 2021 MMP. The public access road would provide access to recreation sites/areas via Thunder Mountain Road (FR 50375) (**Figure 7-11**). Therefore, the mine access road would allow continuous access to the Thunder Mountain Road sites/areas. However, as described under the 2021 MMP, there would be temporary closures of this route during some mining activities that would result in impacts to recreation anticipated to be short term, localized, and minor.

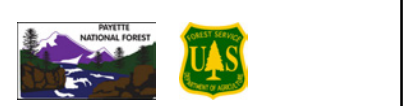
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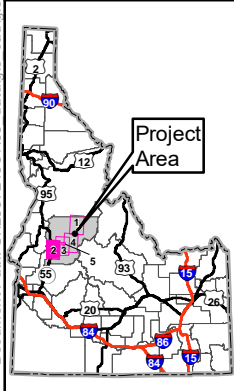
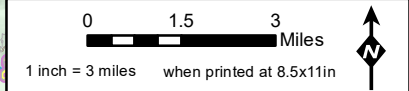
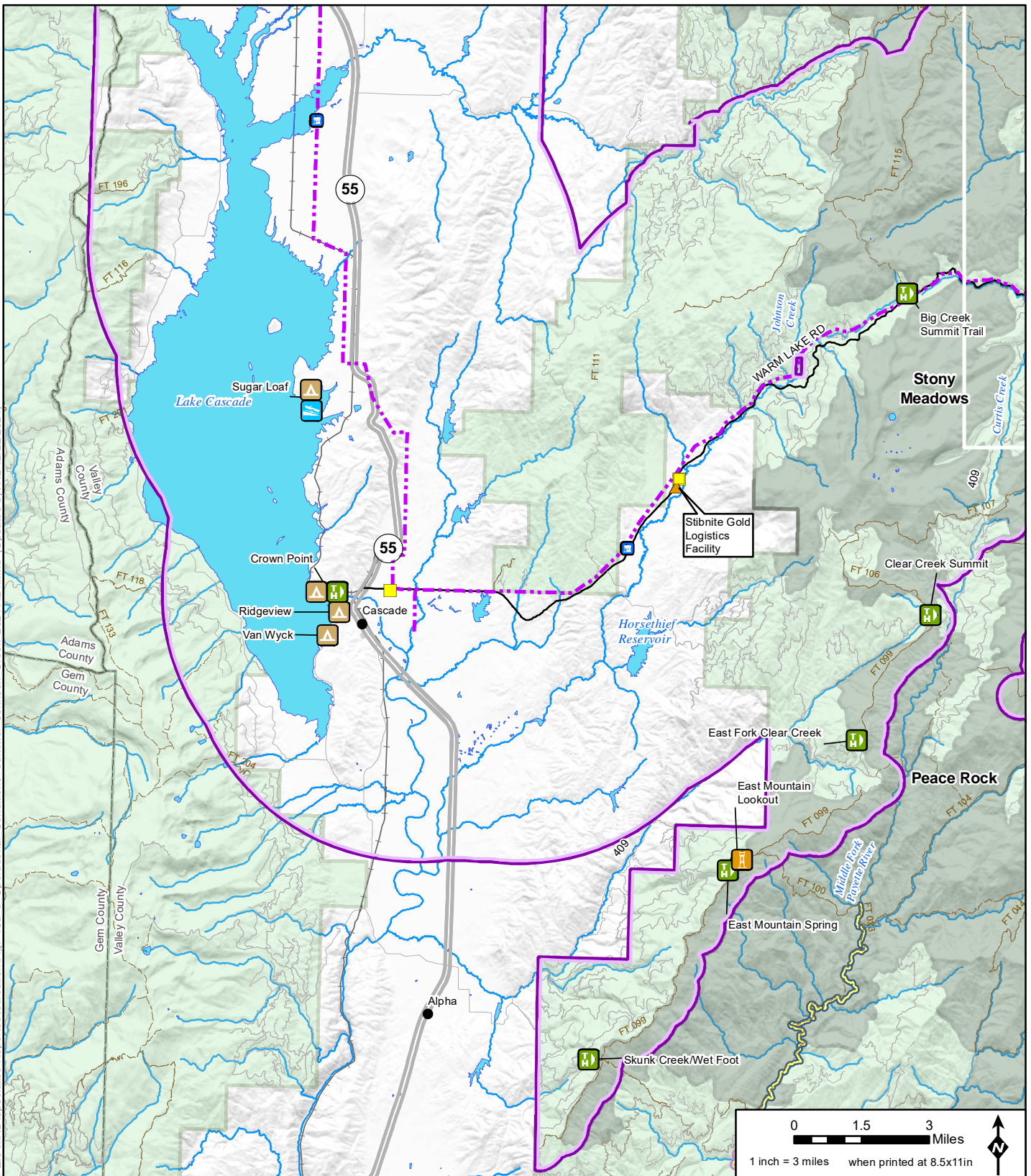
LEGEND		Project Components*	Other Features
Recreation Analysis Area	SGP Features	Operations Area Boundary	U.S. Forest Service
Special Designations	ID Roadless Area	Access Roads and Trail System	Wilderness
Wild And Scenic Rivers Status/Classification	Johnson Creek Route *	Utilities	County
? Wild	Upgraded Transmission Line	City/Town	Railroad
Designated, Wild	New Transmission Line	Highway	Access Road
Eligible, Recreational	New Substation **	Road	Idaho Centennial Trail
Eligible, Scenic	Existing Substation **	Stream/River	Lake/Reservoir
Eligible, Wild	New Communication Tower	Cell Tower	
Suitable, Recreational	Existing Communication Tower	Offsite Facilities	
Suitable, Scenic	Landmark Maintenance Facility		
Suitable, Wild			
Recreation Facilities			
Campground			
Interpretive Site (Minor)			
(Fire) Lookout/Cabin			
Trailhead			

Figure 7-13a
Operational Conditions
Summer Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



* Project Components are associated with Johnson Creek Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.



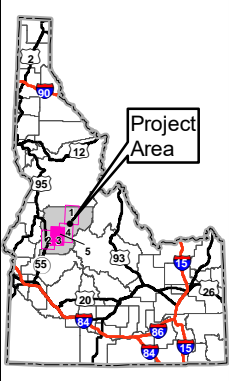
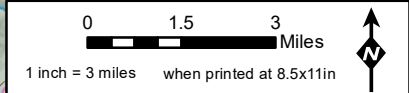
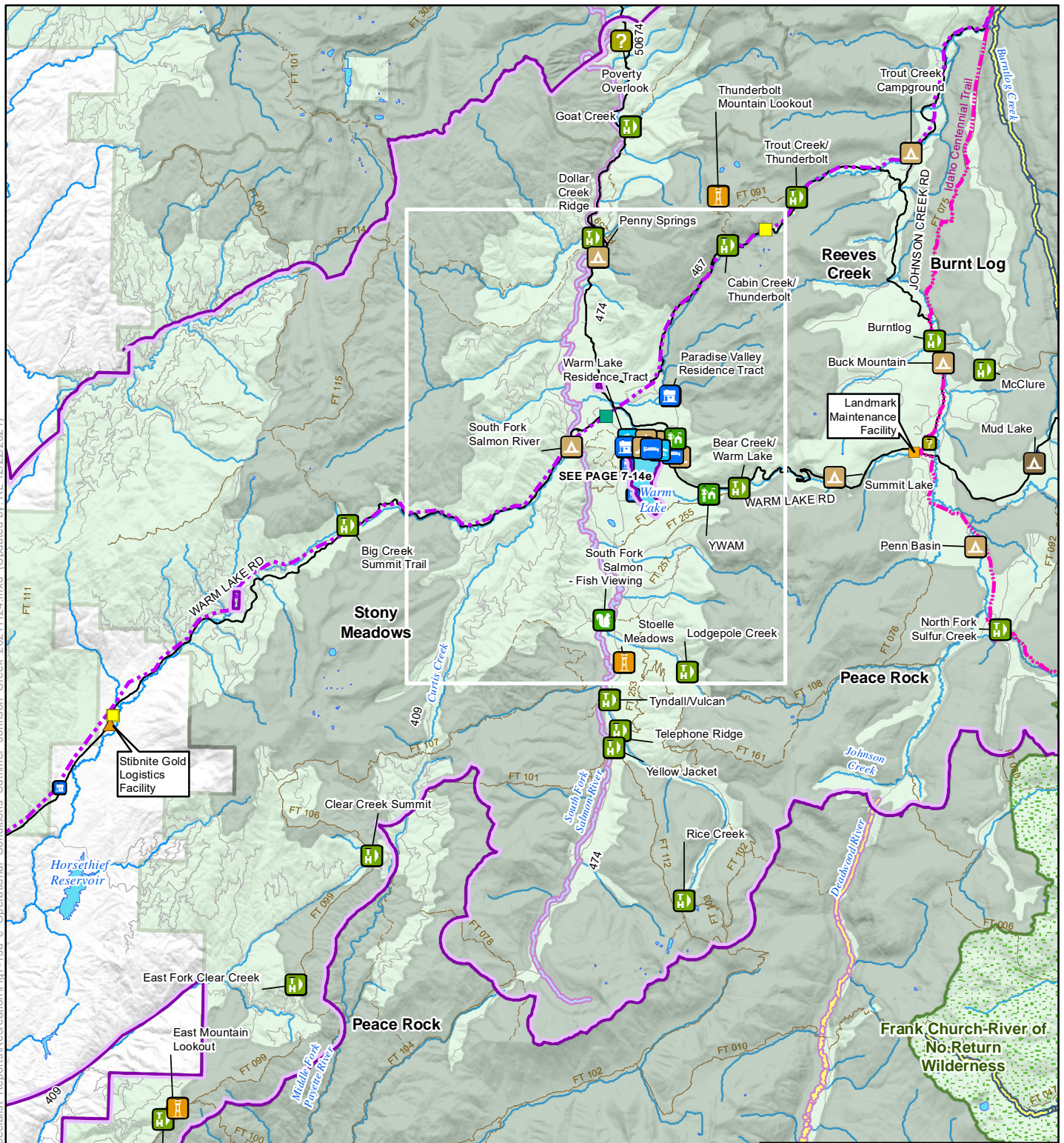
LEGEND	
Recreation Analysis Area	Trailhead
Special Designations	Project Components *
ID Roadless Area	SGP Features
Wild And Scenic Rivers Status/Classification	Operations Area Boundary
? Wild	Access Roads and Trail System
Designated, Wild	Johnson Creek Route *
Eligible, Recreational	Utilities
Eligible, Scenic	Upgraded Transmission Line
Eligible, Wild	New Transmission Line
Suitable, Recreational	New Substation **
Suitable, Scenic	Existing Substation **
Suitable, Wild	New Communication Tower
Recreation Facilities	Existing Communication Tower
Boating Site	Offsite Facilities
Campground	Cell Tower
(Fire) Lookout/Cabin	Landmark Maintenance Facility
Recreation Residence	
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Idaho Centennial Trail
	Stream/River
	Lake/Reservoir

Figure 7-13b
Operational Conditions
Summer Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.





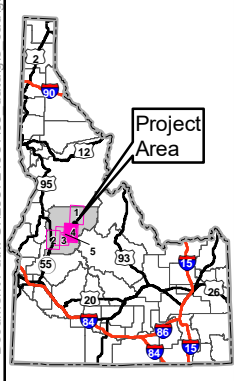
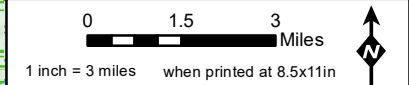
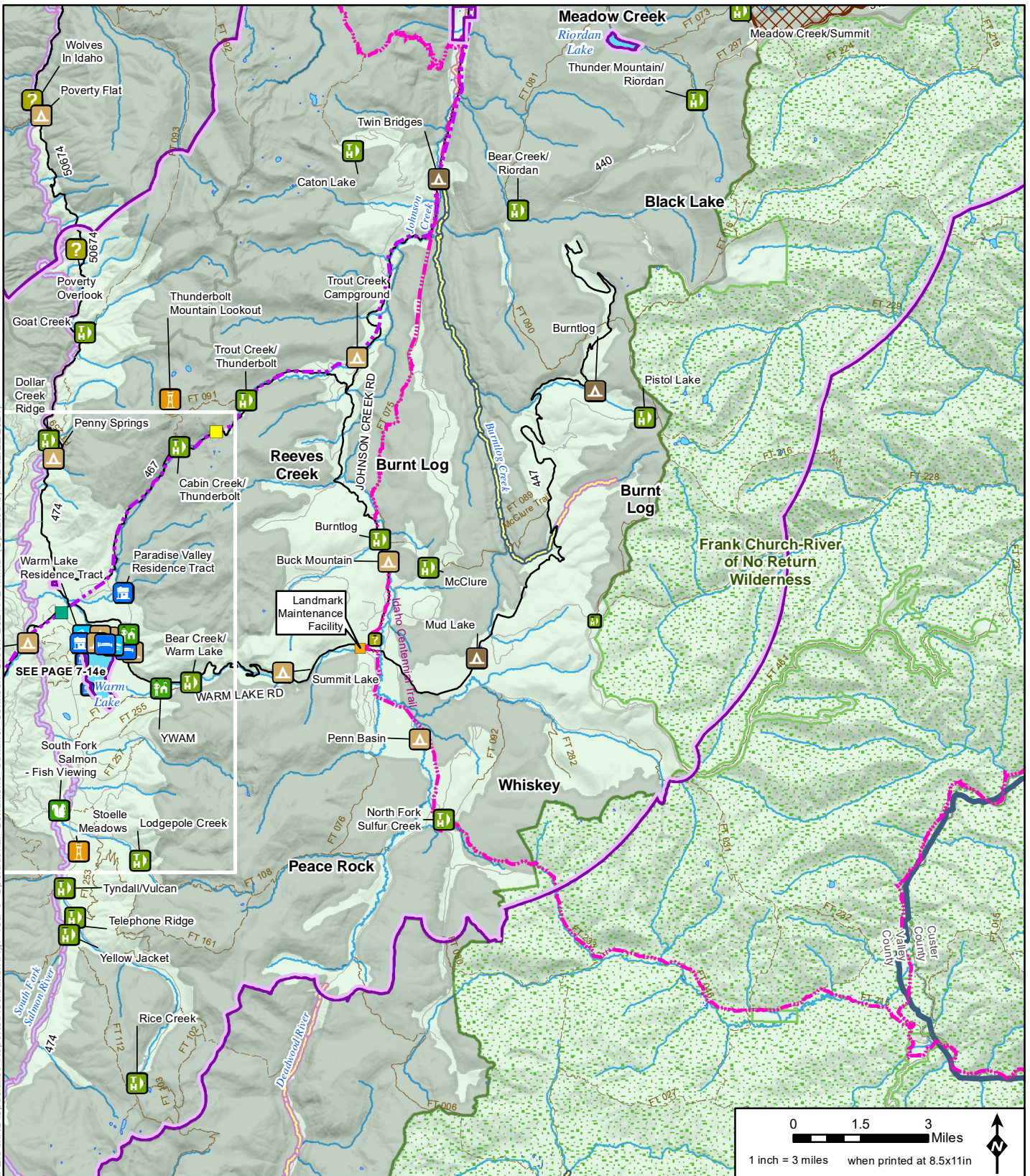
LEGEND	
Recreation Analysis Area	Interpretive Site (Minor)
Special Designations	(Fire) Lookout/Cabin
ID Roadless Area	Organization Site
Wild And Scenic Rivers Status/Classification	Recreation Residence
7. Wild	Swimming Site
Designated, Wild	Trailhead
Eligible, Recreational	Wildlife Viewing Site
Eligible, Scenic	SGP Features
Eligible, Wild	Operations Area Boundary
Suitable, Recreational	Access Roads and Trail System
Suitable, Scenic	Johnson Creek Route *
Suitable, Wild	Utilities
Boating Site	Upgraded Transmission Line
Campground	New Transmission Line
Dispersed Camping	New Substation **
Hotel/Lodge/Resort	Existing Substation **
	New Communication Tower
	Existing Communication Tower
	Cell Tower
	Onsite Facilities
	Landmark Maintenance Facility
	Other Features
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Stream/River
	Lake/Reservoir
	Idaho Centennial Trail

Figure 7-13c
Operational Conditions
Summer Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.

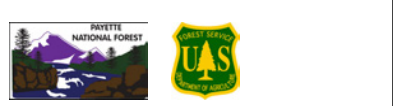
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LEGEND	
Recreation Analysis Area	Interpretive Site (Minor)
ID Roadless Area	(Fire) Lookout/Cabin
Wild And Scenic Rivers Status/Classification	Organization Site
7. Wild	Recreation Residence
Designated, Wild	Swimming Site
Eligible, Recreational	Trailhead
Eligible, Scenic	Wildlife Viewing Site
Eligible, Wild	Project Components *
Suitable, Recreational	SGP Features
Suitable, Scenic	Operations Area Boundary
Suitable, Wild	Access Roads and Trail System
Boating Site	Johnson Creek Route *
Campground	Utilities
Dispersed Camping	New Transmission Line
Hotel/Lodge/Resort	New Substation **
Existing Substation **	Wilderness
New Communication Tower	County
Existing Communication Tower	City/Town
Cell Tower	Railroad
Onsite Facilities	Highway
Landmark Maintenance Facility	Access Road
Other Features	Road
U.S. Forest Service	
Idaho Centennial Trail	
Stream/River	
Lake/Reservoir	

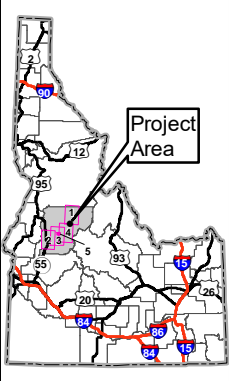
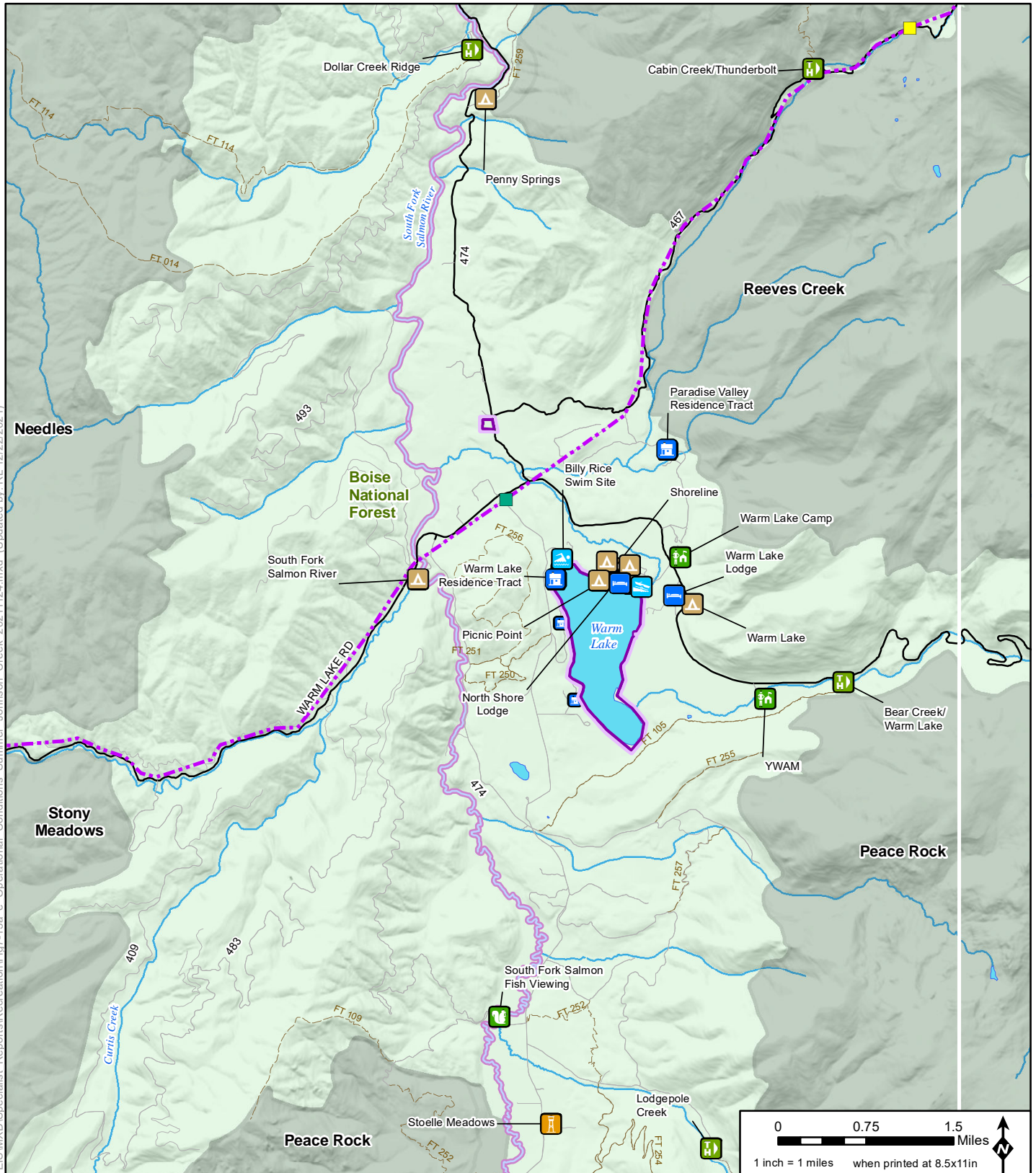
Figure 7-13d
Operational Conditions
Summer Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed: January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



* Project Components are associated with Johnson Creek Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.

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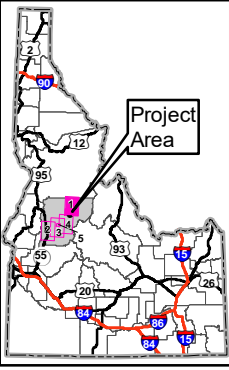
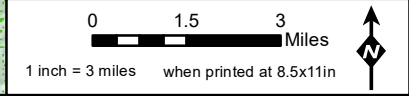
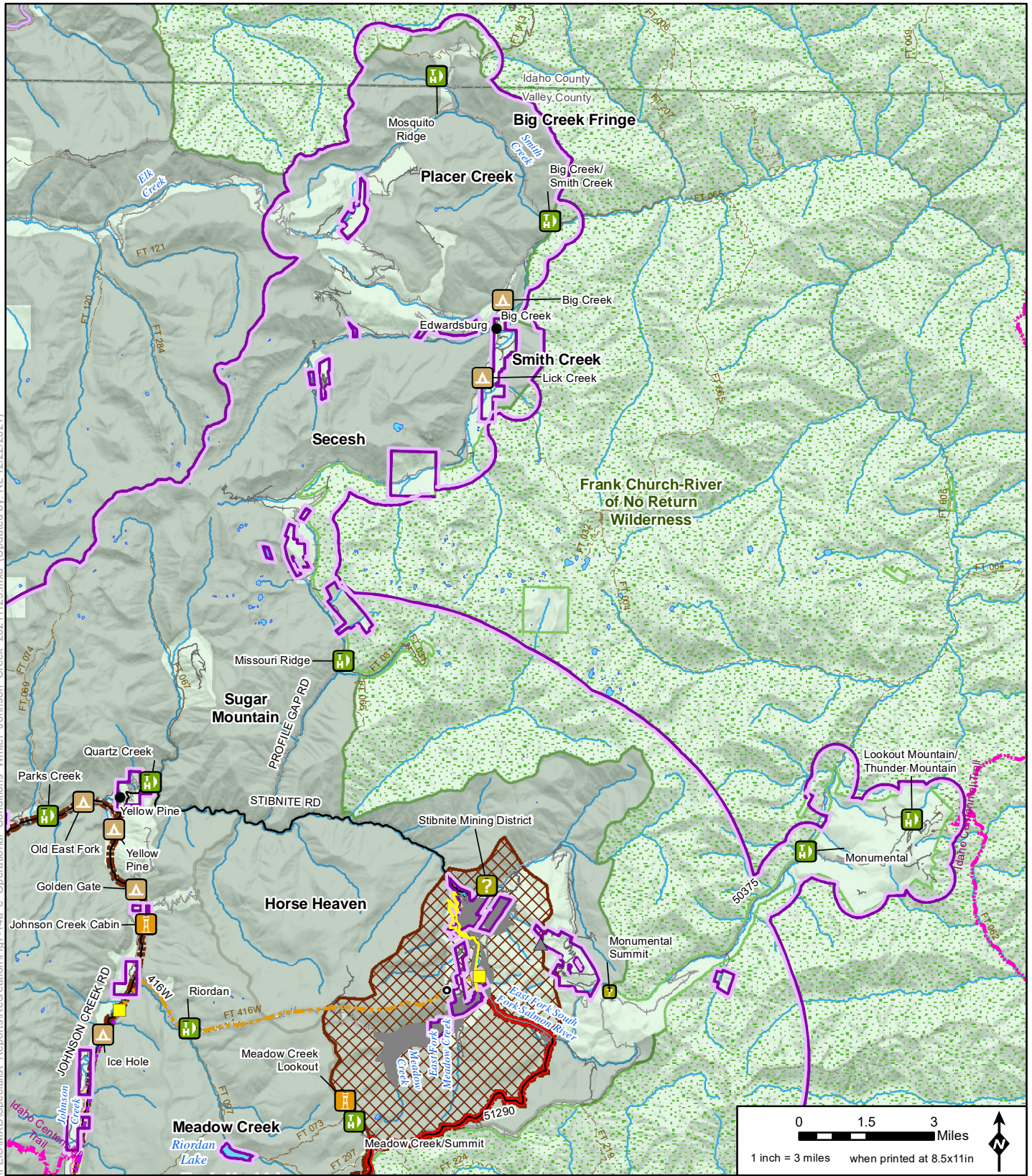
LEGEND	
Recreation Analysis Area	Organization Site
Special Designations	Recreation Residence
ID Roadless Area	Swimming Site
Wild And Scenic Rivers Status/Classification	Trailhead
? Wild	Wildlife Viewing Site
Designated, Wild	Project Components *
Eligible, Recreational	SGP Features
Eligible, Scenic	Operations Area Boundary
Eligible, Wild	Access Roads and Trail System
Suitable, Recreational	Johnson Creek Route *
Suitable, Scenic	Utilities
Suitable, Wild	Upgraded Transmission Line
Recreation Facilities	New Transmission Line
Boating Site	New Substation **
Campground	Existing Substation **
Hotel/Lodge/Resort	City/Town
(Fire) Lookout/Cabin	Railroad
	Highway
	Access Road
	Road
	Idaho Centennial Trail
	Stream/River
	Existing Communication Tower
	Cell Tower
	Offsite Facilities
	Landmark Maintenance Facility
	Other Features
	U.S. Forest Service
	Wilderness
	County
	Lake/Reservoir

Figure 7-13e
Operational Conditions
Summer Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.
 Not all features are visible in every map extent.

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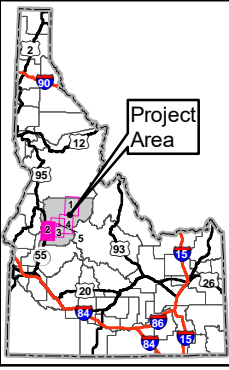
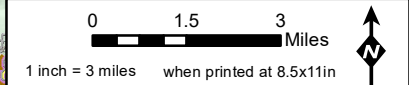
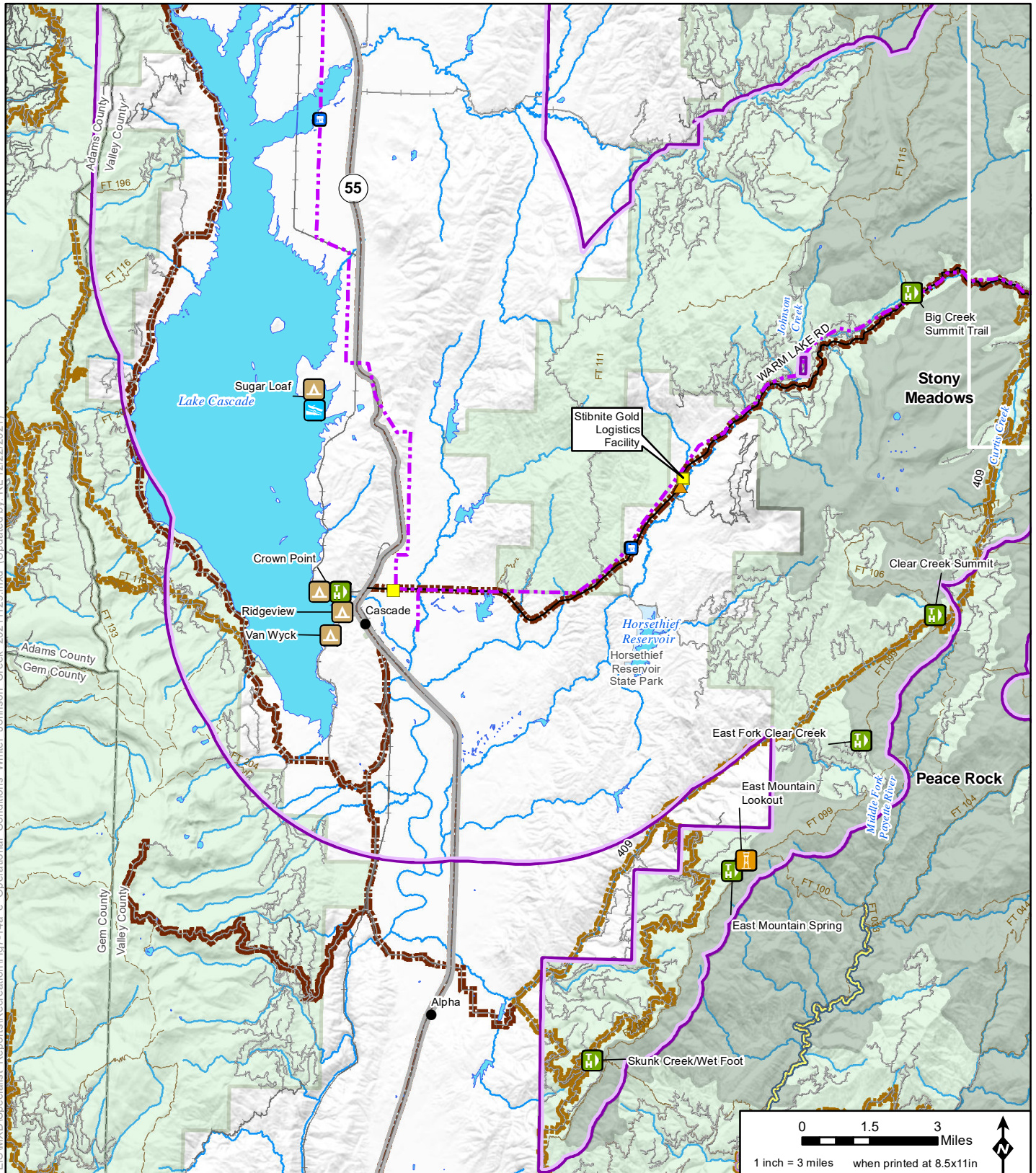
LEGEND	
Recreation Analysis Area	Interpretive Site (Minor)
Special Designations	(Fire) Lookout/Cabin
ID Roadless Area	Trailhead
Wild And Scenic Rivers	Project Components*
Status/Classification	SGP Features
? Wild	Operations Area Boundary
Designated, Wild	Access Roads and Trail System
Eligible, Recreational	Johnson Creek Route *
Eligible, Scenic	Groomed OSV Route
Eligible, Wild	Public Access Rds During Mining
Suitable, Recreational	Utilities
Suitable, Scenic	Upgraded Transmission Line
Suitable, Wild	New Transmission Line
Recreation Facilities	New Substation **
Campground	Existing Substation **
?	New Communication Tower
(Fire) Lookout/Cabin	Existing Communication Tower
Trailhead	Cell Tower
Project Components*	Offsite Facilities
SGP Features	Landmark Maintenance Facility
Operations Area Boundary	Other Features
Access Roads and Trail System	U.S. Forest Service
Johnson Creek Route *	Wilderness
Groomed OSV Route	County
Public Access Rds During Mining	City/Town
Utilities	Railroad
Upgraded Transmission Line	Highway
New Transmission Line	Access Road
New Substation **	Road
Existing Substation **	Groomed Route
New Communication Tower	Plowed Route
Existing Communication Tower	Idaho Centennial Trail
Cell Tower	Stream/River
Offsite Facilities	Lake/Reservoir
Landmark Maintenance Facility	
Other Features	
U.S. Forest Service	
Wilderness	
County	
City/Town	
Railroad	
Highway	

* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Figure 7-14a
Operational Conditions
Winter Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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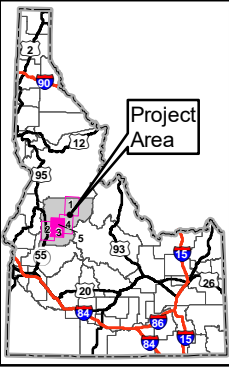
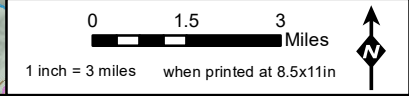
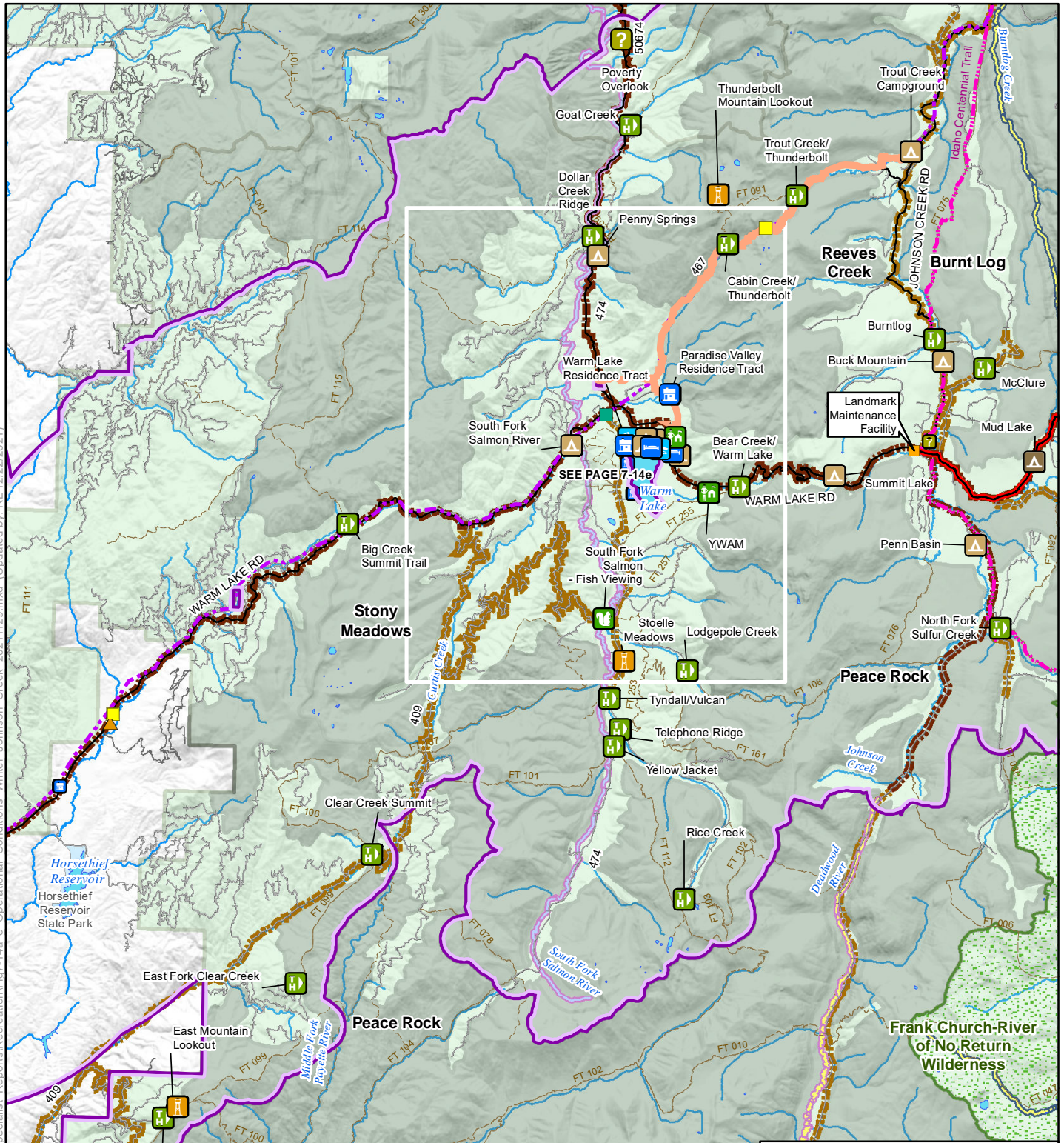
LEGEND	
Recreation Analysis Area	Campground
Special Designations	(Fire) Lookout/Cabin
ID Roadless Area	Recreation Residence
Wild And Scenic Rivers	Trailhead
Status/Classification	SGP Features
? Wild	Operations Area Boundary
Designated, Wild	Access Roads and Trail System
Eligible, Recreational	Johnson Creek Route *
Eligible, Scenic	Groomed OSV Route
Eligible, Wild	Public Access Rds During Mining
Suitable, Recreational	Utilities
Suitable, Scenic	Upgraded Transmission Line
Suitable, Wild	New Transmission Line
Recreation Facilities	New Substation **
Boating Site	Existing Substation **
Campground	New Communication Tower
(Fire) Lookout/Cabin	Existing Communication Tower
Recreation Residence	Cell Tower
Trailhead	Offsite Facilities
SGP Features	Landmark Maintenance Facility
Operations Area Boundary	U.S. Forest Service
Access Roads and Trail System	Wilderness
Johnson Creek Route *	County
Groomed OSV Route	City/Town
Public Access Rds During Mining	Railroad
Utilities	Highway
Upgraded Transmission Line	Access Road
New Transmission Line	Road
New Substation **	Groomed Route
Existing Substation **	Plowed Route
New Communication Tower	Idaho Centennial Trail
Existing Communication Tower	Stream/River
Cell Tower	Lake/Reservoir
Offsite Facilities	
Landmark Maintenance Facility	
U.S. Forest Service	
Wilderness	
County	
City/Town	
Railroad	

Figure 7-14b
Operational Conditions
Winter Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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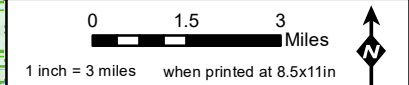
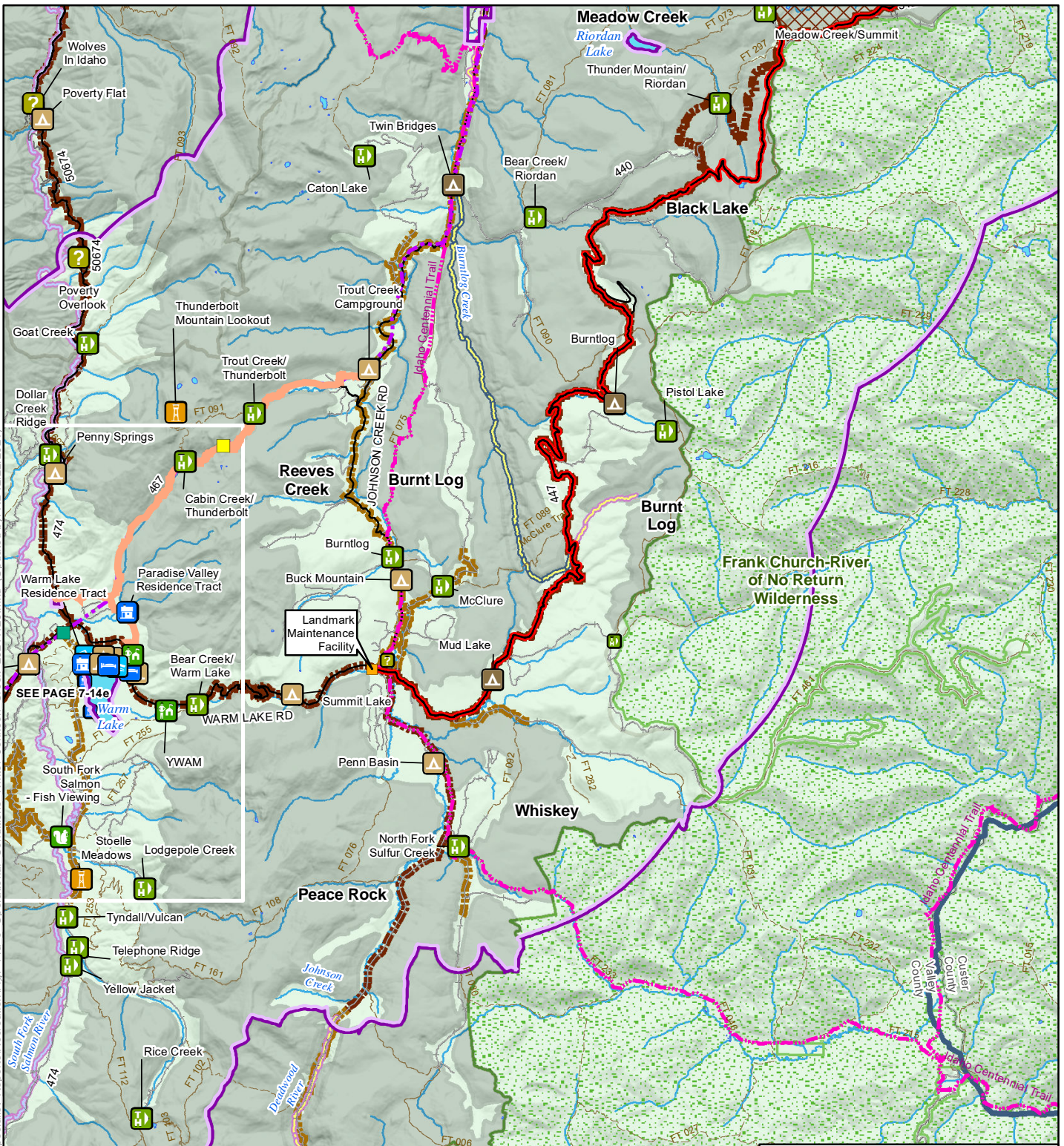
LEGEND		Access Roads and Trail System		Other Features	
Recreation Analysis Area	Campground	Johnson Creek Route *	U.S. Forest Service	Wilderness	Lake/Reservoir
Special Designations	Dispersed Camping	Groomed OSV Route	Wilderness	County	
ID Roadless Area	Hotel/Lodge/Resort	Public Access Rds During Mining	City/Town	Railroad	
Wild And Scenic Rivers	Interpretive Site (Minor)	Upgraded Transmission Line	Highway	Access Road	
Status/Classification	(Fire) Lookout/Cabin	New Transmission Line	Road		
? Wild	Organization Site	New Substation **			
Designated, Wild	Recreation Residence	Existing Substation **			
Eligible, Recreational	Swimming Site	New Communication Tower			
Eligible, Scenic	Trailhead	Existing Communication Tower			
Eligible, Wild	Wildlife Viewing Site	Cell Tower			
Suitable, Recreational	Project Components*	Offsite Facilities			
Suitable, Scenic	SGP Features	Landmark Maintenance Facility			
Suitable, Wild	Operations Area Boundary				
Recreation Facilities	Boating Site				

Figure 7-14c
Operational Conditions
Winter Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

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LEGEND	
	Recreation Analysis Area
Special Designations	
	ID Roadless Area
Wild And Scenic Rivers Status/Classification	
	? Wild
	Designated, Wild
	Eligible, Recreational
	Eligible, Scenic
	Eligible, Wild
	Suitable, Recreational
	Suitable, Scenic
	Suitable, Wild
Recreation Facilities	
	Boating Site

	Campground
	Dispersed Camping
	Hotel/Lodge/Resort
	Interpretive Site (Minor)
	(Fire) Lookout/Cabin
	Organization Site
	Recreation Residence
	Swimming Site
	Trailhead
	Wildlife Viewing Site
Project Components*	
	SGP Features
	Operations Area Boundary

Access Roads and Trail System	
	Johnson Creek Route *
	Groomed OSV Route
	Public Access Rds During Mining
	Upgraded Transmission Line
	New Transmission Line
	New Substation **
	Existing Substation **
	New Communication Tower
	Existing Communication Tower
	Cell Tower
Offsite Facilities	
	Landmark Maintenance Facility

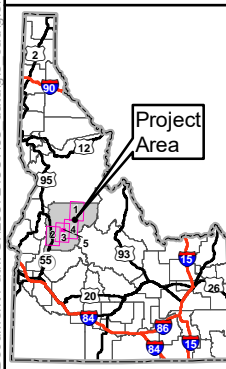
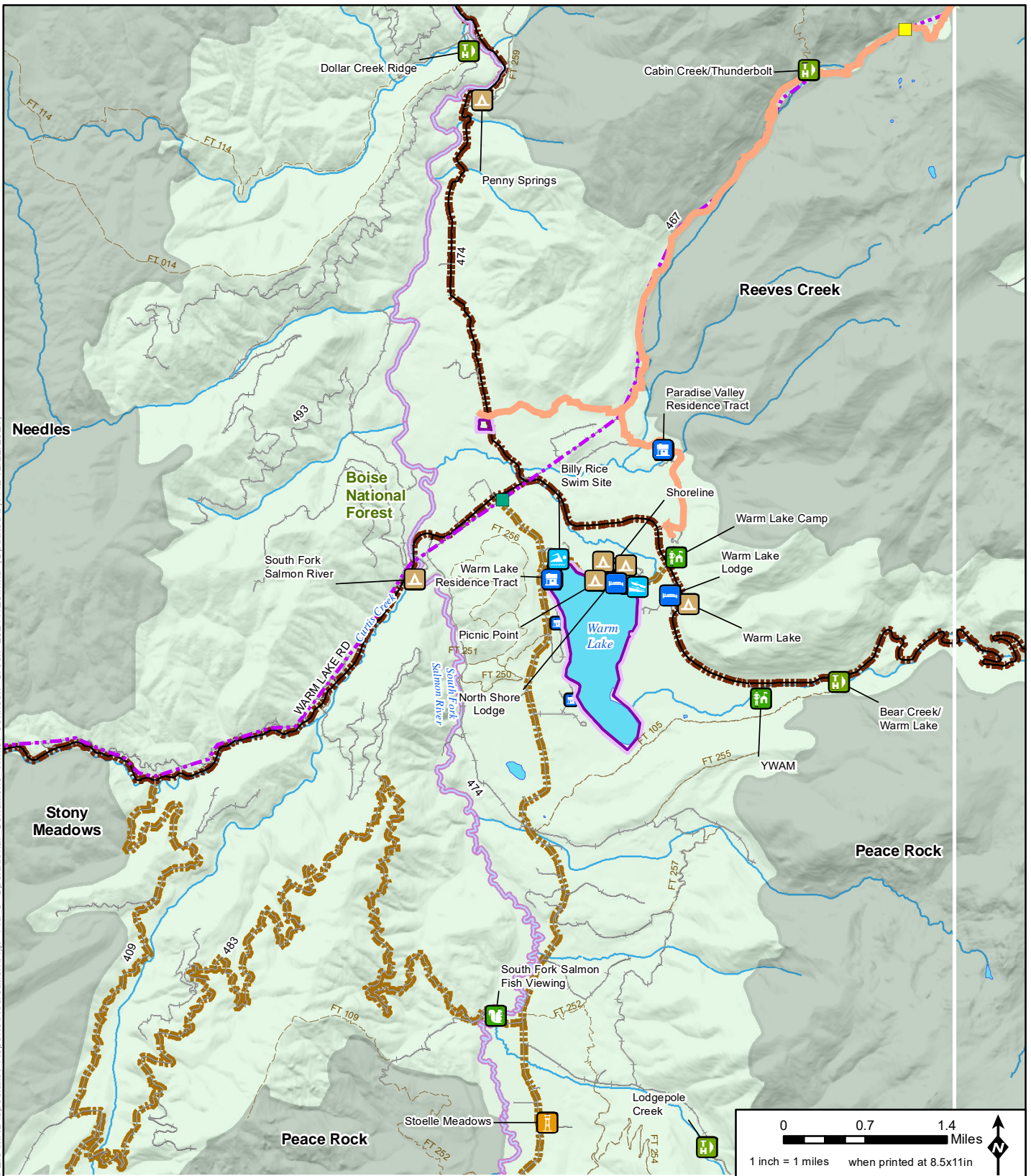
Other Features	
	U.S. Forest Service
	Wilderness
	County
	City/Town
	Railroad
	Highway
	Access Road
	Road
	Groomed Route
	Plowed Route
	Idaho Centennial Trail
	Stream/River

* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Figure 7-14d
Operational Conditions
Winter Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

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LEGEND	
Recreation Analysis Area	Campground
Special Designations	Hotel/Lodge/Resort
ID Roadless Area	(Fire) Lookout/Cabin
Wild And Scenic Rivers Status/Classification	Organization Site
? Wild	Recreation Residence
Designated, Wild	Swimming Site
Eligible, Recreational	Trailhead
Eligible, Scenic	Wildlife Viewing Site
Eligible, Wild	Project Components *
Suitable, Recreational	SGP Features
Suitable, Scenic	Operations Area Boundary
Suitable, Wild	Access Roads and Trail System
Recreation Facilities	Johnson Creek Route *
Boating Site	Groomed OSV Route
Public Access Rds During Mining	City/Town
Utilities	Railroad
Upgraded Transmission Line	Highway
New Transmission Line	Access Road
New Substation **	Groomed Route
Existing Substation **	Flowed Route
New Communication Tower	Idaho Centennial Trail
Existing Communication Tower	Stream/River
Cell Tower	Lake/Reservoir
Offsite Facilities	County
Landmark Maintenance Facility	U.S. Forest Service
Other Features	Wilderness
U.S. Forest Service	
Wilderness	

Figure 7-14e
Operational Conditions
Winter Recreation
Johnson Cr. Route Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program, USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020.
 Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 Not all features are visible in every map extent.
 The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Landmark Maintenance Facility

The Landmark Maintenance Facility would be located approximately 0.1 mile south of Landmark and the historic cabins in Landmark. Access to the maintenance facility would be off Warm Lake Road (CR 10-579). There would be no delays or additional traffic along Warm Lake Road (CR 10-579) in this area related to the construction of the Burntlog Route as it would not be constructed, but rather from all construction-related traffic using Warm Lake Road (CR 10-579) to Johnson Creek Road (CR 10-413). It is assumed that construction equipment would travel east on Warm Lake Road. Therefore, delays would likely affect access to Horn Creek Road (FR 414), Rec Spur 579U2 (FR 579U2), 450 South (FR 450), and Burnt Log Road (FR 447), which are east of the maintenance facility site. This impact is anticipated to be short term, localized, and moderate.

Noise associated with construction activities could reduce opportunities for noise-sensitive recreation activities at and around the maintenance facility location (up to 1.1 miles away) (AECOM 2019), including wildlife-related recreation activities, because wildlife may be displaced. Construction activities would not affect use of the historic cabins; however, construction noise at the site may affect the recreation setting of the cabins, because it may be audible from the cabin sites. Therefore, some recreationists may choose to visit other areas or sites to avoid delays or noise from construction activities. Any reduction in recreation opportunities, displacement of dispersed recreational use, or changes in access would be temporary until maintenance facility construction was completed. These impacts would be short term, localized, and minor.

Development of the Landmark Maintenance Facility would reduce recreation opportunities due to physical removal of acreage for the facility (3.5 acres). Traffic due to maintenance activities and vehicles would not be expected to result in frequent traffic delays on Warm Lake Road (CR 10-579), but may result in occasional delays due to road plowing, grading, repairs, etc. Traffic due to maintenance activities would be included under Johnson Creek Route operational impacts because the site would be accessed via the Johnson Creek Route. Traffic and other operational noise from the maintenance facility would generally not be audible from the facility. However, road maintenance activities would result in noise levels above background ambient noise levels of 40 dBA for up to 0.8 to 1 mile from the road (AECOM 2019). This would likely reduce opportunities for some recreational activities in this area, particularly wildlife-related recreation activities, because wildlife may be displaced from the general maintenance facility area. Operation activity noise from the maintenance facility would not be heard at the historic cabins at Landmark, although the large buildings and solar panels at the facility may be visible from the historic cabins and from nearby roads. The maintenance facility would increase man-made development in the Landmark area, including nighttime lighting, resulting in a moderate, long-term visual contrast. Such changes may affect the recreation setting of the general Landmark area, including the historic cabins and roads in the area, by decreasing the feeling of remoteness and thus affect the recreation experience for visitors to Landmark. Impacts would generally be limited to the area within visual and audible distance of the maintenance facility, and are anticipated to be long term, localized, and minor.

Communications Facilities

Construction of repeater sites and the cell tower in areas outside of IRAs would result in the same impacts as those described under the 2021 MMP. Constructing repeater sites in an IRA managed for backcountry/restoration, noise, and disruption from the use of helicopters for construction may temporarily affect the recreation setting for users within visual and audible distance of the helicopters. Impacts would be localized to the repeater sites in IRAs. Changes in the recreation setting around these repeater sites could lead to a temporary displacement of dispersed recreational use, particularly related to non-motorized activities, wilderness activities, and wildlife-related recreation activities (due to wildlife

displacement), which currently typically occur in a quieter, non-motorized setting in these areas compared to existing conditions. Additionally, use of helicopters would eliminate the impacts of new access roads to the repeater sites (e.g., changes in the recreation setting along access route that could lead to displacement of dispersed recreational use, particularly related to non-motorized activities, and wildlife-related recreation activities) as described under the 2021 MMP. The impacts under this alternative are anticipated to be temporary, localized, and minor.

Impacts from operation of the cell tower and repeater sites not in IRAs would be the same as those described in the 2021 MMP.

Noise and disruption from the use of helicopters for maintenance of repeater sites in an IRA managed for backcountry/restoration may temporarily affect the recreation setting for users within visual and audible distance of the helicopters. Impacts would be localized to the repeater sites in IRAs managed for backcountry/restoration. Impacts would be temporary during operations and occur when maintenance activities were conducted and anticipated to be minor.

New cellular coverage in the analysis area would increase visitor safety on NFS lands; however, additional cellular coverage would detract from primitive recreation experiences. Impacts would begin once the cell tower was constructed and would conclude with decommissioning of the site. This impact is anticipated to be positive until decommissioning when it would return to baseline conditions.

Transmission Line and Associated Facilities

Impacts from transmission line upgrades and the new segment would be the same as described under the 2021 MMP.

Closure and Reclamation

Recreation impacts of the Johnson Creek Route Alternative during closure and reclamation would be the same as those described under the 2021 MMP, except for those described below. The Burntlog Route and the Burntlog Maintenance Facility would not be constructed under the Johnson Creek Route Alternative; therefore, there would be no closure/reclamation impacts related to these facilities.

Johnson Creek Route

Year-Round

Impacts described under operations for the Johnson Creek Route also would occur during closure/reclamation, because Johnson Creek and Stibnite roads would continue to be used as the main access roads into the mine during closure and reclamation. However, impacts due to temporary closure of Johnson Creek and Stibnite roads would not occur during closure/reclamation. Impacts to recreation from use of the road through the SGP following closure/reclamation are anticipated to be long term, localized, and minor.

Winter

Impacts described under operations for the Johnson Creek Route also would occur during closure/reclamation, because Johnson Creek Road (CR 10-413) would continue to be plowed during closure and reclamation. Following closure/reclamation, Johnson Creek Road would no longer be plowed; therefore, impacts are anticipated to be long term, localized, and minor.

Public Access After Reclamation

Under the Johnson Creek Route Alternative, public access through the SGP after closure/reclamation would be on a reopened Stibnite Road (CR 50-412), which would include a permanent road through the backfilled Yellow Pine pit like the 2021 MMP (**Figure 7-15**). However, under the Johnson Creek Route Alternative, Stibnite Road (CR 50-412) would not be returned to its pre-mining width, and the 9-foot-high retaining walls and various culverts would remain after mine closure and reclamation. After closure and reclamation, traffic on Stibnite Road (CR 50-412) would be greatly reduced, which would benefit recreation experiences for visitors to the areas/sites east of the SGP off ThunderMountain Road (FR 50375) and encourage the return of recreational use at these sites/areas that was displaced during mine operations due to increased road traffic and road closures. Retaining the increased width of the road would continue to allow a wider range of vehicles to use this road, potentially increasing access. The alterations to the road, including the large retaining walls, would continue to affect the recreation setting. Impacts to the recreation setting of the entire SGP area are described under the 2021 MMP. Impacts to recreation access, experiences, and use from public access through the SGP would continue beyond closure/reclamation and are anticipated to be permanent, localized, and minor.

Landmark Maintenance Facility

Impacts from closure and reclamation of the Landmark Maintenance Facility would be similar to those described under the 2021 MMP, just in a different location. These impacts would be localized, temporary, and minor to the area surrounding the maintenance facility, and the roads/trails accessed from the Warm Lake Road.

Communications Facilities

Impacts from closure and reclamation of the cell tower and repeater sites not in an IRA would be the same as those described in the 2021 MMP.

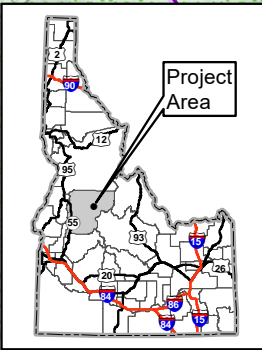
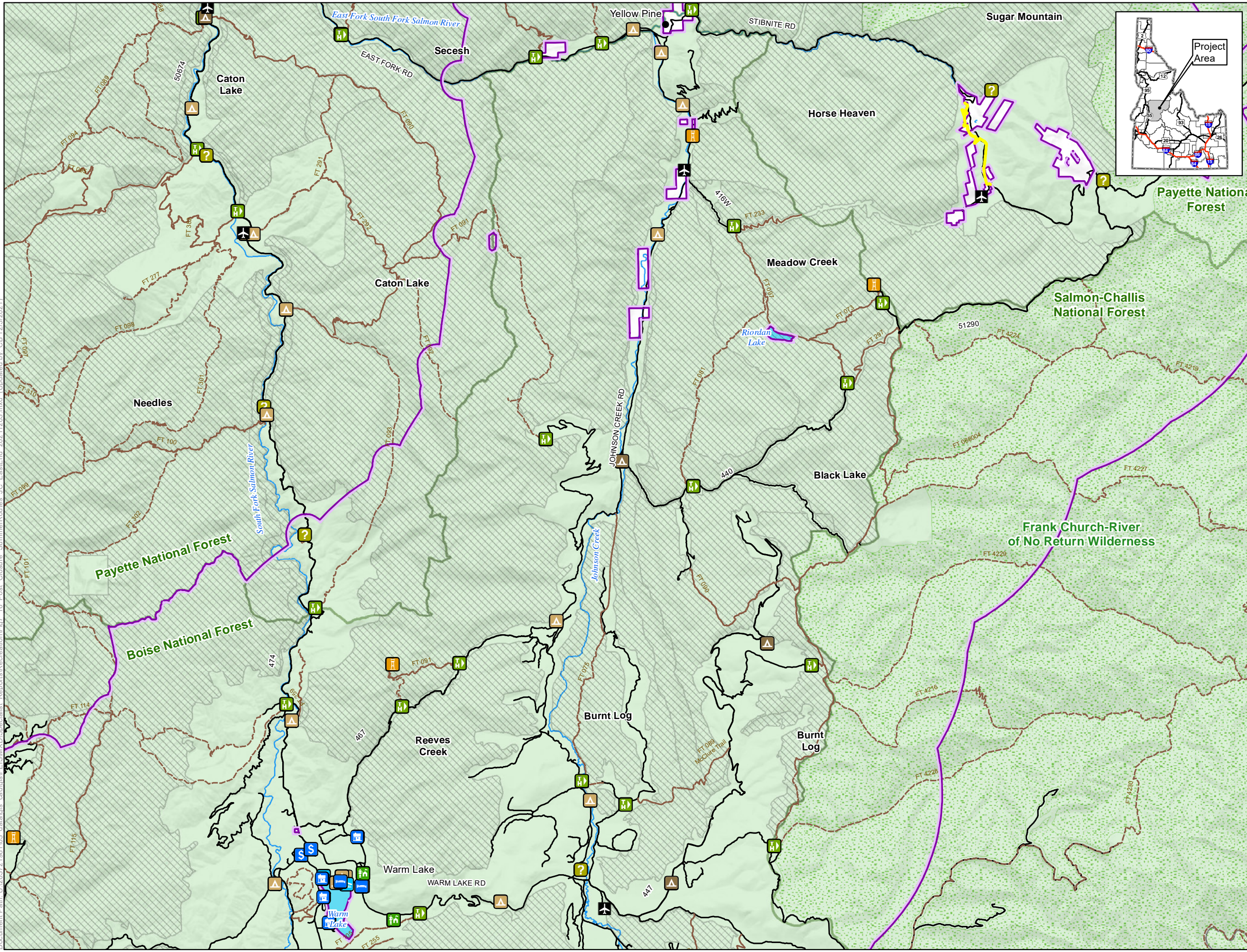
Noise and disruption from the use of helicopters for closure and reclamation of repeater sites in an IRA managed for backcountry/restoration may temporarily affect the recreation setting for users within visual and audible distance of the helicopters. Changes in the recreation setting around these repeater and cell tower sites could lead to displacement of dispersed recreational use, particularly related to non-motorized activities, wilderness activities, and wildlife-related recreation activities (due to wildlife displacement), which currently typically occur in a quieter, non-motorized setting in these areas. Impacts would be localized to the repeater sites in IRAs, temporary and conclude once the sites were closed and reclaimed, and negligible.

The loss of cellular coverage on portions of the analysis area may impact visitor safety in the SGP area. The loss of cellular coverage would aid in returning to the previous baseline primitive recreation experiences to the FCRNRW areas adjacent to the SGP.

Transmission Line and Associated Facilities

Impacts during decommissioning of the transmission line, transmission line road, and road/trail improvements would be the same as those described for the 2021 MMP.

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- LEGEND**
- Recreation Facilities**
- Boating Site
 - Campground
 - Dispersed Camping
 - Day Use Area
 - Documentary Site
 - Group Picnic Site
 - Horse Camp
 - Hotel/Lodge/Resort
 - Information Site/Fee Station
 - Interpretive Site (Admin)
 - Interpretive Site (Minor)
 - (Fire) Lookout/Cabin
 - Organization Site
 - Picnic Site
 - Recreation Residence
 - Swimming Site
 - Trailhead
 - Wildlife Viewing Site
 - Airstrip
 - Recreation Analysis Area
 - Public Access Post Closure
- Other Features**
- U.S. Forest Service
 - Wilderness
 - IRA and Forest Plan Special Area
 - County
 - City/Town
 - Highway
 - Road
 - Trail
 - Stream/River
 - Lake/Reservoir
 - Surface Land Management**
 - Private
 - U.S. Forest Service

Note:
The McCall – Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road

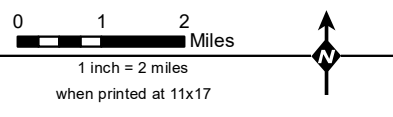


Figure 7-15
Post Closure Summer
Routes East End
Johnson Creek Alternative
Stibnite Gold Project
Stibnite, ID

Base Layer: USGS Shaded Relief Service
Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); USGS; Boise National Forest; Payette National Forest



7.2.3.2 ROS Classes and Physical Setting

Designated ROS Classes

Impacts of the Johnson Creek Route Alternative on designated ROS classes would be the same as those described under the 2021 MMP, except for those described below. The Burntlog Route and the Burntlog Maintenance Facility would not be constructed under the Johnson Creek Route Alternative; therefore, there would be no impacts related to inconsistency with the existing ROS designation for these facilities. Impacts from public access through the SGP would be the same as those described for the 2021 MMP.

Johnson Creek Route

Summer

The areas surrounding roads that would be used as part of the Johnson Creek Route are currently designated as Roded Natural; therefore, increased traffic on these roads as part of construction would not result in inconsistencies with the existing ROS designation surrounding the roads and no impacts are anticipated.

Winter

Johnson Creek Road (CR 10-413) from Wapiti Meadow Ranch to Landmark would be plowed and, as currently occurs, Stibnite Road (CR 50-412) from Yellow Pine to the SGP would be plowed. Plowing of Johnson Creek Road (CR 10-413) and Stibnite Road would occur through closure/reclamation. Therefore, plowing 21 miles of Johnson Creek Road (CR 10-413) and 10.8 miles of Stibnite Road would not be consistent with the existing winter ROS designation classes for the area surrounding these roads, and would be more consistent with a designation of Roded Natural. This impact is anticipated to be long term, localized and minor.

Closure of Stibnite and Thunder Mountain Roads Through the SGP

Impacts would be the same as those described under the 2021 MMP. Closure of these roads would not result in inconsistencies with the existing ROS designation class of the area surrounding either road therefore no impacts are anticipated.

Landmark Maintenance Facility

The Landmark Maintenance Facility would be in an area currently designated as Roded Natural, which can have limited modifications that are visually subordinate to viewers. Therefore, the maintenance facility in this area would not result in inconsistencies with the existing ROS designation class and no impacts are anticipated.

Estimated ROS Physical Setting

Impacts of the Johnson Creek Route Alternative on estimated ROS physical settings would be the same as those described under the 2021 MMP, except for those described below. The Burntlog Route and the Burntlog Maintenance Facility would not be constructed under the Johnson Creek Route Alternative; therefore, there would be no impacts related to alterations of the existing estimated ROS physical setting for these facilities. Impacts from public access through the SGP would be the same as those described for the 2021 MMP. **Tables 7-4** and **7-5** show the acreage of disturbance to estimated ROS physical settings under the Johnson Creek Route Alternative from existing conditions; graphical representations of the estimated ROS physical settings are shown in **Figures 7-16** and **7-17**.

Johnson Creek Route

Impacts would be the same as those described under the 2021 MMP for summer estimated ROS physical settings (Roaded Natural and Rural). Impacts would be similar to those described under the 2021 MMP for winter estimated ROS physical settings; however, plowing of Johnson Creek Road (CR 10-413) would occur through closure/reclamation. Therefore, plowing of Johnson Creek Road would alter the existing estimated winter ROS physical setting of the area around this road to Rural. This impact is anticipated to be long term, localized, and minor and would continue through closure and reclamation.

Table 7-4 Johnson Creek Route Alternative Disturbance to ROS Physical Setting Classes in the Analysis Area – Summer

Estimated ROS Physical Setting Class	Existing Acreage – Summer	Disturbance Acreage – Summer
Primitive	17,278	0
Semi-Primitive Non-Motorized	218,512	0
Semi-Primitive Motorized	83,497	43
Roaded Natural	140,594	387
Rural	81,450	353

Table 7-5 Johnson Creek Route Alternative Disturbance to ROS Physical Setting Classes in the Analysis Area – Winter

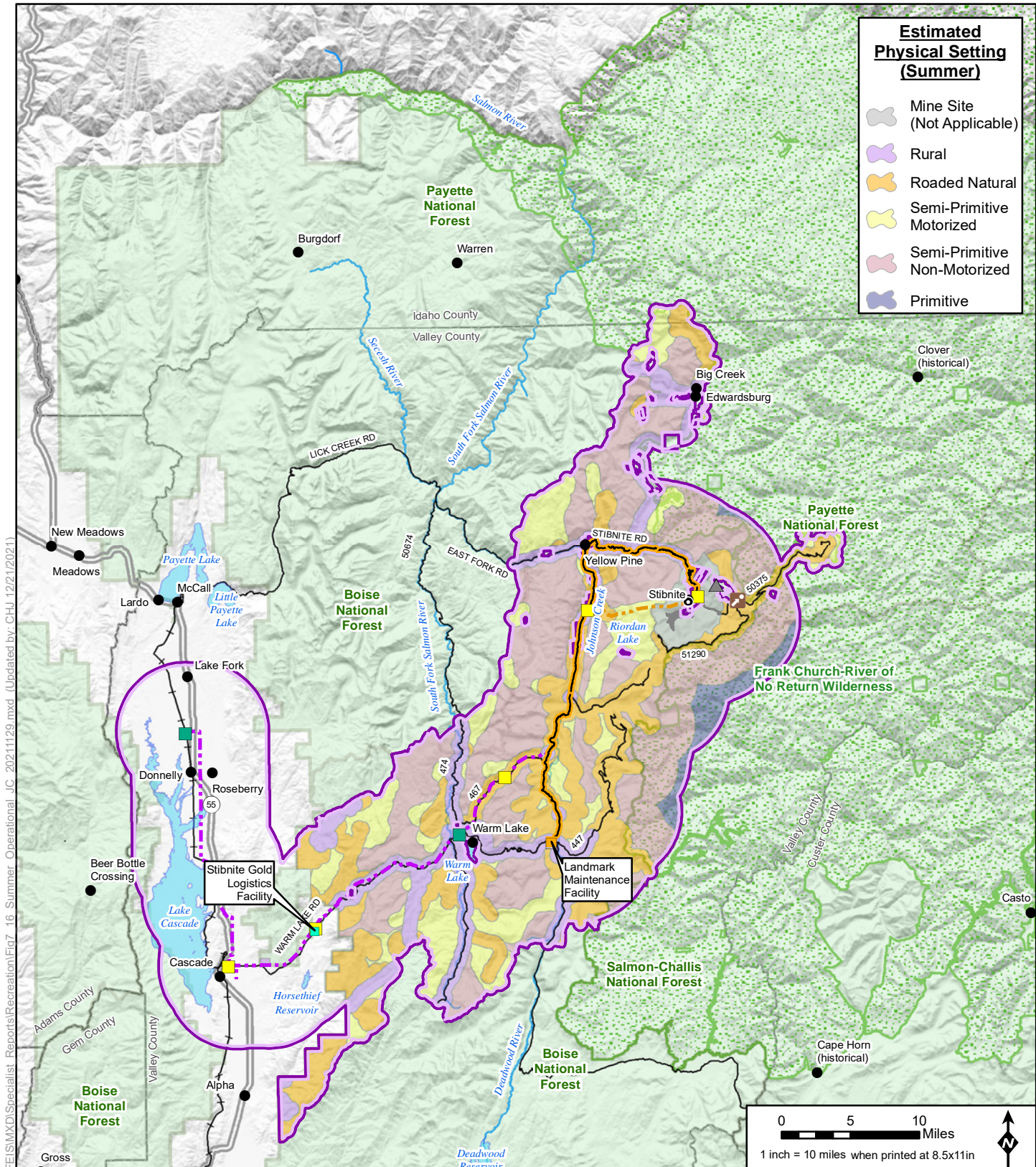
Estimated ROS Physical Setting Class	Existing Acreage – Winter	Disturbance Acreage – Winter
Primitive	21,370	0
Semi-Primitive Non-Motorized	245,210	0
Semi-Primitive Motorized	240,387	212
Semi-Primitive Motorized Groomed	50,436	113
Roaded Natural	7,511	34
Rural	26,853	536

Landmark Maintenance Facility

The new Landmark Maintenance Facility would be in an area with an existing estimated ROS physical setting of Roaded Natural, and therefore would not result in any alterations to the existing estimated ROS physical setting and no impacts are anticipated.

7.2.3.3 Recreation Use and Users

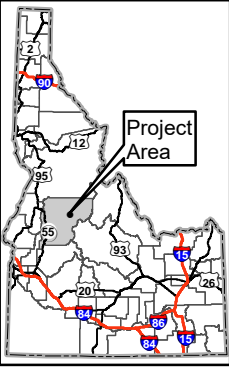
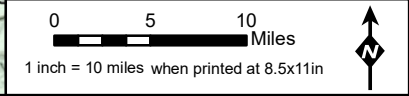
The potential impact to recreation uses and users would be the same as described in **Section 7.2.2.4** for the 2021 MMP with the following exceptions.



Estimated Physical Setting (Summer)

- Mine Site (Not Applicable)
- Rural
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive Non-Motorized
- Primitive

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LEGEND

Recreation Analysis Area	Utilities	Existing Communication Tower	County
Project Components	Upgraded Transmission Line	Cell Tower	Monumental Summit
SGP Features	New Transmission Line	Offsite Facilities	Railroad
Access Roads and Trail System	Stibnite Gold Logistics Facility	Landmark Maintenance Facility	
Johnson Creek Route	New Substation **	Other Features	
	Existing Substation **	U.S. Forest Service	
		Wilderness	

** Substation locations are approximate

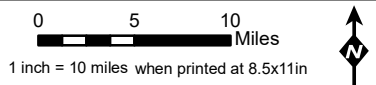
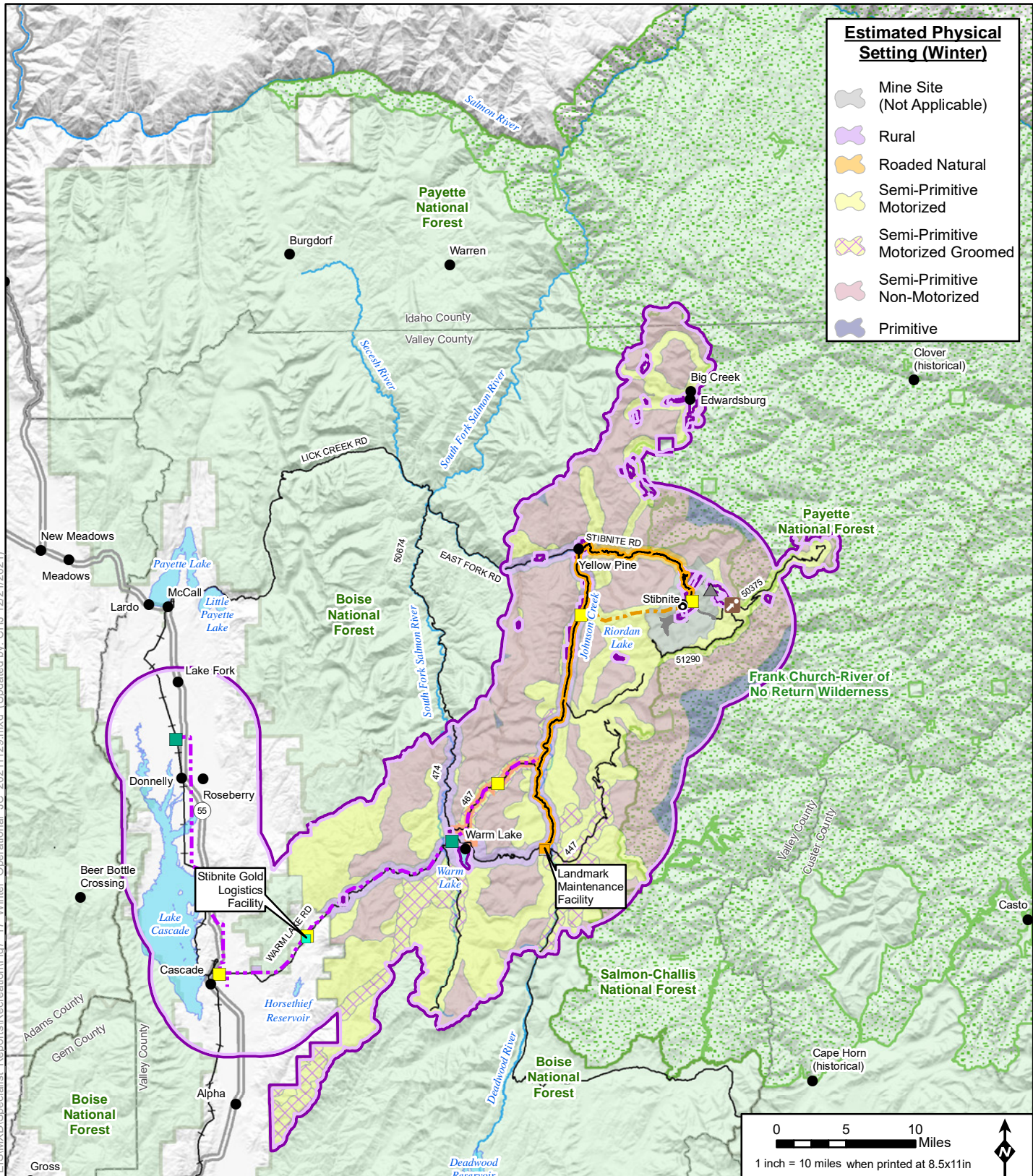
Note: The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road) and Stibnite Road.

Figure 7-16 Operations Estimated Physical Setting Summer Johnson Cr. Route Alternative Stibnite Gold Project Stibnite, ID

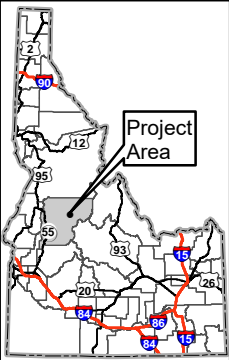
Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020. Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest

Estimated Physical Setting (Winter)

- Mine Site (Not Applicable)
- Rural
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive Motorized Groomed
- Semi-Primitive Non-Motorized
- Primitive



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LEGEND

- | | | |
|--------------------------------------|----------------------------------|-----------------------|
| Recreation Analysis Area | New Transmission Line | Other Features |
| Project Components | Stibnite Gold Logistics Facility | U.S. Forest Service |
| SGP Features | New Substation ** | Wilderness |
| Access Roads and Trail System | Existing Substation ** | County |
| Johnson Creek Route | Existing Communication Tower | City/Town |
| Groomed OSV Route | Cell Tower | Monumental Summit |
| Utilities | Offsite Facilities | Highway |
| Upgraded Transmission Line | Landmark Maintenance Facility | Road |
| | | Stream/River |
| | | Lake/Reservoir |

Figure 7-17 Operations Estimated Physical Setting Winter Johnson Cr. Route Alternative Stibnite Gold Project Stibnite, ID

Base Layer: USGS The National Map: 3D Elevation Program. USGS Earth Resources Observation & Science (EROS) Center: GMTED2010. Data refreshed January, 2020. Other Data Sources: Midas Gold; State of Idaho Geospatial Gateway (INSIDE Idaho); Boise National Forest; Payette National Forest



* Project Components are associated with Johnson Creek Route Alternative
 ** Substation locations are approximate
 Note: The McCall - Stibnite Road (CR 50-412) consists of Lick Creek Road, East Fork South Fork Salmon River Road (East Fork Road and Stibnite Road).

Hunting

There could be potential access delays to areas utilized by the hunting community which would be focused on the Johnson Creek Route during construction of the upgraded roads and mine traffic throughout operations, closure, and reclamation. These potential delays would be short term to long term, localized, and minor. There would be no impacts in the Burntlog Route area as these roadways would not be utilized.

Fishing

Potential impacts to fish would be the same as the 2021 MMP but the duration of potential impacts along Johnson Creek and the East Fork SFSR would continue through closure and reclamation.

Motorcycle and ATV/UTV Use

Use of the Johnson Creek Route during all phases of the SGP could impact motorcyclists and ATV/UTV drivers and riders by creating potential delays, additional traffic, and safety-related issues from mine traffic. Users may experience decreased trail access due to road closures. These potential impacts would be long term, localized, and minor to moderate.

Mountain Biking

Use of the Johnson Creek Route during all phases of the SGP could result in impacts to bicyclists that use these roads, due to potential delays, traffic, and safety-related issues from mine-related traffic. Users may experience decreased trail access due to road closures. These potential impacts would be long term, localized, and minor.

Recreational River Users

There could be indirect long-term impacts to setting (i.e., visual changes and noise) for the duration of operations, closure, and reclamation from mine traffic utilizing Warm Lake and Johnson Creek roads. These impacts are anticipated to be long term, minor, and localized.

Horseback Riding

There could be potential access delays to areas utilized by the horseback riding community from construction and mine traffic in areas along the Johnson Creek Route. These potential delays would be short term to long term, localized, and minor.

Hiking

The potential access delays to trails and trailheads utilized by hikers along the Johnson Creek Route would continue through operations, closure, and reclamation. This impact would be long term, localized, and minor.

Winter Use

There would be potential access delays to backcountry skier access points such as Landmark due to construction and mine traffic that could affect recreation sites/areas along the roads such as Warm Lake Road and Johnson Creek Route (e.g., Warm Lake Road, Johnson Creek Road), as well as sites and areas accessed from these roadways. Ski access from Big Creek Summit has been growing in recent years due to the increasing popularity of skiing in the area. The increase in truck traffic could impact skier safety, some of which includes skiers and OSV riders walking on the road to the summit parking lot. These potential moderate, long-term, and localized impacts to backcountry skier access would be seasonal but

last through operations, closure, and reclamation. Impacts to OSV recreation was disclosed in **Section 7.2.3.1** winter use sections.

7.2.3.4 Recreation Special Use Permits

Construction and Operations

Impacts from construction of the Johnson Creek Route Alternative on the recreation-related special use permits currently approved in the analysis area would be similar to those described under the 2021 MMP. There also would be no impacts to the Elk Springs Outfitters, Idaho Wilderness Company, and Juniper Mountain Outfitters from the Burntlog Route.

Impacts from operations under the Johnson Creek Route Alternative on the recreation-related special use permits currently approved in the analysis area would be similar to those described under the 2021 MMP.

Closure and Reclamation

Impacts from closure and reclamation under the Johnson Creek Road Alternative on the recreation-related special use permits currently approved in the analysis area would be similar to those described under the 2021 MMP, except the Elk Springs Outfitters, Idaho Wilderness Company, and Juniper Mountain Outfitters would be impacted from reclamation activities along the Johnson Creek Route instead of the Burntlog Route.

7.2.4 Mitigation and Monitoring

7.2.4.1 Forest Service Mitigation Measures

Mitigation measures required by the Forest Service would represent reasonable and effective means to reduce the impacts identified in the previous section or to reduce uncertainty regarding the forecasting of impacts into the future. These mitigation measures are in addition to the regulatory and Forest Plan requirements and project design features (**Section 2.4**) accounted for in the preceding impact analysis.

Mitigation measures may be added, revised, or refined based on public comment, agency comment or continued discussions with Perpetua regarding this specialist report or subsequent analysis under NEPA. The adopted mitigation measures will be finalized in the Final EIS.

7.3 Cumulative Effects

7.3.1 Past, Present, and Reasonably Foreseeable Activities Relevant to Cumulative Effects Analysis

The cumulative effects analysis area for recreation is the same as the analysis area for direct and indirect effects to recreation. Other past, present, and reasonably foreseeable actions occurring on federal and non-federal lands, with similar effects that overlap in time and space include forest management, mining and mine reclamation, road maintenance, campground upgrades, and winter motorized use of forest roads.

Past actions include activities that may have been initiated in the past but also could involve present operations such as mineral exploration, infrastructure development, and non-mining related actions. They may have lingering effects in degrading the environment or may influence trends in the physical, biological, or social environment.

Present actions include mining projects and their related activities (i.e., exploration, reclamation) that may have just commenced or are currently underway and are causing impacts. They also may include other non-mining related projects currently in progress, such as timber sales or vegetation treatment; recreation; other utility lines (e.g., powerlines) and roads; maintenance and use of the existing transportation network; urban development in Valley County; private land development and uses; and sand and gravel extraction.

Past and present actions that have an interactive, synergistic, and/or additive effect (per 40 CFR 1508.7) with recreations resources (such as lingering effects or influencing trends) in the SGP area are described below:

Mineral Exploration and Mining Activities – Past and present mineral exploration and mining have occurred in the vicinity of the SGP, including prospecting, exploration, underground mining, and open pit mining. To support past mining, other related activities occurred in the vicinity, including ore milling and processing, tailings disposal, smelting, heap leaching of ore, spent heap leach ore disposal, development rock disposal, hydropower generation, water retention dam construction, sawmill operations, electric power transmission line construction, and occupancy by thousands of people in housing camps and later in the town of Stibnite.

The mining, milling, and processing activities created numerous legacy impacts including underground mine workings, multiple open pits, development rock dumps, tailings deposits, heap leach pads, spent heap leach ore piles, a mill and smelter site, three town sites, camp sites, a ruptured water dam (with its associated erosion and downstream sedimentation), haul roads, an abandoned water diversion tunnel, and an airstrip.

Exploration activities for potential future mining development have been occurring for the last decade and are ongoing at or within the vicinity of the SGP. Affiliates of Midas Gold initiated mineral exploration activities in 2009 as part of the Golden Meadows Exploration Project to better define the mineral deposit potential for the area. Activities associated with the Golden Meadows Exploration Project included the use of the existing road network, and construction of several temporary roads to access drill sites, drill pad construction, drilling on both NFS and private lands, and reclamation (Forest Service 2015).

Transportation Projects – Road maintenance, improvement projects, airstrip operations and maintenance, and culvert and bridge replacements have occurred in the past and are expected to continue in the future. Installation or improvement of culverts and bridges may impact aquatic habitat due to construction-related effects and erosion. Maintenance of existing roadways, culverts, and bridges will likely be short term, while new roadways, culverts, and bridges would have a larger effect. More information regarding current and future road maintenance and airstrip operations are provided below:

- **Road Maintenance of NFS Roads** – Thunder Mountain Road (FR 50375) and Meadow Creek Lookout Road (FR 51290) are both NFS maintenance level 2 roads that received maintenance in 2014 and are on a regular maintenance schedule. Road maintenance activities include blading, slough removal, and culvert cleaning. It is assumed that private landowners on private lands keep roads open and maintained to meet their needs.
- **Road Maintenance of County Roads** – Warren Profile Gap Road (CR 50-340) and the road to the Big Creek Trailhead are currently maintained by Valley County under a cooperative agreement; both roads are on an annual or biannual maintenance schedule. Road maintenance activities include blading, slough removal, and culvert cleaning. Smith Creek and Pueblo Summit Roads have not received any maintenance for years (Forest Service 2016).

- McCall-Stibnite Road (CR 50-412) is currently maintained by Valley County under a cooperative agreement, on a regular maintenance schedule. There is an agreement between Valley County and Perpetua to allow Perpetua to provide maintenance along the road from Yellow Pine to Perpetua 's property, “the road will be continuously maintained during the open period. Maintenance will, in all respect, be subject to review and approval by the Valley County Road Superintendent. The Owner/Contractor will abide by the Schedule 8: Payette National Forest; Road Maintenance Best Management Practices. During winter operations the Owner/Contractor will maintain a vehicle and trailer parking and turn around area at Profile Creek and Stibnite. The Owner/Contractor will place a temporary Valley County owned and signed gate above the Profile Creek Road during the Spring Breakup to prohibit any full-size vehicles from entering the Yellow Pine-Stibnite Road, unless otherwise authorized. All-terrain vehicles (ATV), utility-terrain vehicles, and snow mobile access on the Yellow Pine-Stibnite Road will still be permitted for the public at large during this temporary travel restriction.”
- **Road Maintenance of State Roads** – SH 55 is maintained by the Idaho Transportation Department (ITD). Recent upgrades and improvements included the Banks Beach parking study and the ongoing Smiths Ferry safety improvements. SH 55 was recently repaved between Donnelly and McCall (ITD 2021). The project addressed wear and tear to increase the service life of the roadway.
- The ITD, Division of Aeronautics maintains and operates the Johnson Creek, Warm Springs, and Bruce Meadows airstrips which are located on NFS land.

Mine Closure and Reclamation – Closure and reclamation of Hecla and SMI mining and processing facilities located in the headwaters of East Fork SFSR and Sugar Creek occurred between 1993 and 2000. Several Comprehensive Environmental Response, Compensation, and Liability Act Removal Actions also were conducted in the same area by the Forest Service, Environmental Protection Agency, and Exxon-Mobil Corporation to minimize risks to human health and the environment from legacy mining and processing activities during the 1930s, 40s, and 50s.

This work continues today according to a January 2021 ASAOC between Perpetua, EPA and the USFS. Phase 1 of the ASAOC work would be accomplished in 2022 through 2024; the other phases of the ASAOC scope of work would potentially be completed at later dates. The scope of work that has already been proposed by Perpetua would cause the reclamation of certain legacy mining impacts to improve the water quality and channel/riparian condition of certain streams within the SGP are and includes:

- The Lower Meadow Creek Tailings Removal would include excavation of approximately 22,000 cubic yards (CY) of tailings and mine waste from 3.5 acres of lower Meadow Creek that has already been impacted by the past deposition of legacy mill tailings. The excavated wastes would be moved to a permanent repository that would be located on the nearby legacy on-off heap leach pad. Native growth medium that is encountered would be stockpiled for future use. Borrow and growth medium would be spread over the completed removal area and the repository and revegetated.
- The Northwest Bradley Dumps is an area of legacy mine waste along the East Fork SFSR north of the Yellow Pine Pit. Approximately 68,000 CY of mine waste from an area of approximately 1.4 acres would be removed from the floodplain and moved higher on the waste rock dump. Once the removal action areas are regraded to final contour, they would be covered with borrow material and growth medium. The subject areas would then be revegetated.

- The Bradley Man Camp Dumps are a large area of legacy mine waste immediately adjacent to the East Fork SFSR downstream of Meadow Creek and upstream of the Yellow Pine Pit. Approximately 137,000 CY of mine waste would be removed from the floodplain and moved to a final repository located on the legacy on-off leach pads. This removal action would also include reopening 0.5 mile of legacy haul road between the dumps and the repository. When the removal action is completed the regraded mine dumps and the repository would be covered with borrow and growth medium and revegetated.
- Three existing stream channels in the SGP area currently flow over or along legacy mine wastes in the Northwest Bradley Dumps area, the DMEA Waste Rock Dump, and the Smelter Flats/Hangar Flats area. These three stream channels would be rerouted and reconstructed where they contact the legacy mine wastes to prevent future contact of the stream flow with the mine wastes.

While this work is being done the remediation activities would impact nearby recreation with the sights and sounds of construction activities in the SGP area. Increased traffic along existing travel routes into the SGP would also occur during the remedial activities.

Recreation and Tourism – Past and present recreation and tourism activities include sport hunting, fishing, trapping, boating and river recreation, camping, hiking, backpacking, outfitter/guide operations, tourist services – Big Creek Lodge, Elk Springs Outfitters, and Juniper Mountain Outfitters. These activities take place primarily from late spring to late fall, and there may be small plane, helicopter, and vehicle traffic associated with access.

Infrastructure Development – Past and present community infrastructure projects include the transmission line upgrades in the West Central Mountain Electric Plan 2014, which follows the general location of the SGP upgraded transmission line route (IPCo 2014). In 2020, IPCo rerouted approximately 2.5 miles of the existing Warm Lake Feeder overhead 7.2kV distribution line with approximately 2.75 miles of single-phase underground line in the Yellow Pine area (Forest Service 2020c).

Water Diversions and Hydro Power Projects – There are eight water diversions on federal and private lands in vicinity of the SGP area. There also are three residential, small-scale hydroelectric operations (0.4 to 0.9 cubic feet per second permitted), and one hydroelectric operation at Big Creek Lodge.

Wildland Fire, Noxious Weed Control, and Firewood Harvest – There have been numerous wildland fires in vicinity of the SGP area and it is likely more will occur in the future. Past fires within the headwaters of the East Fork SFSR and Sugar Creek include Indian Creek Point (12,204 acres); Tamarack (2,348 acres); Bishop Creek (2,610 acres); Cascade Complex (299,930 acres); Thunder City (13,263 acres), and Buck Fire (19,474 acres). In fall of 2021, the Krassel Ranger District conducted prescribed burns to areas east of Yellow Pine (Bald Hill project area) and along the SFSR (Four Mile project areas). Removal of firewood for non-commercial use has occurred in the past and is expected to continue in the future on NFS land, in compliance with general permit requirements for the Payette National Forest. Several noxious weed species have been identified in the vicinity of the SGP including spotted knapweed, Canada thistle, yellow toadflax, and rush skeletonweed. Treatment of noxious weeds occurs regularly throughout the area. Treatments include chemical spraying and pulling. Main areas of treatment for noxious weeds include Chamberlain area, Beaver Creek, and Big Creek trails, and along road access areas. The Lost Horse vegetation management project was completed within the Clear Creek drainage along FRs 405, 406, 407, 409, and 433; the objective of this project was to restore species composition and stand structure while reducing undesirable tree densities and favoring retention of larger diameter, more fire-resistant trees (Forest Service 2020b).

Authorized in May 2021, the Big Creek Hazardous Fuel Reduction was a community protection project for Edwardsburg/Big Creek area using commercial and noncommercial treatments and prescription fire to reduce hazardous fuels. Treatments were on Forest Service lands along public roads and adjacent to private property, outside of wilderness. The project implementation reduced wildfire risk and fire severity/intensity on NFS lands around Big Creek and Edwardsburg and private property using commercial timber harvest, understory treatment, and prescribed burning. Approximately 10,290 acres were treated including, approximately 631 acres of mastication and/or hand thin, no removal; 847 acres of commercial and pre-commercial thinning; 1,047 acres of hand-thinning, no removal; 7,765 acres of natural fuel prescribed fire burn blocks; and less than 1 mile of temporary road constructed to facilitate equipment access and product removal reclaimed after vegetation management treatments were completed.

Forest Management - These activities include easements and other management actions. There are several easements in the SGP area and vicinity that are granted and maintained by the Forest Service including: Road Right-of-Way, Forest Road and Trail Act (FRTA) on McCall-Stibnite Road (CR 50-412), Road Right-of-Way and Linear Utility easement to the IPCo. The Yellow Pine Blowdown Project near Yellow Pine was conducted to remove down material from camping and recreating areas, reduce the risk of insect outbreak, and to reduce the fuel loading to help to ensure the safety of the Yellow Pine community. In 2020, the BNF decommissioned approximately 18 miles of non-system routes in the Six-bit Creek and Curtis Creek subwatersheds, part of the SFSR subbasin (Forest Service 2020b).

The South Fork Restoration and Access Management Plan (RAMP) is in the implementation phase with the decision dated July 13, 2021. The project's objective is to determine the minimum road system, improve watershed condition, provide ATV and motorcycle trail opportunities, and provide dispersed camping and parking opportunities. The project includes numerous actions relating to watershed restoration, motorized and non-motorized access, and improvements of recreation facilities within the SFSR watershed within a 329,000-acre project area (<http://www.fs.usda.gov/project/?project=51257>). Target dates for implementation are 2022-2027 (Forest Service 2021i).

Commercial and Subsistence Harvest of Fish and Wildlife – Past and present harvest of fish and wildlife for recreational and subsistence purposes puts some degree of pressure on those resources. Legal hunting, fishing, and trapping has occurred and is currently occurring in the SGP area and vicinity. Fish and wildlife resources are managed by the Idaho Department of Fish and Game and federal agencies to maintain sustainable populations. Managers use management tools such as harvest limits and areas open and closed to sport and commercial harvest of fish and wildlife to maintain sustainable resources and allocate harvest.

These activities have led to the existing recreation setting, which includes previous development and reclamation within the analysis area.

Table 7-6 includes the reasonably foreseeable future actions in the cumulative effects area.

Table 7-6 Reasonably Foreseeable Future Actions in the Vicinity of the SGP Area

Project or Activity Name	Agency Document/ District	Brief Description	Approximate Implementation/ Construction/ Operation Dates
Stibnite Mine Site ASAOC	EPA and Forest Service ASAOC	Address legacy mining impacts, including time critical removal actions consisting of stream diversion ditches and removal of about 325,000 tons of development rock and tailings.	2022 - 2024
East Fork Salmon River RAMP	PNF	Scoping for the East Fork Salmon River (EFSR) RAMP estimated to start late 2021. The spatial extent of the EFSR RAMP could include Yellow Pine, Big Creek, and Thunder Mountain within the PNF. The purpose of the EFSR RAMP is travel management. The Forest Service would conduct travel planning to identify a Minimum Road System (36 CFR 212 Subpart A) and the routes open for public use (36 CFR 212 Subpart B), including motorized trail opportunities, dispersed camping, and parking opportunities and update the Forest Motor Vehicle Use Map. http://www.fs.usda.gov/project/?project=60889	Expected Decision: 10/2022 Expected Implementation: 11/2022
Burntlog Route Geophysical Investigation	CE (BNF SOPA)	- Minerals and geology The purpose of the investigation is to collect crucial geophysical data along the existing Burnt Log Road and new alignment between Trapper Creek and Stibnite.	Scoping Start: 02/10/2020 Expected Decision: 03/2022 Expected Implementation: 09/2022
Wildlife Conservation Strategy	EIS (Forest Plan Amendment) 101 (PNF SOPA)	- Land management planning - Wildlife, Fish, Rare plants Short- and long-term management strategies and priorities for maintaining and restoring habitats associated with terrestrial wildlife species. http://www.fs.usda.gov/project/?project=28633	On hold
Nez Perce Tribe Research Equipment	CE (PNF SOPA)	Replacement of an existing propane tank servicing a fish detection system (PIT array) with a 1,000-gallon tank in an existing hardened area to ensure fuel supply through winter months.	Scoping initiation: 11/2021 Expected Decision: 04/2022 Expected Implementation: 07/2022
Stallion Gold – Horse Heaven Project		Surface exploration of gold and antimony deposits. The project consists of 695 unpatented federal mining claims and mineral rights on 13,950 acres. This project would share its eastern boundary with the SGP.	

Source: FHWA 2020; Forest Service 2018, 2020c, 2020d, 2020e, 2021i, and 2021j; ITD 2020, 2021

CE = Categorical Exemption

EA = Environmental Assessment

EIS = Environmental Impact Statement

FHWA-WFLHD = Federal Highway Administration, Western Federal Lands Highway Division

NOA = Notice of Availability

SOPA = Schedule of Proposed Actions

7.3.2 No Action Alternative

Cumulative effects would be minimal as there would be no displaced recreation use or changes to recreation opportunities from the SGP. In the long term there would be some modifications to the recreation setting in the SGP area from continued surface exploration, continued low level of unauthorized motorized use, and increased winter motorized access and use. The reasonably foreseeable projects in combination with the No Action Alternative could result in cumulative effects to the designated ROS classes and the estimated ROS physical setting by increasing development, resulting in an overall increase in more developed ROS settings and a decrease in less developed settings within the cumulative effects area. However, the extent of this change under the No Action Alternative would be less than under the action alternatives, and the SGP would not contribute to the cumulative effects.

7.3.3 2021 MMP

7.3.3.1 Recreation Opportunities, Facilities, Use, and Recreation Special Use Permits

In general, construction of the 2021 MMP, could result in cumulative effects to the recreation setting due to additional noise and activity, cumulative effects to recreation experiences due to access delays, and further reduced recreation opportunities due to noise and wildlife displacement, but cumulative construction-related effects would be temporary and conclude when the 2021 MMP construction activities concluded.

Other mining-related activities in the cumulative effects area would decrease the area for dispersed recreation due to physical development and wildlife displacement and also would decrease the overall area available for any recreation and permitted use displaced from the analysis area due to impacts to recreation from the 2021 MMP. Development in the Big Creek area also may result in displacement of recreation and permitted use to other areas, possibly to campgrounds and wilderness trailheads south of Stibnite Road (CR 50-412). This displacement could increase recreation and permitted use within the analysis area, which may already see an increase in recreation use due to new motorized access, in addition to displacement of some recreation use to other areas. The South Fork Restoration and Access Management Plan, and the East Fork Salmon River Restoration and Access Management Plan may in the short term also reduce the area available for displaced recreation use from the 2021 MMP and could result in displaced recreation use during restoration and development activities. Therefore, the reasonably foreseeable projects in combination with the 2021 MMP may result in cumulative effects to recreation use, recreation opportunities, and recreation special use permits.

7.3.3.2 ROS Classes and Physical Setting

Planned restoration projects of forest and roads would enhance the natural appearance of the greater cumulative area. However, mining and other development projects would likely decrease the natural appearance of the area and may lead to a decrease in non-motorized areas due to mine operations and new access roads, particularly north of Stibnite Road (CR 50-412) towards Big Creek. Overall, the reasonably foreseeable projects in combination with the 2021 MMP could result in cumulative effects to the designated ROS classes and the estimated ROS physical setting by increasing development, resulting in an overall increase in more developed ROS settings and a decrease in less developed settings within the cumulative effects area.

7.3.3.3 Johnson Creek Route Alternative

Cumulative effects would be similar to those described for the 2021 MMP; however, cumulative effects to recreation use, opportunities, and the recreation setting related to displaced use would be less due to use of the Johnson Creek Route instead of the creation of the Burntlog Route, which would both displace recreation use and increase recreation use in the analysis area. However, any cumulative effects along Johnson Creek Road would be increased due to use of this road as part of the Johnson Creek Route.

7.4 Short-term Uses and Long-term Productivity

7.4.1 No Action Alternative

Under the No Action Alternative, no action would be undertaken. Consequently, there would be no short-term use that would affect recreation resources, and no effect on long-term productivity.

7.4.2 2021 MMP and Johnson Creek Route Alternative

Both action alternatives would result in short-term use of the SGP area and construction of roads; however, the SGP and new roads would be closed and reclaimed at mine closure, except for the soil nail walls. Short-term use of the SGP and other facility locations on NFS lands would reduce acreage available for non-motorized recreation, and would result in displacement of recreational use, modified recreation access, motorized access to areas not currently accessible by motorized vehicles (2021 MMP), and changes in recreation opportunities in several management areas. All these short-term impacts to recreation would affect the ability of recreation-related special use permittees to access their operating areas; provide IOGLB-licensed activities; and would affect the recreation experiences of customers.

Because areas would be open for recreation once reclamation was completed, there would not be impacts to long-term use of the SGP area, access roads, and other facility locations for recreation after mine closure, although there would be long-term impacts to the recreation setting and recreation experiences. The exception would be the post-closure water treatment plant operations and new transmission line to the SGP under both action alternatives, which potentially would not be reclaimed for an extended period of time and therefore would result in a long-term use of this area. Although wildlife species are expected to return following reclamation, some species sensitive to human presence may not return to the area for years after the mine is closed. If wildlife does not re-populate the area, there may be long-term impacts to recreation due to a reduction in wildlife-related recreation opportunities.

Because the Johnson Creek Route Alternative would have less new access road development, this alternative would have fewer long-term impacts to the recreation setting and recreation experiences; and less potential for a reduction in wildlife-related opportunities. Long-term impacts to the recreation setting and wildlife populations may affect the ability of recreation-related special use permittees to provide IOGLB-licensed activities and would affect the long-term recreation productivity.

7.5 Irreversible and Irretrievable Commitments of Resources

7.5.1 No Action Alternative

Under the No Action Alternative, no action would be undertaken. Consequently, no change would occur in the status of recreation resources in the analysis area.

7.5.2 2021 MMP and Johnson Creek Route Alternative

The action alternatives would affect recreation access in the analysis area from construction through closure and reclamation. This change in access, would be an irretrievable commitment of the recreation resource, because existing access to Stibnite Road (CR 50-412) and Thunder Mountain Road sites/areas would be re-established (either through the SGP or on a portion of the Burntlog Route through the SGP), and winter OSV access would be re-established after reclamation. In terms of facilities, the only recreation facility that would be closed until SGP access was reclaimed would be the Stibnite Mining District Interpretive Site. This would represent an irretrievable commitment of this resource.

An irretrievable commitment of resources also would occur from the removal of SGP facility areas from recreational use during construction through closure and reclamation. In addition, the creation of motorized access to areas with no existing motorized access under the 2021 MMP would be an irretrievable commitment of resources due to displacement of non-motorized recreation opportunities in these areas. Both irretrievable commitments also would affect the ability of recreation-related special use permittees to provide IOGLB licensed activities, and/or may change recreation experiences for customers.

Changes to the recreation setting during construction, operation, and closure/reclamation, and the resulting potential displacement of recreational use to other locations, would be an irretrievable commitment of resources, particularly for FCRNRW areas where the recreation setting was affected. Changes to the recreation setting at the SGP and Burntlog Route (2021 MMP), transmission line upgrade areas, and new transmission line ROW to the SGP under the 2021 MMP would be an irreversible commitment because the transmission line ROW would be a modification to the recreation setting of many areas and existing recreation facilities, and the SGP and Burntlog Route would be large reclaimed areas that would take a long period of time to fully revegetate to the point where the sights and sounds of humans would return to existing levels (if ever). Therefore, the recreation setting of these areas would experience long term, and potentially irreversible alterations. Wildlife displaced from the affected habitat may relocate throughout the region, changing the availability of game for hunters and predators. The change could increase or decrease hunting success, but any reduction in game availability would represent an irretrievable loss of opportunity. Although wildlife species are expected to return following reclamation, some species sensitive to human presence may not return to the area for years after the mine is closed. If wildlife does not re-populate affected areas, there would be an irreversible commitment of resources in affected areas due to a reduction in wildlife-related recreation opportunities. Long-term impacts to the recreation setting and wildlife populations may affect the ability of recreation-related special use permittees to provide IOGLB-licensed activities and would affect the recreation experiences of customers.

7.6 Summary

Under the No Action Alternative, current recreation opportunities, access, and use would continue in the existing recreation setting. In general, areas that are inaccessible to motorized vehicles would continue to be inaccessible to vehicles or certain vehicle types in summer.

All action alternatives would result in impacts to recreation access, settings, opportunities, use, facilities, and recreation-related special use permits. SGP would remove this area from recreation use and alter the recreation setting in the surrounding area due to visual changes and noise. Use of Warm Lake Road (CR 10-579) and the Johnson Creek Route during construction would affect access and the recreation setting for facilities along Johnson Creek and Warm Lake Roads. Winter plowing of Johnson Creek Road (CR 10-413) during construction would affect access to other OSV routes. New winter motorized access would be provided on the Cabin Creek Road OSV route. Construction of many SGP facilities may have

temporary impacts to recreation (access, opportunities, use) and may temporarily or permanently alter the recreation setting of the areas within and adjacent to these facilities. The SGP also would affect access to operating areas of three outfitters and guides, affect their ability to provide activities, and may degrade customer's recreation experiences.

Under both action alternatives, temporary closure of the connection between the Stibnite and Thunder Mountain roads through the SGP would affect access and use of sites off these roads until the connecting route through the SGP was constructed. Road access through the SGP would provide access to the Thunder Mountain Road area for the public and permitted outfitters.

The Burntlog Route under the 2021 MMP would offer new motorized access where such access does not currently exist and could increase recreation use in areas surrounding these facilities. These facilities also may displace wildlife-based and non-motorized recreation opportunities and would alter the recreation setting for the FCRNRW and two dispersed camping areas. Due to its closeness to the FCRNRW border, a portion of the Burntlog Route would result in additional change to the recreation setting for wilderness activities, potentially induce increased use of the Black Lake area and FCRNRW, and potentially result in unauthorized motorized use of the FCRNRW. The Burntlog Route may have an increased impact on the ability of the two permitted outfitters to provide permitted activities due to the impacts on wilderness activities. The maintenance facility under the 2021 MMP would be located along the Burntlog Route, but construction noise may affect the Mud Lake dispersed camping area, which also would be affected by construction of the Burntlog Route.

The Burntlog Route would not be developed under the Johnson Creek Route Alternative. Therefore, there would be no adverse or beneficial impacts to recreation from this route compared to the 2021 MMP. Instead, the Johnson Creek Route would be used during all phases of the SGP. Construction impacts of using the Johnson Creek Route under the Johnson Creek Route Alternative would be similar to the 2021 MMP, except periodic temporary closures on Johnson Creek Road and daily closures on Stibnite Road would result in reduced access and recreation opportunities and impacts to visitor experiences along Johnson Creek, Stibnite, and Thunder Mountain Roads and locations accessed from these roads, potentially including the Big Creek area depending on where the closure would be located along Stibnite Road. Construction would also take two years longer for the Johnson Creek Route Alternative.

Unlike the 2021 MMP, impacts from use of the Johnson Creek Route under the Johnson Creek Route Alternative would continue through operations and closure/reclamation instead of ending once the Burntlog Route was completed (except for impacts from road closures as these would not occur during operations or closure/reclamation). The maintenance facility would be located at Landmark, increasing recreation impacts in that area. Under the 2021 MMP, impacts to recreation in the winter from the Johnson Creek Route would be similar to the 2021 MMP, except plowing of Johnson Creek Road and grooming of the OSV route along Johnson Creek Road would continue through closure and reclamation. In addition, under the Johnson Creek Route Alternative, the Johnson Creek OSV route would be longer (up to Wapiti Meadow Ranch). After reclamation under the Johnson Creek Route Alternative, Stibnite Road improvements would remain and could increase access for more vehicles and affect the recreation setting.

Table 7-7 provides a summary comparison of recreational impacts by issues and indicators for each alternative.

Table 7-7 Comparison of Recreational Impacts by Alternative

Issue	Indicator	Baseline Conditions	No Action Alternative	2021 MMP	Johnson Creek Route Alternative
<p>The SGP may cause changes to recreation setting, access, facilities, and/or opportunities.</p>	<p>Changes in motorized access (including restrictions and/or changes in maintenance) to recreation opportunities.</p>	<p>State and County roads provide access to connecting unpaved Forest Service roads, which provide access to NFS lands and facilities.</p>	<p>Current access to the area via Johnson Creek Road and Stibnite Road would remain unimpeded. In general, areas that are inaccessible to motorized vehicles would continue to be inaccessible to vehicles or certain vehicle types in summer.</p>	<p>Access to the areas/facilities accessed from Thunder Mountain Road (FR 50375) east of the SGP would be modified due to closure of Stibnite Road (CR 50-412) and creation of the Burntlog Route, which would provide motorized access (year-round) to areas that currently do not have motorized access. Winter access would be increased along Cabin Creek Road due to new OSV route. There would be direct access to Thunder Mountain Road through the SGP during operations, in addition to access via the Burntlog Route. The re-routed segment of the Burntlog Route would provide increased motorized access to areas without such access currently. Access to several OSV routes would be affected by plowing of Johnson Creek Road, Warm Lake Road, and the Burntlog Route. Construction activities for transmission lines and the maintenance facility may result in delays or detoured access. After mine reclamation, direct public access through the mine to Thunder Mountain Road would be restored.</p>	<p>Similar to the 2021 MMP, except there would be no Burntlog Route and resulting new motorized access to areas from these facilities. Access to several OSV routes would be affected by plowing of Johnson Creek Road and Warm Lake Road.</p>
	<p>Changes in recreation physical setting characteristics and related ROS class (by season) measured in acres.</p>	<p>Designated ROS classes in the analysis area vary by season, and include Rural, Roded Natural, Roded Modified, Semi-Primitive Motorized, Semi-Primitive Non-Motorized, and Primitive. Estimated existing ROS physical settings are similar.</p>	<p>Generally, existing designated ROS classes and physical recreation setting characteristics would remain as is. Modifications to the recreation setting in the SGP area from continued surface exploration, continued low level of unauthorized motorized use, and increased winter motorized access and use could lead to changes in the designated ROS class and/or ROS physical setting of some areas due to additional motorized use both in the summer and winter. Acreage of Estimated ROS</p>	<p>Several components would result in inconsistencies with existing designated ROS classes including: Burntlog Route, plowing of the Burntlog Route, temporary plowing of the Johnson Creek Road and Stibnite Road, plowing of Warm Lake Road (CR 10-579), new transmission line. Table 7-2 and Table 7-3 show acreages of disturbances to the estimated ROS physical setting, which are similar to the changes in ROS classes. Acreage of Disturbance to ROS Physical Setting Classes During Operations – Summer/Winter: Primitive: 0/0 acres Semi Primitive Non-Motorized: 0/0 acres Semi-Primitive Motorized: 42/364 acres Semi-Primitive Motorized Groomed (winter only): 163 acres Roded Natural: 685/387 acres Rural: 345/322 acres</p>	<p>Similar to the 2021 MMP, except there would be no inconsistencies with existing designated ROS classes related to the Burntlog Route or plowing of the Burntlog Route. Inconsistency with the existing designated ROS class for Johnson Creek and Stibnite Roads in the winter would not be temporary during construction (as in the 2021 MMP) but would continue through operations and reclamation because the roads would be plowed as part of the Johnson Creek Route. Table 7-4 and Table 7-5 show acreages of disturbances to the estimated ROS physical setting. Acreage of Estimated ROS Physical Setting Classes During Operations – Summer/Winter: Primitive: 0/0 acres Semi Primitive Non-Motorized: 0/0 acres Semi-Primitive Motorized: 43/212 acres</p>

Issue	Indicator	Baseline Conditions	No Action Alternative	2021 MMP	Johnson Creek Route Alternative
			<p>Physical Setting Classes – Summer/Winter: Primitive: 17,278/21,370 acres Semi Primitive Non-Motorized: 218,512/245,210 acres Semi-Primitive Motorized: 83,497/240,387 acres Semi-Primitive Motorized Groomed (winter only): 50,436 acres (this acreage overlaps other features) Roded Natural: 140,594/7,511 acres Rural: 81,450/26,853 acres</p>		<p>Semi-Primitive Motorized Groomed (winter only): 113 acres Roded Natural: 387/34 acres Rural: 353/536 acres</p>
	<p>Changes in recreation facilities (trails, campgrounds, trailheads), including the level of development and setting.</p>	<p>The Warm Lake area contains most of the developed recreation facilities (apart from trailheads). Scattered campgrounds and other facilities also are located in the Big Creek and Landmark areas and along Johnson Creek Road around and south of Yellow Pine. Developed recreation facilities primarily include campgrounds, cabins/lookouts, trailheads, and trails.</p>	<p>Existing recreation facilities would continue in the existing recreation setting at their existing level of development.</p>	<p>The Stibnite Mining District Interpretive Site would be closed until after mine reclamation. Mine components would alter the setting of recreation facilities adjacent to them to a more developed setting due to increased man-made development, noise, traffic, etc. These components include the mine and facilities at the SGP, Burntlog Route, upgraded transmission lines, new transmission line to the SGP, Johnson Creek substation, cell tower on Meadow Creek Lookout Road, use of Warm Lake Road, and temporary use of the Johnson Creek Route.</p>	<p>Similar to the 2021 MMP, except the Burntlog Route would not be built and therefore would not affect the setting of existing recreation facilities. In addition, changes to the setting of recreation facilities along the Johnson Creek Route would be affected through reclamation and not just temporarily during construction.</p>
	<p>Changes in recreation use, potentially due to changes in recreation facilities, opportunities,</p>	<p>Developed recreation use is limited to the developed recreation sites (i.e., overnight facilities) located primarily in the Warm Lake, Landmark and Johnson Creek Road areas. Most recreation in the analysis area is</p>	<p>Existing recreation use would continue. Some unauthorized motorized use may continue to occur off of existing roads and motorized trails. Motorized winter use has expanded in recent years, and may continue to expand in the future,</p>	<p>There would be public access through the SGP, which may result in less displacement of use to areas/facilities accessed from Thunder Mountain Road (FR 50375). In addition, there would be less likelihood for increased dispersed recreation use along the Burntlog Route as this route would only be available for public use when the route through the SGP was closed. Some recreation use may return to the SGP area after reclamation; however, due to the changes in the recreation</p>	<p>Similar to the 2021 MMP. The Burntlog Route would not be built; therefore, there would be no resulting displacement or increase in recreation use from this route.</p>

Issue	Indicator	Baseline Conditions	No Action Alternative	2021 MMP	Johnson Creek Route Alternative
	access, and setting.	dispersed use, which occurs outside of developed recreation sites.	resulting in additional OSV routes and additional areas receiving winter motorized use.	setting, some use may be displaced to areas where the recreation setting is more natural.	
	Recreation special use permit use changes due to SGP construction, operation, or reclamation.	There are several current recreation-related special use permits in the analysis area for lodges, four outfitters and guides, one bike event, two organizational camps, and 62 recreation residences.	Activities, facilities, and uses allowed under current recreation-related special use permits would continue until the end of the permit term. Changes to the recreation setting due to additional motorized use may result in shifts in the use areas for permittees, particularly for non-motorized uses such as trail rides, fishing, hunting, etc.	Construction, operations, and reclamation activities would affect access to operating areas of three of the outfitters and guides, affect their ability to provide licensed activities, and may degrade customer’s recreation experiences. Impacts to outfitters and guides from the closure of Stibnite Road (CR 50-412) would not occur. Construction activities may interfere with the bike event. Permits in the Warm Lake area may be affected by traffic, noise and access changes from transmission line upgrades and use of Warm Lake Road. The recreation setting of the Paradise Valley recreation residence tract may be affected by the Cabin Creek Road OSV route in the winter.	Similar to the 2021 MMP, except there would be alternate impacts due to long-term use of the Johnson Creek Route during all phases of the SGP. There would be no impacts to outfitters and guides from the Burntlog Route.
	Changes in recreation opportunities available and/or the ability to participate in recreation opportunities.	Recreation opportunities such as hunting, fishing, hiking, camping, and horseback riding also are popular throughout the analysis area, with opportunities available at developed facilities, and at dispersed locations.	Existing recreation opportunities would continue to be available. In general, areas that are inaccessible to motorized vehicles would continue to be inaccessible to vehicles or certain vehicle types in summer, both limiting the motorized recreation opportunities available in some areas and preserving the setting for non-motorized recreation opportunities in these areas. Motorized winter use has expanded in recent years, and may continue to expand in the future, resulting in additional winter recreation opportunities.	Recreation opportunities within the Operations Area Boundary would be eliminated until after reclamation. Construction, operation, and reclamation of all components may affect wildlife-related opportunities due to displacement of wildlife. Non-motorized and wilderness-related opportunities could be reduced by the SGP, new transmission line to the SGP, and the Burntlog Route. New access available from the Burntlog Route may provide additional recreation opportunities. The newly constructed portion of the Burntlog Route would have additional impacts on wilderness-related opportunities as it would pass closer to the wilderness boundary.	Similar to the 2021 MMP, except there would be no impacts to recreation opportunities from the Burntlog Route as it would not be built.

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Appendix A

Recreation Tables

Table A-1 Recreation Facilities, Access, and Use Season by Management Area

Facility Name	Facility Type	Facility Season of Use	Primary Access to Facility	Secondary Access to Facility
PNF 13				
Big Creek	Campground	Summer	McCall-Stibnite Rd (CR 50-412)	Big Creek Rd
Lick Creek	Campground/Trailhead	Summer	McCall-Stibnite Rd (CR 50-412)	Big Creek Rd
Big Creek/Smith Creek	Trailhead	Summer	McCall-Stibnite Rd (CR 50-412)	Big Creek Rd
Lookout Mountain Ridge	Trailhead	Summer	McCall-Stibnite Rd (CR 50-412)	Thunder Mountain Rd (FR 50375)
Missouri Ridge	Trailhead	Summer	McCall-Stibnite Rd (CR 50-412)	Warren-Profile Gap Rd
Monumental/Roosevelt	Trailhead	Summer	McCall-Stibnite Rd (CR 50-412)	Thunder Mountain Rd (FR 50375)
Mosquito Ridge	Trailhead	Summer	Big Creek Rd	Pueblo Summit Rd (FR 50373)
Quartz Creek	Trailhead	Summer/Winter	McCall-Stibnite Rd (CR 50-412)	N/A
Monumental Summit	Interpretive Site	Summer	McCall-Stibnite Rd (CR 50-412)	Thunder Mountain Rd (FR 50375)
Stibnite Mining District	Interpretive Site	Summer/Winter	McCall-Stibnite Rd (CR 50-412)	N/A
BNF 21				
Twin Bridges	Dispersed Camping Area	Summer	Johnson Creek Rd (CR 10-413)	N/A
Golden Gate	Campground	Summer	Johnson Creek Rd (CR 10-413)	N/A
Ice Hole	Campground	Summer	Johnson Creek Rd (CR 10-413)	N/A
Yellow Pine	Campground	Summer	Johnson Creek Rd (CR 10-413)	N/A
Bear Creek/ Riordan	Trailhead	Summer/Winter	Johnson Creek Rd (CR 10-413)	Old Thunder Mountain Rd (FR 440)
Caton Lake	Trailhead	Summer/Winter	Johnson Creek Rd (CR 10-413)	FR 410
Meadow Creek/Summit	Trailhead	Summer	Johnson Creek Rd (CR 10-413) (from south); McCall-Stibnite Rd (CR 50-412) and Thunder Mountain Rd (FR 50375) (from north)	Old Thunder Mountain Rd (FR 440) (from south); Meadow Creek Lookout Rd (FR 51290) (from north)
Riordan	Trailhead	Summer	Johnson Creek Rd (CR 10-413)	FR 416W; FT 097; FT 081
Thunder Mountain/Riordan	Trailhead	Summer/Winter	Johnson Creek Rd (CR 10-413)	Old Thunder Mountain Rd (FR 440)
Johnson Creek Cabin	Cabin	Summer	Johnson Creek Rd (CR 10-413)	N/A
Meadow Creek Lookout	Lookout	Summer	Johnson Creek Rd (CR 10-413) (from south); McCall-Stibnite Rd (CR 50-412) and Thunder Mountain Rd (FR 50375) (from north)	Old Thunder Mountain Rd (FR 440) (from south); Meadow Creek Lookout Rd (FR 51290) (from north)
BNF 20				
Burntlog	Dispersed Camping	Summer	Johnson Creek Rd (CR 10-413)	Burnt Log Rd (FR 447)

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Facility Name	Facility Type	Facility Season of Use	Primary Access to Facility	Secondary Access to Facility
	Area			
Mud Lake	Dispersed Camping Area	Summer	Johnson Creek Rd (CR 10-413)	Burnt Log Rd (FR 447)
Buck Mountain	Campground	Summer	Johnson Creek Rd (CR 10-413)	N/A
Penn Basin	Campground	Summer	Warm Lake Rd (CR 10-579)	FR 579FA
Summit Lake	Campground	Summer	Warm Lake Rd (CR 10-579)	N/A
Trout Creek	Campground	Summer	Johnson Creek Rd (CR 10-413)	N/A
Burntlog	Trailhead	Summer/Winter	Johnson Creek Rd (CR 10-413)	N/A
McClure	Trailhead	Summer/Winter	Johnson Creek Rd (CR 10-413)	FR 414
North Fork Sulfur Creek	Trailhead	Summer/Winter	Warm Lake Rd (CR 10-579)	FR 442
Pistol Lake	Trailhead	Summer/Winter	Burnt Log Rd (FR 447)	East Fork Burnt Log Creek Rd (FR 448)
Trout Creek/Thunderbolt	Trailhead	Summer	Cabin Creek Rd (FR 467)	N/A
BNF 19				
Penny Springs	Campground	Summer	South Fork Salmon River Rd (FR 474)	N/A
Picnic Point	Campground	Summer	Warm Lake Rd (CR 10-579)	N/A
Shoreline and Shoreline Group	Campgrounds	Summer	Warm Lake Rd (CR 10-579)	N/A
South Fork Salmon River	Campground	Summer	South Fork Salmon River Rd (FR 474)	FT 091
Warm Lake	Campground	Summer	Warm Lake Rd (CR 10-579)	N/A
Bear Creek/Warm Lake	Trailhead	Summer/Winter	Warm Lake Rd (CR 10-579)	N/A
Cabin Creek/Thunderbolt	Trailhead	Summer/Winter	Cabin Creek Rd (FR 467)	N/A
Dollar Creek Ridge	Trailhead	Summer/Winter	Warm Lake Rd (CR 10-579)	N/A
Lodgepole Creek	Trailhead	Summer/Winter	Lodgepole Creek Rd (FR 472)	N/A
Rice Creek	Trailhead	Summer/Winter	South Fork Salmon River Rd (FR 474)	N/A
Telephone Ridge	Trailhead	Summer/Winter	South Fork Salmon River Rd (FR 474)	N/A
Tyndall/Vulcan	Trailhead	Summer/Winter	South Fork Salmon River Rd (FR 474)	N/A
Yellow Jacket	Trailhead	Summer/Winter	South Fork Salmon River Rd (FR 474)	N/A
Stolle Meadows	Lookout	Summer	South Fork Salmon River Rd (FR 474)	N/A
Warm Lake	Boating Site	Summer	Warm Lake Rd (CR 10-579)	N/A
Billy Rice Swim Site	Swimming Site	Summer	Warm Lake Rd (CR 10-579)	N/A
South Fork Salmon River Fish Viewing	Wildlife Viewing Site	Summer	South Fork Salmon River Rd (FR 474)	N/A

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Facility Name	Facility Type	Facility Season of Use	Primary Access to Facility	Secondary Access to Facility
Paradise Valley Recreation Residence Tract	Residential Tract	Summer	Warm Lake Rd (CR 10-579)	N/A
Warm Lake Recreation Residence Tract	Residential Tract	Summer	Warm Lake Rd (CR 10-579)	N/A
Youth with a Mission (previously known as Camp Maranatha)	Private Camp	Summer	Warm Lake Rd (CR 10-579)	N/A
Warm Lake Camp (previously known as Camp Ore Ida)	Private Camp	Summer	Warm Lake Rd (CR 10-579)	N/A
North Shore Lodge	Private Lodge	Summer	Warm Lake Rd (CR 10-579)	N/A
Warm Lake Lodge	Private Lodge	Summer	Warm Lake Rd (CR 10-579)	N/A
BNF 17				
Big Creek Summit	Trailhead	Summer/Winter	Warm Lake Rd (CR 10-579)	N/A
East Fork Clear Creek	Trailhead	Summer/Winter	FT 099	N/A
East Mountain Spring	Trailhead	Summer/Winter	FT 099	N/A
Skunk Creek/Wet Foot	Trailhead	Summer/Winter	FT 099	N/A
East Mountain Lookout	Lookout	Summer/Winter	FT 099	N/A

Source: AECOM compiled data in 2020

Table A-2 Trails Open to Motorized Vehicles in Analysis Area

Trail Number	Name of Trail	Length (miles)	Allowable Vehicles
FT 1	Foolhen Way	0.2	Motorcycles only
FT 041	Skunk Creek - Wet Foot	1.0	Motorcycles only
FT 067	Quartz Creek	2.2	Motorcycles only
FT 069	Parks Peak	6.5	Motorcycles only
FT 070	Rainbow Ridge	3.7	Motorcycles only
FT 071	S/F Sheep Creek	5.4	Motorcycles only
FT 072	Sheep Creek	0.5	Motorcycles only
FT 073	Meadow Creek	2.6	Motorcycles only
FT 075	Burnt Log	8.1	Motorcycles only
FT 076	Rock Creek	3.0	Motorcycles only
FT 078	Cup Corral Cutoff	2.2	Motorcycles only
FT 081	Bear - Riordan	6.3	Motorcycles only
FT 089	McClure	3.8	Motorcycles only
FT 090	Buck Creek	3.8	Motorcycles only
FT 091	Trout -Thunderbolt	3.1	Motorcycles only***
FT 097	Riordan Lake	3.3	Motorcycles only
FT 100	Fool Creek	0.7	Motorcycles only
FT 101	Yellow Jacket	4.7	Motorcycles only
FT 102	Bull Creek	4.1	Motorcycles only
FT 103	Rice Lake	1.6	Motorcycles only
FT 104	Sixteen to One	0.5	Motorcycles only
FT 105	Bear Creek / Warm Lake	3.3	Motorcycles only
FT 106	Clear Creek Summit	4.1	Motorcycles only
FT 107	Tyndall Creek	11.0	Motorcycles only
FT 108	Lodgepole Creek	7.4	Motorcycles only
FT 111	Eagle Nest	4.9	Motorcycles only
FT 112	Telephone Ridge	1.5	Motorcycles only
FT 114	Dollar Creek Way	1.0	Motorcycles only
FT 115	Needles Route	4.6	Motorcycles only
FT 161	Blue Point Ridge	4.5	Motorcycles only
FT 162	Gold Fork North	3.0	Motorcycles only
FT 257	South Bear Creek	1.2	Motorcycles only
FT 041	Skunk Creek - Wet Foot	0.3	Vehicles 50 inches or less in width
FT 067	Quartz Creek	1.1	Vehicles 50 inches or less in width
FT 092	Mosquito Creek	2.6	Vehicles 50 inches or less in width
FT 097	Riordan Lake	2.9	Vehicles 50 inches or less in width
FT 099	East Mountain Way	16.1	Vehicles 50 inches or less in width
FT 112	Telephone Ridge	4.9	Vehicles 50 inches or less in width
FT 115	Needles Route	1.9	Vehicles 50 inches or less in width
FT 194	Smith Creek	4.7	Vehicles 50 inches or less in width
FT 225	North Gold Fork	1.5	Vehicles 50 inches or less in width
FT 226	Middle Gold Fork South	0.5	Vehicles 50 inches or less in width
FT 227	Middle Gold Fork	1.3	Vehicles 50 inches or less in width

Trail Number	Name of Trail	Length (miles)	Allowable Vehicles
FT 250	Kline Mountain South	1.5	Vehicles 50 inches or less in width
FT 251	Kline Mountain North	0.4	Vehicles 50 inches or less in width
FT 253	Meadows	2.7	Vehicles 50 inches or less in width
FT 254	McCann	8.0	Vehicles 50 inches or less in width
FT 255	Warm Bear Saddle	1.2	Vehicles 50 inches or less in width
FT 259	Nickel Creek	1.5	Vehicles 50 inches or less in width
FT 282	South Fork Sand Creek	1.9	Vehicles 50 inches or less in width
FT 297	Thunder Mountain	2.6	Vehicles 50 inches or less in width
FT 233	Horse Heaven Meadow	3	All vehicles

Source: AECOM 2020; Forest Service 2019a

*** Only open June 1 to September 15

Table A-3 Trails Open to Non-Motorized Uses Only in Analysis Area

Trail Number	Name of Trail	Length (miles)	Allowable Non-Motorized Uses
FT 3	Mosquito Ridge	2.8	Horseback riding
FT 4	Cougar Basin	1.2	Hiking, horseback riding
FT 5	Monumental Creek	2.4	Hiking, horseback riding
FT 9	Switchback	0.7	Biking, hiking, horseback riding
FT 13	Pueblo Summit	0.5	Hiking
FT 14	Dollar Creek Ridge	5.6	Biking, hiking, horseback riding
FT 30	Sulphur Creek	0.2	Biking, hiking, horseback riding
FT 31	Missouri Creek	3.3	Hiking, horseback riding
FT 33	Middle Fork Payette River	1.2	Biking, hiking, horseback riding
FT 61	Lookout Mountain	1.1	Hiking, horseback riding
FT 62	Marble Creek	2.7	Hiking, horseback riding
FT 66	Missouri Ridge	2.4	Hiking, horseback riding
FT 72	Vulcan Hot Springs	0.8	Biking, hiking, horseback riding
FT 74	Parks Peak Cut-Off	1.9	Biking, hiking, horseback riding
FT 77	Monumental	0.6	Biking, hiking, horseback riding
FT 79	Middle Fork Payette Cut-Off	0.6	Biking, hiking, horseback riding
FT 82	Honeymoon	2.0	Biking, hiking, horseback riding
FT 83	North Fork of Sulphur Creek	2.6	Biking, hiking, horseback riding
FT 84	Long Lake	0.7	Biking, hiking, horseback riding
FT 86	Cabin-Thunderbolt	1.6	Biking, hiking, horseback riding
FT 87	Pistol Lake	0.4	Biking, hiking, horseback riding
FT 88	Summit	17.1	Biking, hiking, horseback riding
FT 91	Caton Lake	2.4	Hiking, horseback riding
FT 92	Log Mountain	2.2	Biking, hiking, horseback riding
FT 93	Four Mile/Goat Creek (South Fork Salmon River)	5.0	Hiking, horseback riding
FT 93	Caton Lake	7.2	Biking, hiking, horseback riding
FT 94	Rainbow Lake	0.4	Biking, hiking, horseback riding
FT 95	Tyndall-Sulphur	0.9	Biking, hiking, horseback riding
FT 96	Caton Creek	0.8	Biking, hiking, horseback riding
FT 109	Cougar Rock	2.1	Biking, hiking, horseback riding

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Trail Number	Name of Trail	Length (miles)	Allowable Non-Motorized Uses
FT 113	South Fork Gold Fork	2.5	Biking, hiking, horseback riding
FT 150	Big Creek Summit	3.3	Biking, hiking, horseback riding
FT 196	Big Creek	0.8	Hiking, horseback riding
FT 224	South Gold Fork	3.8	Biking, hiking, horseback riding
FT 252	Wewukiye	4.3	Biking, hiking, horseback riding
FT 256	Kline Mountain Loop	3.6	Biking, hiking, horseback riding
FT 307	Poverty Overlook Interpretive	0.5	Hiking
FT 350	Summit Lake	0.2	Biking, hiking, horseback riding
FT 4031	Honeymoon	2.3	Biking, hiking, horseback riding
FT 4046	Sulphur Creek	0.2	Biking, hiking, horseback riding
FT 4077	Pistol Lake	0.4	Biking, hiking, horseback riding
FT 4086	Buck Creek	4.7	Biking, hiking, horseback riding
FT 4118	Summit Trail	17.1	Biking, hiking, horseback riding
FT 4216	Forty-Four Creek	4.8	Biking, hiking, horseback riding
FT 4219	Mule Hill	2.6	Biking, hiking, horseback riding
FT 4224	Big Chief	5.0	Biking, hiking, horseback riding
FT 4225	Indian Creek	11.9	Biking, hiking, horseback riding
FT 4227	Big Baldy Ridge	6.3	Biking, hiking, horseback riding
FT 4228	Pistol Creek	5.1	Biking, hiking, horseback riding
FT 4229	Little Pistol Creek	7.8	Biking, hiking, horseback riding
FT 4231	West Fork Elk Creek	0.9	Biking, hiking, horseback riding
FT 4233	North Fork Sulphur Creek	3.3	Biking, hiking, horseback riding
FT SNO-4461	Artillery Dome Road	0.4	Snowshoeing, cross-country skiing

Source: AECOM 2020; Forest Service 2015a

Table A-4 National Forest System Roads Open to Motorized Vehicles in the Analysis Area

Road Number	Name of Road	Length (miles)	Road Open
FR 344	Radio Point	0.8	Year-round
FR 50371	Big Creek- Smith Creek	6.8	Seasonal*
FR 50373	Pueblo Summit	3.9	Seasonal*
FR 50375	Thunder Mountain	17.7	Seasonal*
FR 376	Big Creek Campground	0.1	Seasonal*
FR 377	Big Creek Rs	<0.1	Year-round
FR 400	Eagle Nest-Gold Fork River	5.6	Year-round
FR 400A	West Grouse	3.9	Year-round
FR 400A1	North Grouse	0.5	Year-round
FR 400C	Chicken	3.2	Year-round
FR 400C1	North Chicken	1.0	Year-round
FR 400C3	Spur 400C3	0.8	Year-round
FR 400C4	Spur 400C4	1.0	Year-round
FR 400C6	Spur 400C6	0.2	Year-round
FR 400I	East Grouse	0.7	Year-round
FR 400J	Upper Grouse	1.0	Year-round
FR 400N	Poor Grouse	0.5	Year-round
FR 400O	Spur 400O	0.5	Year-round
FR 400P	Spur 400P	0.4	Year-round
FR 400R	Spur 400R	0.7	Year-round
FR 400T	Tea	2.0	Year-round
FR 401	Old South	0.3	Year-round
FR 402	North Gold Fork Loop	9.9	Year-round
FR 402D	Needle	0.2	Year-round
FR 402E	East Chicken	1.8	Year-round
FR 402F	South Fork Gold Fork	0.2	Year-round
FR 402F1	Spur 402F1	5.2	Year-round
FR 402F3	Spur 402F3	<0.1	Year-round
FR 402I	Spur 402I	1.2	Year-round
FR 402I1	Spur 402I1	0.5	Year-round
FR 402I2	Spur 402I2	0.3	Year-round
FR 403	Boulder Rock	1.3	Year-round
FR 405	East Fork Clear Creek	3.7	Year-round
FR 405B	Badger Road	1.1	Year-round
FR 405C	East Fork Clear Creek East	2.5	Year-round
FR 405C1	Spur 405C1	1.3	Year-round
FR 405D	East Fork Clear Creek South	2.4	Year-round
FR 406	Horsethief-Clear Creek	5.4	Year-round
FR 406A	Long Plunge	1.4	Year-round
FR 407	Lost Basin Cutoff	5.9	Year-round
FR 407A	Spur 407A	0.3	Year-round
FR 407B	Spur 407B	0.3	Year-round
FR 407D	Spur 407D	3.0	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 407D1	Spur 407D1	0.3	Year-round
FR 407D2	Spur 407D2	0.4	Year-round
FR 407X	Spur 407X	0.6	Year-round
FR 408	Ditch Middle	3.9	Year-round
FR 408.1	Ditch Middle	1.8	Year-round
FR 408B	Ditch South	4.2	Year-round
FR 408C	Ditch East	1.9	Year-round
FR 408C1	Ditch Clear	0.7	Year-round
FR 408D	House Log	0.4	Year-round
FR 408E	Ditch North	0.5	Year-round
FR 408F	Ditch High	1.0	Year-round
FR 408G	Ditch Lower	0.7	Year-round
FR 408H	Ditch Lost	0.8	Year-round
FR 408J	Spur 408J	0.4	Year-round
FR 409	Clear Creek	16.6	Year-round
FR 409C	Clear Creek North	3.2	Year-round
FR 409D	Clear Creek West	2.4	Year-round
FR 409G	Clear Railroad-Tyndall	1.5	Year-round
FR 410	Ditch Creek	8.8	Seasonally from June 1 to September 15
FR 411	White Road	2.7	Year-round
FR 411A	Little Creek	4.1	Year-round
FR 411C	Spur 411C	0.4	Year-round
FR 413A	Yellowpine Campground	0.4	Year-round
FR 413A1	Yellowpine Flat	0.6	Year-round
FR 413B	Golden Gate Campground	0.2	Year-round
FR 413C1	Rec Spur 413C1	0.2	Year-round
FR 413C2	Rec Spur 413C2	0.2	Year-round
FR 413C3	Rec Spur 413C3	<0.1	Year-round
FR 413C4	Rec Spur 413C4	<0.1	Year-round
FR 413C5	Rec Spur 413C5	<0.1	Year-round
FR 413C6	Rec Spur 413C6	<0.1	Year-round
FR 413C7	Rec Spur 413C7	<0.1	Year-round
FR 413C8	Rec Spur 413C8	0.1	Year-round
FR 413C9	Rec Spur 413C9	<0.1	Year-round
FR 413C10	Rec Spur 413C10	0.1	Year-round
FR 413C11	Rec Spur 413C11	0.1	Year-round
FR 413D	Ice Hole Campground	0.2	Year-round
FR 413F	Landmark Flat	0.9	Year-round
FR 413F1	Spur 413F1	0.5	Year-round
FR 413F2	Spur 413F2	0.5	Year-round
FR 413F3	Spur 413F3	0.2	Year-round
FR 413GA	Landmark GS	0.3	Year-round
FR 413GA1	Landmark North Loop	0.2	Year-round
FR 413GA2	Landmark Ranger House	0.1	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 413GA3	Landmark West, Forester Cabin	0.1	Year-round
FR 413GA4	Landmark Barn	0.1	Year-round
FR 413GA5	Landmark South Cabin	<0.1	Year-round
FR 413GA6	Landmark Office Loop	0.1	Year-round
FR 413H	Twin Bridges Dispersed	0.2	Year-round
FR 413IP1	Powerline Spur	0.2	Year-round
FR 413IP3	Powerline Spur	0.1	Year-round
FR 413IP4	Powerline Spur	0.1	Year-round
FR 413IP5	Powerline Spur	0.1	Year-round
FR 413IP6	Powerline Spur	0.5	Year-round
FR 413IP7	Powerline Spur	<0.1	Year-round
FR 413IP8	Powerline Spur	0.1	Year-round
FR 413IP9	Powerline Spur	0.1	Year-round
FR 413IP10	Powerline Spur	0.9	Year-round
FR 413IP11	Powerline Spur	0.5	Year-round
FR 413IP12	Powerline Spur	0.2	Year-round
FR 413IP13	Powerline Spur	0.3	Year-round
FR 413IP14	Powerline Spur	0.1	Year-round
FR 413IP15	Powerline Spur	<0.1	Year-round
FR 413IP16	Powerline Spur	<0.1	Year-round
FR 413IP17	Powerline Spur	0.1	Year-round
FR 413IP18	Powerline Spur	0.1	Year-round
FR 413IP19	Powerline Spur	0.1	Year-round
FR 413IP29	Powerline Spur	<0.1	Year-round
FR 413IP30	Powerline Spur	0.4	Year-round
FR 413IP31	Powerline Spur	0.1	Year-round
FR 413IP32	Powerline Spur	0.1	Year-round
FR 413IP33	Powerline Spur	0.1	Year-round
FR 413IP34	Powerline Spur	0.1	Year-round
FR 413IP35	Powerline Spur	0.2	Year-round
FR 413IP36	Powerline Spur	<0.1	Year-round
FR 413IP37	Powerline Spur	0.1	Year-round
FR 413IP38	Powerline Spur	0.6	Year-round
FR 413IP39	Powerline Spur	0.9	Year-round
FR 413IP40	Powerline Spur	0.3	Year-round
FR 413IP41	Powerline Spur	0.3	Year-round
FR 413IP42	Powerline Spur	0.2	Year-round
FR 413L	Trout Creek Campground	0.1	Year-round
FR 413R	Buck Mountain Campground	0.1	Year-round
FR 413S	Spur 413S	0.3	Year-round
FR 413W	Yellowpine Dump	0.1	Year-round
FR 413X	Spur 413X	0.9	Year-round
FR 413Z	Johnson Creek GS	<0.1	Year-round
FR 414	Horn Creek	7.5	Year-round
FR 414A	Fulton	0.6	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 414A1	Fulton Loop	1.9	Year-round
FR 414B	Fan Creek	1.0	Year-round
FR 414C	Spur 414C	3.5	Year-round
FR 415	Lunch Creek	3.4	Seasonally from June 1 to September 15
FR 415A	Lunch Creek Flat	2.2	Seasonally from June 1 to September 15
FR 415A1	Lunch Creek Spur 415A1	1.0	Seasonally from June 1 to September 15
FR 415B	Buck Mountain	1.0	Seasonally from June 1 to September 15
FR 416	Antimony	3.5	Year-round
FR 416W	Horse Heaven	2.2	Year-round
FR 417	Skunk Creek	15.7	Year-round
FR 417A	Herrick Road	2.0	Year-round
FR 417A1	Spur 417A1	0.3	Year-round
FR 417B	Round Valley	4.4	Year-round
FR 417D	High Ditch	1.2	Year-round
FR 417D1	Spur 417D1	0.2	Year-round
FR 417E	Darla Bear	4.3	Year-round
FR 417E2	Spur 417E2	1.0	Year-round
FR 417F	East Mountain Lookout	1.5	Year-round
FR 417F1	East Mountain Spring	0.5	Year-round
FR 417H	Clear East Mountain Spur	2.1	Year-round
FR 417H1	Spur 417H1	0.7	Year-round
FR 417J	Spur 417J	1.9	Year-round
FR 418	Larch Creek	2.4	All vehicles – Seasonally from June 1 to September 15; Motor vehicles 50 inches wide or less – year-round
FR 418A	Snag-Larch	2.9	All vehicles – Seasonally from June 1 to September 15; Motor vehicles 50 inches wide or less – year-round
FR 418A1	North Larch	0.5	All vehicles – Seasonally from June 1 to September 15; Motor vehicles 50 inches wide or less – year-round
FR 418A2	Pad Road	0.4	All vehicles – Seasonally from June 1 to September 15; Motor vehicles 50 inches wide or less – year-round
FR 418A3	Spur 418A3	0.5	All vehicles – Seasonally from June 1 to September 15; Motor vehicles 50 inches wide or less – year-round
FR 419	Curtis Cutoff	0.3	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 420	Lower Trail Creek	0.3	Year-round
FR 420A	West Trail	1.5	Year-round
FR 420IP1	Powerline Spur	0.1	Year-round
FR 420IP2	Powerline Spur	0.1	Year-round
FR 420IP3	Powerline Spur	0.1	Year-round
FR 425	Snag Creek	3.1	Year-round
FR 425A	Snag Creek A	2.1	Year-round
FR 427	West Side Warm Lake	3.2	Year-round
FR 427A	Shoreline Summer Homes	0.8	Year-round
FR 427B	Kinney Point Summer Homes	0.6	Year-round
FR 427B1	Kinney Point Sh Spur B1	0.3	Year-round
FR 427B2	Kinney Point Sh Spur B2	0.1	Year-round
FR 427D	Spur 427D Pit	0.2	Year-round
FR 427E	Tule Lake	0.1	Year-round
FR 427F	Warm Lake Powerline	0.8	Year-round
FR 427F1	Powerline Spur, NE	<0.1	Year-round
FR 427F2	Powerline Spur, NW	0.1	Year-round
FR 428	South Fork Salmon Campground	0.5	Year-round
FR 430	Crawford GS	0.6	Year-round
FR 430A	Powder House	0.1	Year-round
FR 430B	Crawford Ridge	0.1	Year-round
FR 430B1	Spur 430B1	<0.1	Year-round
FR 430C	Spur to Hazmat Shed	<0.1	Year-round
FR 430D	Spur 430D	<0.1	Year-round
FR 431	Pearsol	0.6	Year-round
FR 433.1	Stoney Meadows	3.2	Year-round
FR 433.2	Stoney Meadows	7.6	Year-round
FR 433A	Horsethief	1.2	Year-round
FR 433A1	Spur 433A1	0.5	Year-round
FR 433B	Delano Road	2.6	Year-round
FR 433D	South Stony	3.4	Year-round
FR 433H	Lower Horse Thief	0.6	Year-round
FR 437	Sand Creek	5.0	Year-round
FR 440	Old Thunder Mountain	8.5	Year-round
FR 440A	Springfield Mine	4.9	Year-round
FR 442	North Fork Sulphur Creek	3.2	Year-round
FR 442A	South Whiskey Creek	1.6	Year-round
FR 443	Whiskey Creek	1.6	Year-round
FR 443A	Mosquito Creek	3.2	Year-round
FR 447	Burnt Log	20.7	Year-round
FR 447B	Landmark Airfield	0.4	Year-round
FR 447D	Mud Lake Campground	0.2	Year-round
FR 447E	Artillery Dome	8.1	Year-round
FR 447E1	North Fork Sand Creek	1.5	All vehicles – Seasonally from June 1 to September 15;

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Road Number	Name of Road	Length (miles)	Road Open
			Motor vehicles 50 inches wide or less – year-round
FR 447E5	Spur 447E5	0.4	Year-round
FR 448	East Fork Burntlog Creek	3.3	Year-round
FR 448C	Lake Mountain	1.3	Year-round
FR 450	450 South	2.1	Year-round
FR 450B	Spur 450B	1.5	Year-round
FR 451	Buck Creek	2.7	Year-round
FR 451A	Buck Creek Spur A	0.3	Year-round
FR 454	Sheep Creek	2.4	Year-round
FR 454A	North Fork Sheep Creek	0.5	Year-round
FR 455	Pid Creek	1.2	Year-round
FR 456	Golden Hill Road	3.2	Year-round
FR 467	Cabin Creek	3.4	Year-round
FR 467	Cabin Creek	6.9	Seasonally from June 1 to September 15
FR 467IP1	Powerline Spur	0.6	Year-round
FR 467IP2	Powerline Spur	0.1	Year-round
FR 467IP3	Powerline Spur	<0.1	Year-round
FR 467IP4	Powerline Spur	0.1	Year-round
FR 467IP5	Powerline Spur	<0.1	Year-round
FR 467IP6	Powerline Spur	<0.1	Year-round
FR 467IP7	Powerline Spur	<0.1	Year-round
FR 467IP8	Powerline Spur	0.3	Year-round
FR 467IP9	Powerline Spur	0.1	Year-round
FR 467IP10	Powerline Spur	0.1	Year-round
FR 467IP11	Powerline Spur	<0.1	Year-round
FR 467IP12	Powerline Spur	<0.1	Year-round
FR 467IP13	Powerline Spur	0.1	Year-round
FR 467IP14	Powerline Spur	<0.1	Year-round
FR 467IP15	Powerline Spur	<0.1	Year-round
FR 467IP16	Powerline Spur	0.1	Year-round
FR 467IP17	Powerline Spur	<0.1	Year-round
FR 467IP18	Powerline Spur	<0.1	Year-round
FR 467K	Park Creek Spur	0.9	Year-round
FR 467M	Spur 467M	0.3	Year-round
FR 467P	Spur 467P	1.0	Year-round
FR 467Q	Spur 467Q	0.7	Year-round
FR 470	Bear Creek	2.3	Year-round
FR 471	Camp Creek	3.5	Year-round
FR 472	Lodgepole Creek	2.0	Year-round
FR 474	South Fork Salmon River	21.1	Year-round
FR 474A	Penny Spring Campground	0.2	Year-round
FR 474B	Spur 474B	0.1	Year-round
FR 474C	Dump	0.2	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 474CA	Spur 474CA	0.4	Year-round
FR 474D	Spur 474D	0.5	Year-round
FR 474D1	474D1 Wye	0.1	Year-round
FR 474E	Landing Road	0.7	Year-round
FR 474E1	Roaring Rock Pit	0.2	Year-round
FR 474F	Flat Bear	1.1	Year-round
FR 474G	Flat Camp	0.8	Year-round
FR 474IP1	Powerline Spur	0.2	Year-round
FR 474JMO	Juniper Mountain Outfitters	0.2	Year-round
FR 474K	Eureka Silver King	0.1	Year-round
FR 474L	Spur 474L	0.1	Year-round
FR 474M	Spur 474M	0.1	Year-round
FR 474N	Spur 474N	0.2	Year-round
FR 474N1	Yellow Jacket Trailhead	0.1	Year-round
FR 474O	Roaring Rock Pit	0.2	Year-round
FR 474P	Spur 474P	0.6	Year-round
FR 474Q	Vulcan Trailhead	0.1	Year-round
FR 474R	Stolle Guard Station	<0.1	Year-round
FR 474S	Spur 474S	0.2	Year-round
FR 474T	Spur 474T	0.2	Year-round
FR 474U	Spur 474U	0.3	Year-round
FR 474V	Spur 474V	0.1	Year-round
FR 475	Eureka Point	0.1	Year-round
FR 478	Rice Creek	5.9	Year-round
FR 483	Tyndall Creek	14.3	Year-round
FR 483A	Spur 483A	1.5	Year-round
FR 488	Paradise Valley	1.7	Year-round
FR 488A	Warm Lake Project Camp	0.2	Year-round
FR 488B	Knox-Cabin	1.4	Year-round
FR 488C	Spur 488C	0.2	Year-round
FR 488D	Paradise Valley Rec Res	0.2	Year-round
FR 488E	Spur 488E	0.2	Year-round
FR 488IP1	Powerline Spur	0.1	Year-round
FR 488IP2	Powerline Spur	0.6	Year-round
FR 489	North Side Warm Lake	1.3	Year-round
FR 489.1	Burn Pile	0.4	Year-round
FR 489A	Picnic Campground	0.2	Year-round
FR 489A1	Picnic Campground Toilets	<0.1	Year-round
FR 489B	Shoreline Campground Loop	0.6	Year-round
FR 489B1	Shoreline Campground Group Use	0.1	Year-round
FR 489B2	Shoreline Campground	0.2	Year-round
FR 489C	Shoreline Summer Home	0.2	Year-round
FR 489D	North Shore	0.1	Year-round
FR 489E1	Billy Rice Beach	<0.1	Year-round
FR 489F	Shoreline Boat Ramp	<0.1	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 489G	Pumphouse	<0.1	Year-round
FR 493	Sixbit	12.4	Year-round
FR 493E	Bottom Sixbit	1.0	Year-round
FR 493I	Fish Trap	0.2	Year-round
FR 493IP1	Powerline Spur	0.1	Year-round
FR 493IP2	Powerline Spur	0.1	Year-round
FR 493IP3	Powerline Spur	<0.1	Year-round
FR 495	Dollar Creek	0.7	Year-round
FR 497.1	Gold Fork Meadow	5.1	Year-round
FR 497A	Porcupine Flat	1.9	Year-round
FR 497A1.1	Big Creek Road	1.0	Year-round
FR 497B	Gold Fork Lookout	0.5	Year-round
FR 497E	Lower Hargrave	0.1	Year-round
FR 497G	Lee Road	2.0	Year-round
FR 497G1	Spur 497G1	0.2	Year-round
FR 497H	Little Creek Cutoff	1.7	Year-round
FR 497I	Nowland	0.1	Year-round
FR 497IP1	Powerline Spur	0.1	Year-round
FR 497IP2	Powerline Spur	0.1	Year-round
FR 497IP3	Powerline Spur	<0.1	Year-round
FR 497IP4	Powerline Spur	<0.1	Year-round
FR 497IP5	Powerline Spur	<0.1	Year-round
FR 497IP6	Powerline Spur	0.3	Year-round
FR 497IP7	Powerline Spur	0.4	Year-round
FR 497IP8	Powerline Spur	0.1	Year-round
FR 497IP9	Powerline Spur	0.1	Year-round
FR 497IP10	Powerline Spur	<0.1	Year-round
FR 497IP11	Powerline Spur	0.2	Year-round
FR 497IP12	Powerline Spur	0.2	Year-round
FR 497IP13	Powerline Spur	0.1	Year-round
FR 497IP14	Powerline Spur	0.2	Year-round
FR 497IP15	Powerline Spur	0.1	Year-round
FR 497IP16	Powerline Spur	0.1	Year-round
FR 497J	Big Johnson	0.1	Year-round
FR 497K	Spur 497K	1.8	Year-round
FR 497L	Spur L	0.3	Year-round
FR 498D	High Foolhen Way	1.5	Year-round
FR 498E	31 Road	0.8	Year-round
FR 498E1	Lower 31 Road	0.8	Year-round
FR 498E4	Spur 498E4	0.4	Year-round
FR 498F	State Road	0.8	Year-round
FR 498F1	State Road 1	0.7	Year-round
FR 579FA	Penn Basin Campground	0.7	Year-round
FR 579FB	Rec Spur 579FB	0.1	Year-round
FR 579IA	Summit Lake Campground	0.1	Year-round

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Road Number	Name of Road	Length (miles)	Road Open
FR 579K1	Warm Lake Campground Access	0.3	Year-round
FR 579KA	Lake Shore Summer Homes	0.1	Year-round
FR 579KA1	Lodge Driveway Loop	0.1	Year-round
FR 579KB	Warm Lake Lodge Spur	0.1	Year-round
FR 579KB1	Spur 579KB1	0.3	Year-round
FR 579KB2	Lodge Camp Spur	<0.1	Year-round
FR 579KB3	Lodge Camp Spur	<0.1	Year-round
FR 579KC	Warm Lake Campground- South	0.1	Year-round
FR 579KC1	Warm Lake Campground- North	0.1	Year-round
FR 579KD	Warm Lake Rec Res	<0.1	Year-round
FR 579JA	Camp Maranatha	0.2	Year-round
FR 579P	Church Camp	0.2	Year-round
FR 579U1	Rec Spur 579U1	0.1	Year-round
FR 579U2	Rec Spur 579U2	0.1	Year-round
FR 579U3	Rec Spur 579U3	0.1	Year-round
FR 579U4	Rec Spur 579U4	<0.1	Year-round
FR 579U5	Rec Spur 579U5	<0.1	Year-round
FR 579U6	Rec Spur 579U6	0.2	Year-round
FR 579U7	Rec Spur 579U7	0.1	Year-round
FR 579U8	Rec Spur 579U8	<0.1	Year-round
FR 579U9	Rec Spur 579U9	0.2	Year-round
FR 579U10	Rec Spur 579U10	0.1	Year-round
FR 579U11	Rec Spur 579U11	0.1	Year-round
FR 579U12	Lodgepole Creek Trailhead	0.1	Year-round
FR 579U13	Rec Spur 579U13	<0.1	Year-round
FR 579U14	Rec Spur 579U14	0.1	Year-round
FR 579U15	Rec Spur 579U15	<0.1	Year-round
FR 600	West Fork Creek	0.1	Year-round
FR 50674	South Fork Salmon River	3.0	Year-round
FR 51290	Meadow Creek Lookout	11.5	Year-round
FR 1886	Smith Camp	0.1	Year-round
FR 1887	Yellow Pine Bar	0.9	Year-round
FR 8021	Rose Marie Neal	0.1	Year-round
FR 9001	Upper Haul	0.1	Year-round
FR FH22IP1	Powerline Spur	0.2	Year-round
FR FH22IP2	Powerline Spur	0.2	Year-round
FR FH22IP3	Powerline Spur	0.1	Year-round
FR FH22IP4	Powerline Spur	0.1	Year-round
FR FH22IP5	Powerline Spur	0.1	Year-round
FR FH22IP6	Powerline Spur	0.1	Year-round
FR FH22IP7	Powerline Spur	0.2	Year-round
FR FH22IP8	Powerline Spur	0.4	Year-round
FR FH22IP9	Powerline Spur	0.2	Year-round
FR FH22IP10	Powerline Spur	0.2	Year-round
FR FH22IP11	Powerline Spur	0.6	Year-round

Road Number	Name of Road	Length (miles)	Road Open
FR FH22IP12	Powerline Spur	<0.1	Year-round
FR FH22IP13	Powerline Spur	0.1	Year-round
FR FH22IP14	Powerline Spur	0.1	Year-round
FR FH22IP15	Powerline Spur	0.3	Year-round
FR FH22IP16	Powerline Spur	0.2	Year-round
FR FH22IP17	Powerline Spur	0.1	Year-round
FR FH22IP18	Powerline Spur	0.1	Year-round
FR FH22IP19	Powerline Spur	0.1	Year-round
FR X400B	Spur X400B	0.4	Year-round

Source: AECOM 2020; Forest Service 2019a

* Though designated as year-round roads, these roads are not plowed and, therefore, do not open for through-traffic until at least mid-June and close to public use as early as October 15.

Table A-5 National Forest System Roads Open to Motorized Vehicles in the Winter in the Analysis Area

Road Number	Name of Road	Length (miles)	Winter Use
FR 409	Clear Creek	16.6	Groomed OSV route
FR 410	Ditch Creek	8.8	Groomed OSV route
FR 414	Horn Creek	7.5	Groomed OSV route
FR 417	Skunk Creek	15.7	Groomed OSV route
FR 417B	Round Valley	4.4	Groomed OSV route
FR 417E	Darla Bear	4.3	Groomed OSV route
FR 417H	Clear East Mountain Spur	2.1	Groomed OSV route
FR 427	West Side Warm Lake	3.2	Groomed OSV route
FR 437	Sand Creek	5.0	Groomed OSV route
FR 442	North Fork Sulphur Creek	3.2	Groomed OSV route
FR 447	Burnt Log	6.0	Groomed OSV route
FR 447	Burnt Log	3.8	Infrequently groomed OSV route
FR 474	South Fork Salmon River	3.7	Groomed OSV route
FR 474	South Fork Salmon River	10.3	Plowed route
FR 483	Tyndall Creek	14.4	Groomed OSV route
FR 489	North Side Warm Lake	1.3	Groomed OSV route
FR 600	West Fork Creek	0.1	Infrequently groomed OSV route

Source: AECOM 2020; Forest Service 2017a

Table A-6 Non-National Forest System Roads in the Analysis Area

Name of Road	Length (miles)	Jurisdiction
Yellow Pine	0.6	Local
Cascade-Warm Lake (FH 22)	13.0	County
Clear Creek	1.9	County
Gold Fork River	3.0	County
Johnson Creek	24.0	County
Logan Creek	3.1	County
McCall-Stibnite	17.1	County

Name of Road	Length (miles)	Jurisdiction
Stanley-Warm Lake	20.3	County
Summer Home	0.4	County
Yellowpine Cemetery	<0.1	County
Yellowpine Campground	0.2	County
Warren-Profile Gap	26.8	County
Eagle Nest-Gold Fork River	<0.1	State
State Spur North	<0.1	State
State Spur South	<0.1	State
Clement	0.8	Private
Logan Creek	<0.1	Private
McCall-Stibnite	0.8	Private
Oberbillig Bridge	<0.1	Private

Source: AECOM 2020; Forest Service 2019a

Table A-7 Non-National Forest System Roads Available in the Winter in the Analysis Area

Name of Road	Length (miles)	Jurisdiction	Winter Use
Cascade-Warm Lake (FH 22)	13.0	County	Plowed route
Clear Creek	1.9	County	Groomed OSV route
Johnson Creek	7.5	County	Plowed route
Johnson Creek	15.5	County	Groomed OSV route
McCall-Stibnite	6.0	County	Plowed route
Stanley-Warm Lake	3.1	County	Plowed route
Stanley-Warm Lake	16.1	County	Groomed OSV route
Stanley-Warm Lake	0.5	County	Infrequently groomed OSV route

Source: AECOM 2020; Forest Service 2017a

Table A-8 Designated Summer and Winter ROS Classes and Acreages in the Analysis Area

ROS Class	Summer		Winter	
	Acres	Percentage of Analysis Area	Acres	Percentage of Analysis Area
Primitive	57,959	10.8	57,959	10.8
Semi-Primitive Non- Motorized	163,909	30.4	35,449	6.6
Semi-Primitive Motorized	40,775	7.6	332,328	61.6
Roaded Natural	91,043	16.9	23,367	4.3
Roaded Modified	150,668	27.9	55,294	10.3
Rural	3,064	0.6	3,019	0.6
Not Forest Service	24	<0.1	24	<0.1
Other	31,952	5.9	31,952	5.9
Total	539,393		539,393	

Source: AECOM 2020; Forest Service 2017b

ROS = Recreation Opportunity Spectrum

Table A-9 ROS Physical Setting Criteria

Criteria	Primitive	Semi-Primitive Non-Motorized	Semi-Primitive Motorized	Roaded Natural	Rural	Urban
Remoteness	An area designated at least 3 miles from all roads, railroads, or trails with motorized use	An area designated at least 0.5 mile but not farther than 3 miles from all roads, railroads, and trails with motorized use; can include the existence of primitive roads and trails if usually closed to motorized use.	An area designated within 0.5 mile of primitive roads or trails used by motor vehicles, but not closer than 0.5 mile from better than primitive roads.	An area designated within 0.5 mile from better than primitive roads and all railroads.	No distance criteria.	No distance criteria.
Size of Area	5,000 acres	2,500 acres	2,500 acres	No size criteria	No size criteria	No size criteria
Evidence of Humans	Setting is essentially an unmodified natural environment. Evidence of humans would be unnoticed by an observer wandering through the area. Evidence of trails is acceptable but should not exceed standard to carry expected use. Structures are extremely rare.	Natural setting may have subtle modifications that would be noticed, but not draw the attention of an observer wandering through the area. Little or no evidence of primitive roads and the motorized use of trails and primitive roads. Structures are rare and isolated.	Natural setting may have moderately dominant alterations but would not draw the attention of motorized observers on trails and primitive roads within the area. Strong evidence of primitive roads and the motorized use of trails and primitive roads. Structures are rare and isolated.	Natural setting may have modifications, which range from being easily noticed to strongly dominant to observers within the area. However, from sensitive travel routes and use areas these alterations would remain unnoticed or visually subordinate. There is strong evidence of designed roads and/or highways. Structures are generally scattered, remaining visually subordinate or unnoticed to the sensitive travel route observer. Structures may include power lines, microwave installations and recreation sites.	Natural setting is culturally modified to the point that it is dominant to the sensitive travel route observer. May include pastoral, agricultural, intensively managed wildland resource landscapes, or utility corridors. Pedestrian or other slow-moving observers are constantly within view of culturally changed landscape. There is strong evidence of designed roads and/or highways. Structures are readily apparent and may range from scattered to small dominant clusters including power lines, microwave installations, local ski areas, minor resorts, and recreation sites.	Setting is strongly structure dominated. Natural or natural- appearing elements may play an important role but be visually subordinate. Pedestrian and other slow-moving observers are constantly within view of artificial enclosure of spaces. There is strong evidence of designed roads and/or highways and streets. Structures and structure complexes are dominant, and may include major resorts and marinas, national and regional ski areas, towns, industrial sites, condominiums or second home developments.

Source: AECOM 2020; Forest Service 2003

Table A-10 Additional Criteria for Mapping Summer ROS Physical Setting

Physical Setting	Criteria
Primitive	Areas as determined per National ROS Inventory Mapping Protocol” (Forest Service 2003)
Semi-Primitive Non-Motorized	Areas as determined per National ROS Inventory Mapping Protocol” (Forest Service 2003)
Semi-Primitive Motorized	Areas as determined per National ROS Inventory Mapping Protocol” (Forest Service 2003)
Roaded Natural	Areas as determined per National ROS Inventory Mapping Protocol” (Forest Service 2003)
Rural	Cascade, Warm Lake, Landmark, and Yellow Pine; other areas as determined per National ROS Inventory Mapping Protocol” (Forest Service 2003)
Not Applicable	None

Source: AECOM 2020; Forest Service 2003

ROS = Recreation Opportunity Spectrum

Table A-11 Additional Criteria for Mapping Winter ROS Physical Setting

Physical Setting	Criteria
Primitive	Areas where winter motorized travel is restricted
Semi-Primitive Non-Motorized	Areas designated as closed to winter motorized recreation or closed to motorized over-snow travel
Semi-Primitive Motorized	Groomed and ungroomed trails; areas “open to snow”
Roaded Natural	Plowed routes in isolated areas
Rural	Plowed routes
Not Applicable	None

Source: AECOM 2020

Table A-12 Estimated ROS Summer and Winter Physical Settings and Acreages in the Analysis Area

ROS Physical Setting	Summer		Winter	
	Acres	Percentage of Analysis Area	Acres	Percentage of Analysis Area
Primitive	17,278	3.2	21,370	3.9
Semi-Primitive Non-Motorized	218,512	40.4	245,210	45.3
Semi-Primitive Motorized	83,497	15.4	240,387	44.4
Semi-Primitive Motorized Groomed	N/A	N/A	50,436*	9.3
Roaded Natural	140,594	26.0	7,511	1.4
Rural	81,450	15.0	26,853	5.0
Total	541,331		541,331	

Source: AECOM 2020

*This acreage overlaps other features and therefore is not included within the total acreage.

Table A-13 2019 Recreation-Related Special Use Permits Within the Analysis Area

Permittee	Permit Expiration Date	Facilities Permitted on NFS Lands	Permitted Area on NFS Lands	IOGLB Licensed Activities	IOGLB Licensed Hunting Species
Payette National Forest					
Big Creek Lodge	2043	Lodge Duplex Gas station/storage building Tack shed, Hydroelectric unit Water system, Septic drain field Corral and pasture Recreation amenities (horseshoe pit, fire pit, BBQ pit, volleyball court, tent camping platforms)	Big Creek Lodge near the Big Creek Airstrip	Trail rides/pack trips, Fishing Hunting	N/A
Elk Springs Outfitters ¹	2027	4 assigned camps Other locations approved for short term drop camps and non-fee camps where stay does not exceed 14 days	Operating Area 4 includes most of PNF 13 and portions of the FCRNRW adjacent to PNF 13, including western Monumental and Marble Creek areas	Backpacking Trail rides/pack trips Mountain bike touring Photo trips Hunting	Deer Elk Goat Sheep Bear Cougar Predators Wolf Forest grouse
Flying Resort Ranches ²	2025	None within analysis area	Route through the FCRNRW to Big Creek	Backpacking Trail rides/pack trips Incidental fishing	N/A
Idaho Wilderness Company ³	2020	7 assigned camps	A portion of the FCRNRW east of Big Creek within GMU 26 and 25, including the Monumental Creek and Thunder Mountain Road (FR 50375) areas east of the SGP	Hunting Trail rides/pack trips	Deer Elk Goat Sheep Bear Cougar Predators Wolf

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Permittee	Permit Expiration Date	Facilities Permitted on NFS Lands	Permitted Area on NFS Lands	IOGLB Licensed Activities	IOGLB Licensed Hunting Species
					Moose Forest grouse Chukar
Boise National Forest					
Juniper Mountain Outfitters	Pending ⁴	Trails for summer camp, trail rides, fishing – 084, 101, 103, 105, 107, 108, 109, 122, and 161 Fishing trips to Long, Rainbow, Caton, Riordan, Black, Bear Creek and Curtis Lakes	Spike camp located between the headwaters of Russian and Halfway Creeks in the Johnson Creek drainage for rifle and some archery hunt opportunities	Area 1 Incidental fishing Trail rides/pack trips Area 2 Trail rides/pack trips Area 3 Incidental fishing Trail rides/pack trips	Area 1 Bear Wolf Area 2 Elk Deer Area 3 Bear Wolf
North Shore Lodge	2025	Lodge, including store, restaurant, bar, wood patio, restroom, and staff quarters 10 rental cabins Laundry/shower house 3 staff RV sites 8 propane tanks, compressor shed, central fire pit, 2 satellite dishes 2 boat docks Associated water and sewer systems	2.94 acres in Tract B-1, Lot 9 near Warm Lake in Section 12, T. 15 N., R. 6 E, Boise Meridian	N/A	N/A
Warm Lake Lodge and Resort	2021	Lodge, including store, restaurant, bar, public restroom, water tank shed, patio Gas and oil building Shower/laundry building One owner cabin, eight guest cabins, and three employee cabins A seven-unit campground Pump house, old outhouse, woodshed, tack shed Barbeque pit, two horseshoe pits	27.23 acres located in the western 1/2 of Section 7, T16N R7E Boise Meridian	N/A	N/A

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Permittee	Permit Expiration Date	Facilities Permitted on NFS Lands	Permitted Area on NFS Lands	IOGLB Licensed Activities	IOGLB Licensed Hunting Species
		Boat ramp, retaining wall/boardwalk, boat docks, swim beach Septic systems, two septic treatment buildings, two septic drain fields, water system and several portable toilets			
Warm Lake Camp (previously known as Camp Ore Ida)	Pending ⁵	Chapel, dining hall, snack shop, camp office building, lodge, camp sign, and access road with gate Well house with concrete pad, women's bathhouse, and men's bathhouse Nurse cabin/ storage shed, 1 staff cabin, 3 women's cabins, 2 men's cabins, 2 A- frames, 2 tent pads, and 25 RV parking units with water and electric hook-ups, Volleyball court, fire pit area, baseball field, slingshot target range, playground equipment, 2 tether balls, and lodgepole structure	6.2 acres in Section 7, T15N, R7E, Boise Meridian	N/A	N/A
Youth with a Mission (YMAC) (previously known as Camp Maranatha)	Pending ⁴	8 dorm style cabins and 4 staff cabins One youth restroom/shower building and one staff restroom/shower building A chapel building, dining hall, and canteen/ maintenance building A play field, volleyball court, horseshoe pit, gravel basketball court, fire ring, and small outdoor amphitheater 2 RV group sites Domestic well and pump house, three septic tanks, two septic drain fields, and associated water, sewer, and electric utility lines	5.6 acres approximately 28 miles northeast of Cascade, Idaho in Sections 17 of Township 15 North, Range 7 East, Boise Meridian	N/A	N/A

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Permittee	Permit Expiration Date	Facilities Permitted on NFS Lands	Permitted Area on NFS Lands	IOGLB Licensed Activities	IOGLB Licensed Hunting Species
Recreation Residences (Warm Lake and Paradise Valley tracts)	2028	62 recreation residences including cabins, docks, and outbuildings	Warm Lake and Paradise Valley	N/A	N/A

Sources: AECOM 2020; Forest Service 2013, 2015b-e, 2017c,d, 2019b, Idaho Outfitters and Guides Licensing Board 2020a, 2020b

¹ IOGLB operating areas 6, 7, and 8 are outside the analysis area and therefore are not included in this table.

² IOGLB operating areas I, 2, 3, and 7 are located outside the analysis area and therefore are not included in this table.

³ IOGLB operating area 2 is outside the analysis area and therefore is not included in this table.

⁴ The Forest Service is currently in the process of renewing these permits.

N/A = not applicable