

PLAN OF DEVELOPMENT

for the

County Roads Project (Upgrades to Roads 719 and 1000)

Submitted to:

Bureau of Land Management
Ely District Office
702 North Industrial Way
Ely, Nevada 89301

Prepared by:

AECOM
7720 N. 16th Street
Suite 100
Phoenix, AZ 85020

In Conjunction with:

KG Mining (Bald Mountain) Inc.

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1 **KG-BM COUNTY ROAD IMPROVEMENT PROJECT**
2 **(COUNTY ROADS 719 AND 1000)**
3 **PLAN OF DEVELOPMENT**

4
5 **INTRODUCTION**

6
7 KG Mining (Bald Mountain) Inc. (KG-BM) proposes to straighten several blind curves and widen
8 an extended section on White Pine County Road 1000 and Elko County Road 719, located in
9 White Pine and Elko counties, Nevada. (**Figure 1** and **Figure 2**). This Plan of Development
10 (POD) includes descriptions of and guidelines for the design, construction, operation, and
11 maintenance of the County Roads Improvement Project (Roads 719 and 1000)(Project), a
12 portion of which would be located on Bureau of Land Management (BLM) managed lands and
13 United States Forest Service (Forest Service) managed lands. KG-BM would construct the
14 Project in conformity with the guidelines and practices outlined in this POD. These guidelines
15 have been developed jointly by KG-BM and the BLM and would apply to the proposed
16 improvements for the segments of county roads 719 and 1000 as shown in Figure 3-12 and in
17 **Appendix A** (Construction Plans).

18
19 A completed form SF-299 (**Appendix B**) that included a project description, environmental
20 assessment and several maps was submitted to the Bureau of Land Management, Bristlecone
21 Field Office on March 23, 2020. During April 2020, an amendment for the SF-299 application
22 regarding wild horse fencing was prepared and submitted to the BLM via email. This addendum
23 addressed the installation of BLM-approved wild horse type fencing in the right of ways (ROW)
24 associated with the proposed road improvements for county roads 1000 and 719.

25
26 *KG-BM Use of Existing County Roads*

27 The main access to Bald Mountain Mine from Elko/Spring Creek is State Highway 228, known
28 as the Jiggs Highway; the first four miles of the Jiggs Highway (Elko County Road 717) to Elko
29 County Road 719 which turns into White Pine County Road 1000. This route has been in use for
30 many years for mine transportation purposes as the Bald Mountain Mine has been in continuous
31 operations for over 40 years. Mine-related traffic utilizes the roads for:

- 32 • Employee and contractor transportation (both inbound and outbound);
33 • Deliveries to the mine and shipments from the mine;
34 • Light vehicles for mine-related activities;
35 • Emergency vehicles for emergency management; and
36 • Maintenance equipment for road maintenance.

37 KG-BM provides five buses per day to transport employees to and from the mine, with each bus
38 making two round trips per day according to the schedule. Light vehicle mine traffic and bus
39 traffic on this route occurs up to 24 hours per day, seven days per week. Over the years, during
40 the operation of the mine, there have been road realignments or upgraded county road work as
41 necessary on the Elko County Road 719 and White Pine County Road 1000 gravel roads. In

1 addition to serving as the main access to Bald Mountain Mine, these roads provide local access
2 to both public and private lands, including access points to the adjacent Humboldt-Toiyabe
3 National Forest. As necessary, signage advising travelers of potential hazards (curves, bumps,
4 etc.) are posted and maintained by KG-BM until the end of mine operations, at which time,
5 traffic controls would become the responsibility of counties.
6

7 KG-BM utilizes current best management practices and dust abatement techniques on unpaved
8 roads to minimize the generation of fugitive dust. Dust control BMPs include the application of
9 water and/or dust suppression reagents and reduced speed limits on unpaved roads to reduce
10 airborne fugitive dust.

11
12 Maximum speed over the unpaved portions of county roads range from 35-50 miles per hour
13 depending on road section. For segments of road near rancher's residences, the speed is
14 reduced to 25 miles per hour. When road conditions are poor, drivers are required to travel at
15 reduced speeds to ensure safe passage to and from the mine site. Speed limit signs are posted
16 on the county roads to and from the mine site.
17

18 Contract and full-time workers are required to adhere to Nevada driving laws as specified under
19 Nevada Revised Statutes (NRS), including, but not limited to: General Traffic Laws (NRS 484A);
20 Rules of the Road (NRS 484B); Driving Under the Influence or DUI (NRS 484C); Equipment &
21 Loads (NRS 484D); and Accidents (NRS 484E). Additional attention is focused on safe driving
22 habits, such as the use of seat belts, restriction on texting, accessing the internet and hand-held
23 cell phone use during vehicle operation, driving while fatigued or tired, and to be alert to wildlife,
24 cattle or free-roaming horses.
25

26 PROPOSED ACTION

27 *Purpose and need*

28
29 The need for action is to lessen the potential of accidents and vehicle-wildlife/free-roaming
30 horse/livestock collisions (animal). KG-BM is proposing modification to segments of two roads
31 utilized by mine traffic. The proposed Project would enhance safety on County Road 719 in Elko
32 County and County Road 1000 in White Pine County (which is a continuation of Elko County
33 Road 719). Multiple incidents have occurred in the recent past (2017-2019) as shown in **Table**
34 **1**.

35 **Table 1. Incidents along County Road 719 and County Road 1000**

Type of Incident	Number of Incidents
Free roaming horse collisions	14
Livestock collisions	10
Rollovers	3
Other minor incidents	7

36
37
38 KG-BM proposes to straighten several blind curves and widen an extended section of White
39 Pine County Road 1000 and Elko County Road 719. These existing dirt roads provide year-
40 round access from Elko and Spring Creek to the Bald Mountain mining complex, and provide
41 access to private ranches and grazing allotments, as well as recreational activities on both BLM
42 and Forest Service administered lands. The roads are also designated as an emergency

1 evacuation route for the communities of Elko and Spring Creek. Upgrading the roads are
2 expected to lessen the potential for accidents and wildlife collisions by improving traffic visibility
3 and overall road safety for mine workers, local ranches, and the general public. The upgraded
4 roads are expected to be in use in perpetuity and remain part of the county roadway system.

5 6 *Lands Management*

7 The proposed upgrade work is located within Elko and White Pine counties on lands controlled
8 by the BLM Ely District Office (8.9 acres), Forest Service lands (12.6 acres), lands and the BLM
9 Elko District Office (2.7 acres), and a portion on private land (2.2 acres). About 15.4 acres of
10 road disturbance would be eliminated, as shown in **Table 2**.

11 12 *Road Service Agreements*

13 KG-BM has signed county road maintenance agreements with White Pine County and Elko
14 County. The agreements define the acceptable use of the roads as well as traffic control, road
15 repair, and road maintenance requirements and responsibilities.

16 17 *White Pine County Road Maintenance Agreement*

18 KG-BM entered into a road maintenance agreement with White Pine County, Nevada, effective
19 March 22, 2017 for a period of five years (**Appendix C**). This road agreement applies to White
20 Pine County Road 3 between US 50 and County Road 6; White Pine County roads 4, 6,
21 54, 1000, 1001, and 73 from State Route 892 to the intersection of standard section of 1006; the
22 standard section of 1006; as well as the non-standard section of 1006 from 54 to the south end
23 of the Yankee heap leach pad. White Pine County road standards are presented in **Appendix**
24 **C**.

25 26 *Elko County Road Maintenance Agreement*

27 KG-BM entered a road maintenance agreement with Elko County, Nevada effective January 7,
28 2019 for a period of five years. This agreement is included in **Appendix D**. The road agreement
29 applies to the first four miles of the Jiggs Highway (County Road 717) and all or parts of
30 Huntington Road (County Road 719), as described in the Elko County Planning Application No.
31 County Road 719. The agreement defines responsibilities related to traffic signage,
32 maintenance, repair and snow removal. Road work would be consistent with Standard
33 Specifications for Public Works Construction (1992 edition) or subsequent editions known as the
34 Orange Book”.

35 36 *Wildlife, Free roaming horses and Livestock Management*

37 KG-BM provides awareness training to employees working for or on behalf of KG-BM who are
38 briefed on the traffic rules and requirements as part of the site-specific training required by the
39 Mine Safety and Health Administration. KG-BM sends notices to employees as necessary and
40 for reasons such as: 1) to support driving safety during adverse weather conditions by
41 communicating known hazards in the area; 2) to advise when there are animals congregated in
42 any particular travel area to ensure driver vigilance to avoid collision; 3) to always watch for
43 wildlife, livestock and free-roaming horses in/near roads; and 4) to comply with speed limits both
44 on the mine-site and on access roads. Radio communications are also utilized to communicate
45 potential animal hazards in the area.

1 KG-BM personnel or those working on behalf of KG-BM are educated on the procedures to be
2 implemented after encountering injured animals or a mortality. In the event of an animal injury or
3 mortality, reporting takes place as follows:
4

- 5 • If a free roaming horse is hit on the access road security department notifies the
6 environmental department. This is then reported to the BLM by the environmental
7 department.
- 8 • If livestock are hit on the access road, it is reported to security and then to the projects/
9 ranches department, which works with the livestock owners.
- 10 • Wildlife encounters are typically reported to security, but does not get tracked by
11 environmental or reported. It is also not a requirement to report unless it is in a Kinross
12 or Kinross subsidiary vehicle.
13

14 KG-BM personnel or those working on behalf of KG-BM are not to handle injured animals unless
15 specifically authorized to do by KG-BM and/or by the appropriate agency specialist.
16

17 *Nearby Rancher Communications*

18 In preparation for the Project, KG-BM has met with the ranchers along the areas of proposed
19 road construction and upgrades to discuss the Project. KG-BM plans to continue this
20 communication about the construction schedule; for example, KG-BM would notify the local
21 ranchers before the actual construction work begins.
22

23 Area residents that routinely utilize the sections of the road proposed for modifications or
24 upgrades are as follows:

- 25 • Sestanovich Ranch – Pete, Gladys, and JJ Goicoechea
- 26 • Cowboys Rest – Robert and Christine Borrows
- 27 • 2 Bit Ranch Juaristi Series, LLC – Chad Bliss
- 28 • Harold Rother Farms, Inc.
29

30 *Schedule*

31 Construction is expected to occur during four to six months of seasonal construction
32 incrementally over a two to five-year period. The county roads (White Pine 1000 and Elko 719)
33 both would remain open and ranch access would be maintained during construction. The road
34 would be used through the end of the mine life which is currently slated for 2029.
35

36 **ROADWAY DESCRIPTION**

37
38 The upgrades would occur within an approximately 14-mile stretch of road in total, distributed
39 among nine road segments, with total new ROW calculated to be 26.4 acres. County Road 719
40 has 3 segments that would be modified, totaling about 2.2 miles, as shown in **Figure 3 through**
41 **Figure 6**. County Road 1000 has 6 segments that would be modified, totaling about 11.9 miles,
42 as shown in **Figure 6 through Figure 12**. The proposed realigned county road segments would
43 be unpaved, consistent with the existing road. The realignment is anticipated to have the same
44 or similar flat form, parallel lines, and light tan color as the existing county road. The realignment
45 locations would be in the immediate vicinity of the existing access road, with proximity ranging
46 from immediately adjacent to the existing road to upwards of approximately 400 feet from the
47 existing road.

1
2 The road width for each segment would be increased from approximately 24 feet wide to
3 approximately 32 feet wide in select areas, allowing for safer two-way traffic. The overall width
4 of new disturbance on either side of the road width segments would vary depending on the need
5 for cuts and fills but would remain within the existing ROW except for those sections being
6 rerouted and requiring new ROW. In order to improve visibility, several segments of road would
7 be rerouted to straighten curves. The surface of the road segments would be slightly crowned to
8 allow drainage off the road.
9

10 Additionally, in conjunction with the upgrade work, KG-BM would reclaim or eliminate for
11 primary road use approximately 15.4 acres of existing roadway that would be abandoned with
12 the rerouted road, as shown in **Figures 3, 4, 5, 7, and 9**. Drainage structures such as metal
13 pipe culverts would be installed at drainage crossings. Multi-year staging areas are required and
14 would be on lands administered by federal agencies, as well as staging areas for temporary
15 storage of gravel, culverts, and other construction materials that may be necessary along the
16 ROW during active construction. The typical design features and characteristics are described
17 in **Table 2**.
18
19

Table 2. Typical Design Features and Characteristics

Design Feature	Feature Dimensions (New ROW)
Road	Approximate Total 14 miles (26.4 acres) <ul style="list-style-type: none"> ▪ BLM Ely District: 8.8 miles (8.9 acres) ▪ BLM Elko District: 0.7 mile (2.7 acres) ▪ Private: 0.2 mile (2.2 acres) ▪ Forest Service: 4.3 miles (12.6 acres)
Type of drainage structure	Culverts, 24 inches diameter metal pipe
Number of drainage structures	Approximately 76
Right-of-way width	Road width of 32 feet for travel lanes; overall width of new ROW would vary up to 80 feet depending on topography.
Roadway reclaimed or eliminated for primary road use	Approximate 15.4 acres <ul style="list-style-type: none"> ▪ BLM Ely District: 0.9 mile (4.4 acres) ▪ BLM Elko District: 0.7 mile (3.8 acres) ▪ Private: 0.3 mile (1.4 acres) ▪ Forest Service: 1.3 miles (5.8 acres)

20
21 There are nine individual road segments being targeted for upgrades to improve traffic flow,
22 visibility, and safety. The segments are described in **Table 3** below, and are also called out in
23 **Figure 3 through Figure 12**.
24
25

Table 3. Upgrade Work by Road Segment

Segment Name	Upgrade Work Description
White Cross Corner (Block House) (Figure 3)	Reroute a road section County Road 719 through a private ranch and BLM Elko District lands to avoid ranch buildings and facilities but continue to provide ranch access.
Y Corner (Figure 4)	Eliminate a blind corner of County Road 719 on BLM Elko District lands.

Cowboys Rest (Figures 5 and 6)	Reroute a road section of County Road 719 on BLM Elko District lands and Forest Service administered lands to eliminate a blind curve and widen existing narrow road stretches.
Curve 21 (Figure 7)	Eliminate a blind corner of County Road 1000 on Forest Service administered lands but continue to provide ranch access.
Minor Regrade North (Figure 8)	Straighten several segments of existing County Road 1000 in conjunction with overall improvement of the sub-base of the road and widening/grading on BLM Ely District lands and Forest Service administered lands.
Minor Realignment North (Figure 9)	
Minor Regrade Central (Figure 10)	
Minor Realignment South (Figure 11)	
Minor Regrade South (Figure 12)	

1

2 **Temporary and Permanent Land Disturbance**

3 KG-BM has calculated the areas of permanent and temporary ground disturbance that is
 4 expected to occur during the proposed construction activities. Permanent impacts are
 5 associated with new road ROW as well as widening of existing facilities. Temporary impacts are
 6 associated with ground disturbance outside permanent impact areas that are necessary for
 7 movement of construction equipment. These temporary areas would be regraded to match
 8 natural landscape and would be seeded. Each activity that would cause disturbance is listed
 9 below, followed by estimated acreage calculations for permanent and temporary ground
 10 disturbance shown in

11

12

13

14

15 Table 4.

16

17 Existing roadway upgrades – There would be minimal permanent disturbance associated with
 18 the upgrades to White Pine County Road 1000 and Elko County Road 719. Surface disturbance
 19 would be minimized by clearing only those areas necessary for road construction. In general,
 20 temporary disturbances would occur within existing ROW and are associated with roadway
 21 widening. Upon completion of construction work, KG-BM would implement reclamation activities
 22 on vacated road stretches and other disturbed areas (e.g., cut and fill slopes) associated with
 23 construction activities. These disturbed areas would be reseeded with BLM and Forest Service
 24 approved seed mixes to reestablish vegetation and prevent soil erosion.

25

26 Temporary staging areas – Temporary staging areas for storage of gravel, culverts, etc. may be
 27 necessary along the ROW. Any temporary staging areas would avoid drainages and be located
 28 to minimize disturbance in consultation with the BLM and Forest Service. Temporary staging
 29 areas would be reclaimed and seeded upon completion of the Project. No hazardous materials
 30 would be used, produced, transported, or stored on the road or within the road ROW.

31

32 Rerouting roadway segments – A majority of permanent surface disturbance would include the
 33 areas necessary for new construction associated with rerouting roadway segments to straighten
 34 curves. Realignment locations would be in the immediate vicinity of the existing road and no
 35 more than 400 feet from existing facilities.

1
2
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6

Table 4. Permanent and Temporary Disturbance Calculations

Land Administrator	Acreage	
	Permanent	Temporary
BLM Ely District	8.9	152.7
BLM Elko District	2.7	13.9
Private	2.2	5.3
U.S. Forest Service	12.6	81.6
Total:	26.4	253.5

7
8

RIGHT-OF-WAY ACQUISITION

9 Most of the Project would occur within existing ROW; however, rerouting of some roadway
10 segments would require a ROW easement of approximately 80 feet wide. This would consist of
11 8.8 acres from BLM Ely District, 2.7 acres from BLM Elko District, 12.6 acres from the Forest
12 Service and 2.2 acres from private property. Additional temporary impacts are anticipated within
13 the existing ROW to construct the upgraded roadway. Those estimates are included in **Table 4**.
14

15 **PROJECT CONSTRUCTION, OPERATION, AND MAINTENANCE**

16 Access for construction and maintenance of the proposed road upgrades would be in
17 accordance with the terms of the easements granted by the private landowner to access their
18 ROW. All access on BLM and Forest Service-administered lands would be within the prescribed
19 ROW, utilizing overland construction methods as described below in “Construction Activities”

20 **Preconstruction Activities**

21 Engineering Surveys – Survey and geotechnical analysis have occurred over the past few
22 years. Construction plans are included in **Appendix A**. A completed form SF-299 including a
23 project description, environmental assessment and several maps was submitted to the Bureau
24 of Land Management, Bristlecone Field Office on March 23, 2020 (**Appendix B**).
25

26 Air Quality – Although construction is expected to cause temporary, localized, increases in air
27 pollutants during construction, it is anticipated that the proposed construction would not cause
28 exceedances of the National Ambient Air Quality Standards or state standards beyond the
29 immediate construction zone, and would not have long-term impacts to air quality to the area.
30

31 Visual Quality – The characteristic landscape of the county road traverses a variety of landforms
32 in the Basin and Range physiographic province. The topography ranges from wide, flat valley
33 floors and low angular hills to steep mountain ranges in the distance. The existing road and
34 proposed realigned segments are located in the BLM’s Visual Resource Management (VRM)
35 Classes II, III, and IV landscapes.
36

37 The proposed realigned county road segments would be unpaved consistent with the existing
38 road and have similar flat form, parallel lines, and light tan color as the existing county road. The

1 realignment locations would be in the immediate vicinity of the existing access road. The
2 changes to visual resources resulting from the proposed project are expected to be minor and
3 meet the BLM's VRM management objectives.
4

5 Cultural Resource Surveys – AECOM, a BLM-permitted contractor, would survey the proposed
6 route. A cultural resource report would be prepared, and the report would make
7 recommendations for archaeological sites to be considered for listing in the National Register of
8 Historic Places (NRHP). It is anticipated that the proposed roadway improvements would not
9 affect any historic or archaeological sites.
10

11 Biological Surveys – General biological surveys would be conducted. It is anticipated that no
12 sensitive species or habitat would be found during the surveys. Two intermittent drainages
13 (Mitchell Creek and Sestanovich Creek) and numerous ephemeral washes are within the project
14 boundaries. Impacts to Waters of the U.S. (WOTUS), if any, would be less than 0.10 acre
15 combined, and a U.S. Army Corps of Engineers (USACE) Nationwide Permit (NWP) 14 for
16 Linear Transportation Projects is not expected to be required, given the new Clean Water Act
17 (CWA) Rule. Specific project design features for natural resource areas would be developed as
18 part of the environmental assessment.
19

20 Noise – Expected equipment noise levels for the upgrade work are expected to range from 80 to
21 90 decibels at 50 feet from the source. Depending on the location along the road of the upgrade
22 work, local ranch residents may be exposed to some construction noise; however, such noise
23 would occur only during daylight hours. Any travelers that stop along the road in the vicinity of
24 construction would likely hear construction noise, but the exposure is expected to be minor. The
25 effects of noise on wildlife are generally avoidance during the construction work. Traffic noise
26 would continue along the county roads from current users. Once the roadwork is complete, the
27 traffic noise on these roads is expected to continue at or near existing levels.
28

29 **Construction Activities**

30 Following preconstruction activities, overland construction methods would be used for
31 realignment segments of road and preparing a 32-foot-wide subgrade for segments of road that
32 are being widened. This would consist of using dump trucks, dozers, front end loaders, graders,
33 compactors and excavators. The number of people and associated vehicles/equipment would
34 be determined by the contractor, once the construction contract has been awarded. Each phase
35 of construction would require different equipment, and often multiple pieces of equipment would
36 be required to operate simultaneously. KG-BM would minimize disturbance to the footprint
37 needed for the construction work and would also use water truck(s) to water the road and
38 construction areas to minimize dust generation and help in road compaction.
39

40 Access Roads – Road construction requires the movement of vehicles along the ROW. For this
41 Project, the ROW of the county road would provide access. Parking and temporary storage of
42 equipment will occur along the existing road ROW.
43

44 Construction and Right-of-Way – Overland construction methods would be used for realigned
45 segments of road. The clearing of natural vegetation would be required; however, selective
46 clearing would be performed only when necessary to provide for construction and maintenance
47 operations. All construction and maintenance activities would be conducted in a manner that

1 would minimize disturbance to vegetation. See Design Features and ACEPM for more details
2 on environmental protection measures.

3
4 Construction within the existing ROW would include road widening to make the travel lanes a
5 consistent width of 32 feet, as well as the buildup of the roadway shoulder. The use of clean fill
6 material to build up the roadway profile would be utilized at select locations along the Project.
7 During construction, at least one travel lane would remain open at all times.

8
9 KG-BM has an agreement with White Pine County (**Appendix C**) and Elko County (**Appendix**
10 **D**) regarding road modifications. One of the stipulations is for maintenance and repair standards
11 to be performed in accordance with the Standard Specifications for Public Works Construction
12 (1992 edition or subsequent editions known as the “Orange Book”) and the Manual of Uniform
13 Traffic Control Devices (MUTCD). Section 100.33.01 of the Orange Books states, “Whenever
14 controlled traffic is necessary for protection of the work or for the safety of public travel, the
15 Contractor shall provide the Agency with traffic control plans, including any required detours,
16 developed in accordance with the most current edition of the MUTCD.”

17
18 Once construction is complete, the road use would continue per the road use agreements
19 between KG-BM and Elko County and White Pine County. For long-term particulate emissions
20 control on the roads, KG-BM would apply a suppressant (magnesium chloride) as per the road
21 use agreements between KG-BM and the counties, as well as conduct road watering as
22 appropriate to control fugitive emissions.

23
24 Emergency Spill Response – KG-BM requires all contractor equipment and vehicles to carry an
25 emergency spill response kit. As soon as a spill is noticed the contractor is required to inform
26 KG-BM immediately so the proper procedures can be implemented. KG-BM requires all
27 equipment to park over diapers to catch any drips that the machine might have when parked
28 overnight. All contaminated soils would be hauled to an approved waste site for permanent
29 disposal. Areas where soil was removed would be backfilled with clean native materials.

30
31 Clean-up and Reclamation – Construction sites, material storage areas, and the road ROW
32 would be kept in an orderly condition throughout the construction period. Refuse and trash,
33 including stakes and flags, would be removed from the sites and disposed of in an approved
34 manner. No construction equipment oil or fuel would be drained on the ground, and oils and
35 chemicals would be hauled to an approved site for disposal. No open burning of construction
36 trash would occur on BLM-administered lands. Water trucks would be used to keep dust to a
37 minimum.

38
39 Following construction and cleanup, disturbed areas would be reclaimed. Graded or disturbed
40 surfaces beyond the subgrade would be restored to the original contour of the land surface and
41 scarifying would be conducted in compacted areas. In addition to the crush and roll method of
42 vegetation removal which allows plants to re-sprout, a native seed mix approved by the BLM
43 would be applied to disturbed areas that may require more extensive or quicker regrowth within
44 the ROW to minimize erosion potential. Because more than one acre would be disturbed, a
45 Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented. The
46 SWPPP would identify erosion preventive measures.

1 **OPERATION AND MAINTENANCE**

2
3 During the operation of the mine, the access route from Elko/Spring Creek to the mine have
4 posted speed limits signs. As necessary, signage advising travelers of potential hazards
5 (curves, bumps, etc.) are posted and maintained by KG-BM until the end of mine operations, at
6 which time, traffic controls would become the responsibility of White Pine and Elko counties.
7 During maintenance and repair services conducted by KG-BM, signage and/or flaggers would
8 be present as appropriate to alert travelers of on-going activities, as well as to possible delays.

9 Traffic on the county roads follow a right-hand pattern. Appropriate signage and/or barriers are
10 posted and maintained by KG-BM to notify the public of a change to traffic patterns. KG-BM
11 employs several safety measures for employees and KG-BM contractors utilizing the route.

12 White Pine County Road 1000 and Elko County Roads (the first four miles of the Jiggs Highway
13 [County Road 717] and all or parts of County Road 719), if utilized by KG-BM, are maintained in
14 accordance with the county road maintenance agreements to facilitate mine material shipments
15 to and from the mine site, as well as to facilitate the travel of employees and contractors to and
16 from work. Where necessary, KG-BM constructs permanent structures, such as cattle guards,
17 culverts, and bridges, necessary to maintain the functionality of the road.

18 **White Pine County**

19 The realigned or upgraded portions of public roads within White Pine County would be
20 constructed in accordance with White Pine County road standards or as otherwise agreed upon
21 with White Pine County. A copy of White Pine County Road standards is provided in **Appendix**
22 **C**. KG-BM would consult with White Pine County prior to construction and road maintenance of
23 county roads.

24 Road upgrades and/or maintenance activities such as grading, damage repairs, erosion control,
25 snow removal and dust control would be conducted as needed.

26 **Elko County**

27 Road work on Elko County roads covered in the agreement would be consistent with *Standard*
28 *Specifications for Public Works Construction* (1992 edition, aka the “Orange Book”). If KG-BM
29 plans to make any repairs outside of the Orange Book, then such specifications/revisions must
30 be submitted to Elko County for approval prior to implementation. Road work performed by
31 either party under the agreement must be consistent with the current edition of the Manual of
32 Uniform Traffic Control Devices.

33 **Operating Practices**

34 KG-BM has developed a series of operating practices and applicant-committed environmental
35 protection measures (ACEPMs) that would govern general transportation, and transport of
36 chemicals and petroleum products to the mine site, via the primary transportation routes. The
37 operating practices would also govern personnel transport to and from the site. These directives
38 are designed to prevent unnecessary and undue degradation during construction, operation,
39 and reclamation of the mine. The measures are derived from the general requirements
40 established in the BLM’s Surface Management Regulations at 43 Code of Federal Regulation

1 § 3809, current industry best practices, as well as water, air quality, and other environmental
2 protection regulations.

3 The operating practices are considered KG-BM policy and would be adhered to by the company
4 and contractual commitments for compliance would be required of all chemical and petroleum
5 suppliers. The directives also describe major preventive response procedures and future
6 inspections and training programs, to be implemented by KG-BM.

7
8 KG-BM is responsible for responsible for preventative, operational, emergency and reactive
9 maintenance and would continue to be responsible once the road improvements are completed.
10

11 **DESIGN FEATURES AND ACEPMS**

12 As part of the design, construction, and standard operating procedures, construction measures
13 and Applicant-Committed Environmental Protection Measures (ACEPMS) would be
14 implemented to reduce potential adverse environmental impacts. Most impacts would be short-
15 term and generally occur during the construction period.
16

17 Following are the standard design features that would be implemented:
18

- 19 • Realignment locations would be in the immediate vicinity of the existing access road (no
20 more than 400 feet away).
- 21 • Realigned segments would be unpaved, and have the same or similar flat form, parallel
22 lines, and color to be visually consistent with the existing road.
- 23 • KG-BM would reclaim “cut and fill” slopes of upgraded roads as appropriate, reclaim
24 abandoned road stretches and other disturbed areas associated with construction activities
25 by revegetating areas to reduce runoff and erosion, and control invasive weeds within the
26 Project Area footprint.
- 27 • KG-BM would minimize surface disturbance and vegetation clearing to only those areas
28 necessary for road construction to minimize water quality impacts from erosion and road
29 construction sediment.
- 30 • KG-BM would reseed disturbed areas with BLM and/or Forest Service approved seed mixes
31 to decrease the time that soils would be exposed to the erosive forces of wind and water.
- 32 • Minimize disturbance to the footprint needed for construction work and use water trucks to
33 minimize dust generation and facilitate road compaction.
- 34 • KG-BM would haul water from existing water sources for use in dust control management
35 and would not create any new wells.
- 36 • Construction would be limited to daylight hours to reduce noise impacts to local residents.
- 37 • KG-BM would prohibit any cross-country traffic by employees and contractors outside the
38 area of planned construction activities.
- 39 • Multi-year staging areas would be constructed. Multi-year and temporary staging areas
40 would avoid drainages, be located to minimize disturbance, and would be reclaimed and
41 reseeded upon completion of construction.
- 42 • No hazardous materials would be used, produced, transported, or stored within the road
43 ROW.
44

- 1 The following are ACEPMs developed for this project. ACEPMs are standard operating
- 2 procedures for construction activities associated with the County Road 719 and 1000 Upgrade
- 3 Project.

1 **Applicant-Committed Environmental**
 2 **Protection Measures (ACEPMs)**

3

Resource	Applicant-committed Environmental Protection Measures ¹
Air	<ul style="list-style-type: none"> • All requirements of those entities having jurisdiction over air quality matters would be adhered to and any necessary permits for construction activities would be obtained. Open burning of construction trash (cleared trees, etc.) would not be allowed on BLM-administered lands. • Project-related traffic will observe prudent speed limits to enhance public safety, protect wildlife and livestock, and to minimize dust (particulate) emissions. Water truck(s) will be used as necessary to control fugitive dust. • For long-term particulate emissions control on the roads, KG-BM would apply a suppressant (magnesium chloride) as per the road use agreements between KG-BM and the counties, as well as conduct road watering as appropriate to control fugitive emissions. • Fugitive particulate emissions from disturbed areas will be controlled to the extent practicable. • Surface disturbance will be minimized to the extent practicable.
Stormwater	<ul style="list-style-type: none"> • BMPs will limit erosion and sediment transport from proposed disturbed areas during construction, which may include, but not be limited to, diversions and routing of stormwater away from construction activities. Accepted engineering practices/BMPs will be used where practical. • KG-BM would prepare and submit an application to the USACE for a Clean Water Act 404 permit (NWP 14 Linear Transportation Projects) if Project impacts exceed 0.1 acres to Waters of the U.S. If impacts exceed 0.1 acre of impact, no work would occur in intermittent drainages until the CWA NWP 14 has been secured from the USACE. • KG-BM would implement best management practices such as culverts, rock armoring, wattles, revegetation, and other control techniques, as appropriate, to control runoff and flow from intermittent and ephemeral drainages and reduce erosion and soil loss.
Soils	<ul style="list-style-type: none"> • Available growth media will be salvaged and stockpiled in newly disturbed areas to provide a plant growth media for reclamation.
Wildlife	<p><u>Migratory Birds</u></p> <ul style="list-style-type: none"> • Surface disturbance will be timed to prevent destruction of active bird nests or young birds during the avian nesting/breeding season, March 15 to July 31, to comply with the Migratory Bird Treaty Act. • If land clearing and surface disturbing activities are unavoidable during this nesting/breeding season, KG-BM will have a qualified biologist survey areas proposed for disturbance and look for the presence of active nests within one week prior to land clearing, surface disturbance or other disruptive activities. The qualified biologist will report findings to KG-BM the same day and then follow-up memo is provided to KG-BM the following day. When active nests are found during a clearance survey an avoidance plan is developed and implemented.

Resource	Applicant-committed Environmental Protection Measures ¹
	<ul style="list-style-type: none"> • After such surveys are performed at the disturbance location, (i.e. road construction), KG-BM will not conduct any expanded disturbance in the same general area during the avian nesting/breeding season without first conducting another avian survey to determine the presence of nests or young. [After July 31, no further avian surveys will be required until the next avian nesting/breeding season.] • If active nests are located, young birds are present, or if other significant evidence of nesting is observed (mating pairs, territorial defense, carrying nesting material, transporting of food), the area will be avoided or buffer zones established to prevent destruction or disturbance of nests until the birds are no longer present. Refer to the Bird and Bat Conservation Strategy (BBCS) developed for the Bald Mountain Mine, for measures applicable to migratory birds, including raptors. The BBCS is located in the environmental department at Bald Mountain Mine. • Reporting of injury or mortality to the Bald Mountain Mine environmental department aids in increasing the probability that injuries and mortalities do not go undetected. Construction supervisors will have the contact information required for reporting purposes. <p><u>Pygmy Rabbits</u></p> <ul style="list-style-type: none"> • Pre-construction clearance surveys for pygmy rabbits will occur prior to construction disturbance activities regardless of the season. Clearance surveys are conducted by a qualified biologist, and upon completion of the survey, the qualified biologist will provide a memo to KG-BM. The memo will include an overview of methodology, survey area characteristics, results and suggestions for establishing an appropriate set-back distance if the area is occupied and determined to be unavoidable. Set-back distances would be confirmed with the BLM and NDOW. If avoidance or appropriate set-back distances cannot be employed, then mitigation techniques would be developed in consultation with the BLM and NDOW. If mitigation occurs, a mitigation plan, in the form of a memo, and prepared by a qualified biologist is distributed to BLM and NDOW which presents and confirms the agreed upon mitigation techniques. KG-BM implements the following occupied pygmy rabbit habitat hierarchy whenever possible: 1. Avoidance 2. Establish Set-backs 3. Mitigate if avoidance and set-back distances cannot be employed.
Cultural	<ul style="list-style-type: none"> • Construction employees shall be instructed in cultural resource expectations, requirements and associated responsibilities. If any new cultural resource sites not previously identified in the cultural resource inventories are encountered during activities, work shall stop at the particular location and KG-BM will contact the BLM-Bristlecone Field Office. Work at the location will remain stopped until the BLM conveys guidance to KG-BM regarding how to proceed.
Livestock and Wild Horses	<ul style="list-style-type: none"> • <u>To minimize potential impacts to wildlife and free-roaming horses during construction, KG-BM has in-place preconstruction protocols that would warn employees and contractors that there should be no harassment of wildlife or wild horses during upgrade work.</u> • Under no circumstances will livestock, free roaming horses, or wildlife be harassed. When traveling roads, all livestock gates will left as found.
Noxious Weeds and Invasive Non-native Species	<ul style="list-style-type: none"> • KG-BM has an Integrated Weed Management Plan (Weed Plan) that includes management strategies and control techniques to prevent or minimize the establishment or spread of weed populations. Appropriate elements of the Weed Plan will be applicable to the road upgrade project.

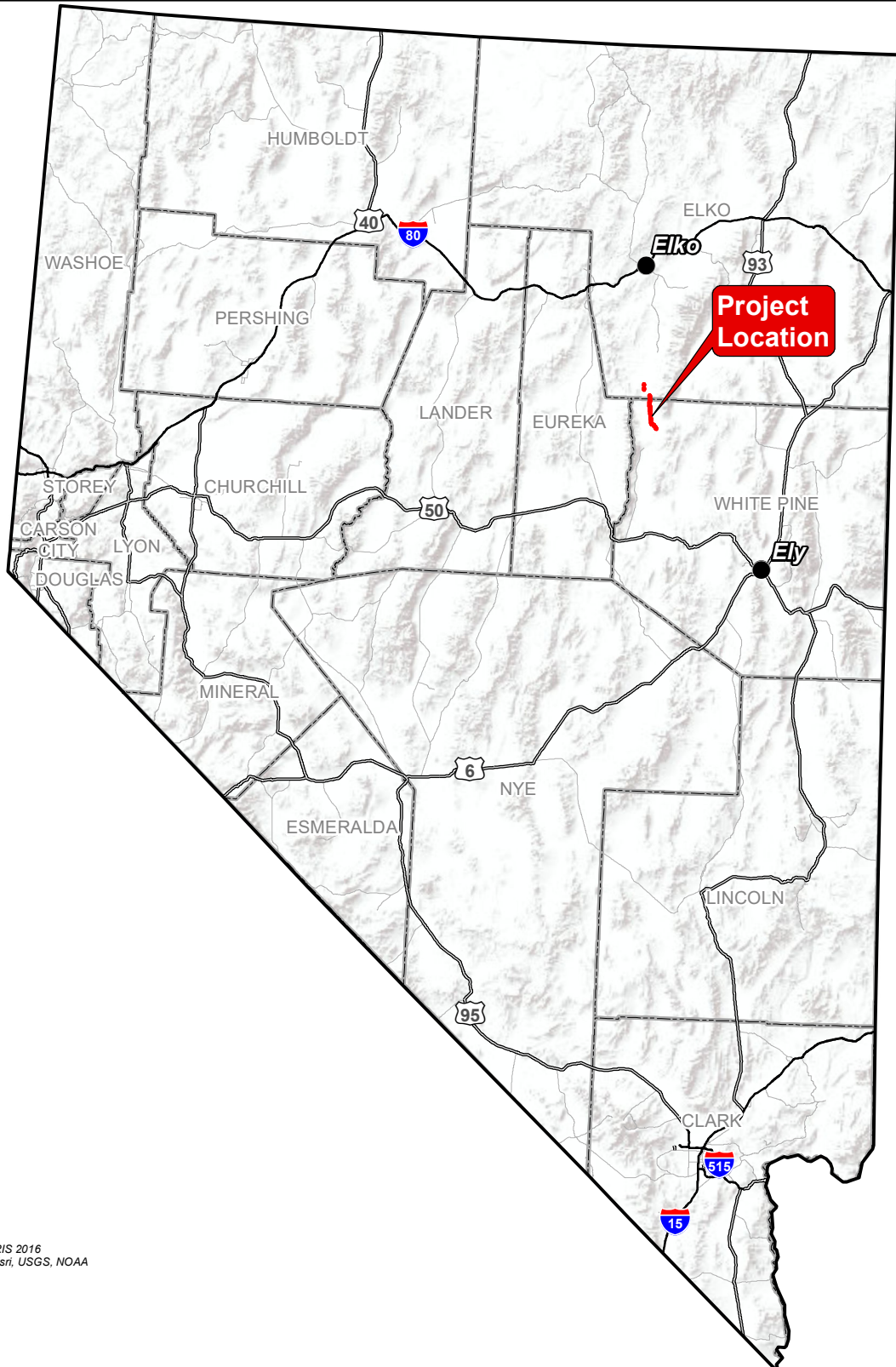
Resource	Applicant-committed Environmental Protection Measures ¹
	<ul style="list-style-type: none"> • KG-BM will follow best management practices as presented in the Weed Plan in order to prevent the spread of invasive weeds in the areas of construction disturbance. • If there are any growth media stockpiles that remain over a season, then seeding of growth media stockpiles as soon as practical with an interim seed mix will occur

1
2

1
2
3
4

FIGURES

P:\Projects\Kimoos\60639352_KimoosEA\900_CAD_GIS\920_929_GIS_Graphics\920_GIS\mxd\Kimoos_inState_Location85x11.mxd (PSK)



Base Features: ALR/S 2016
Imagery Sources: Esri, USGS, NOAA

- Legend**
- Interstate Highway
 - State Highway
 - County Boundary
 - State Boundary

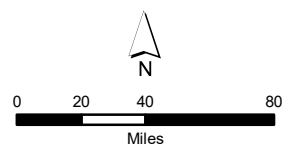
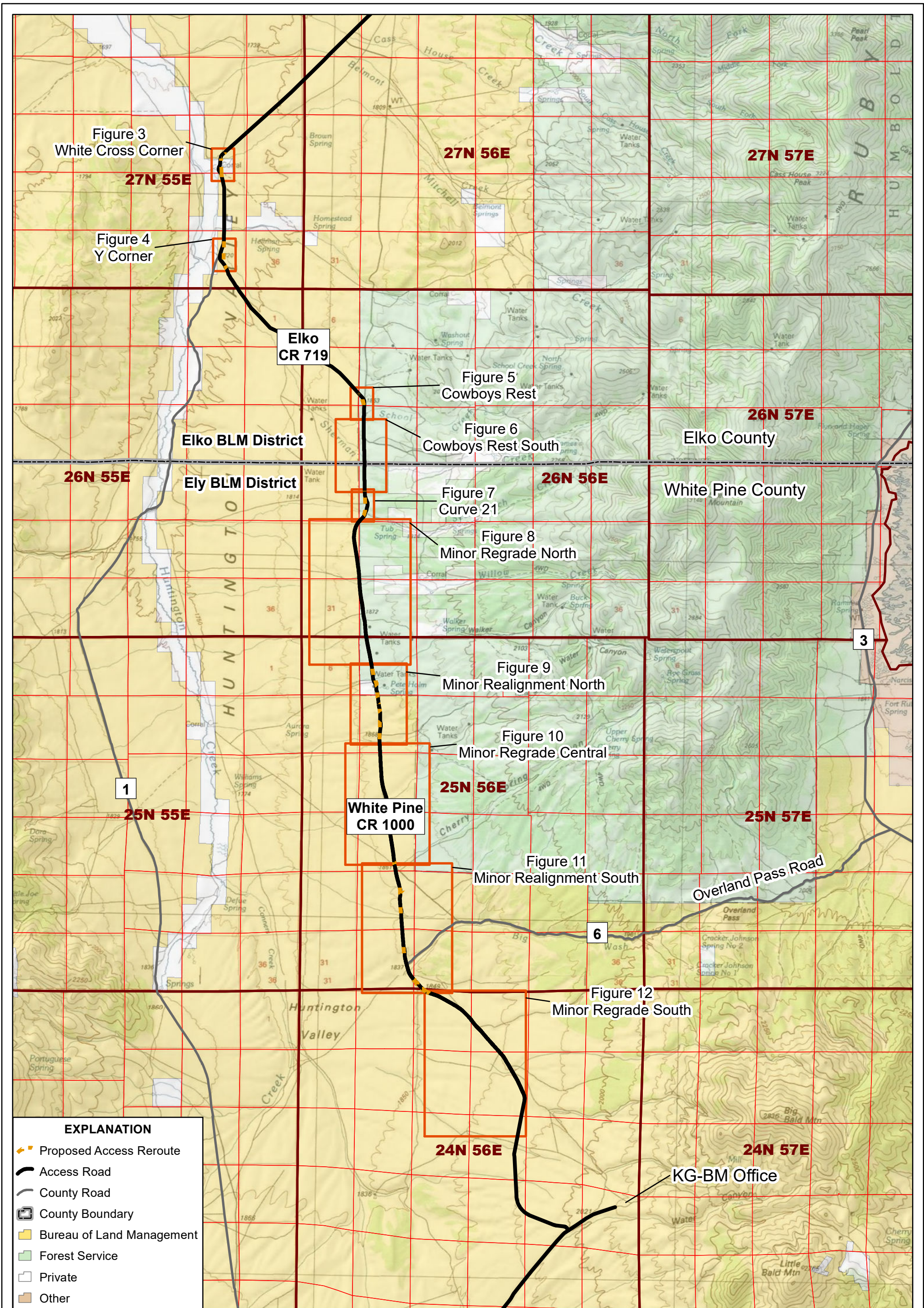


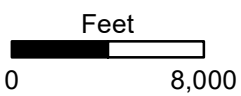
Figure 1
Project Location

*KG-BM County Roads Project
(Upgrades to Roads 719 and 1000)*



EXPLANATION

- Proposed Access Reroute
- Access Road
- County Road
- County Boundary
- Bureau of Land Management
- Forest Service
- Private
- Other



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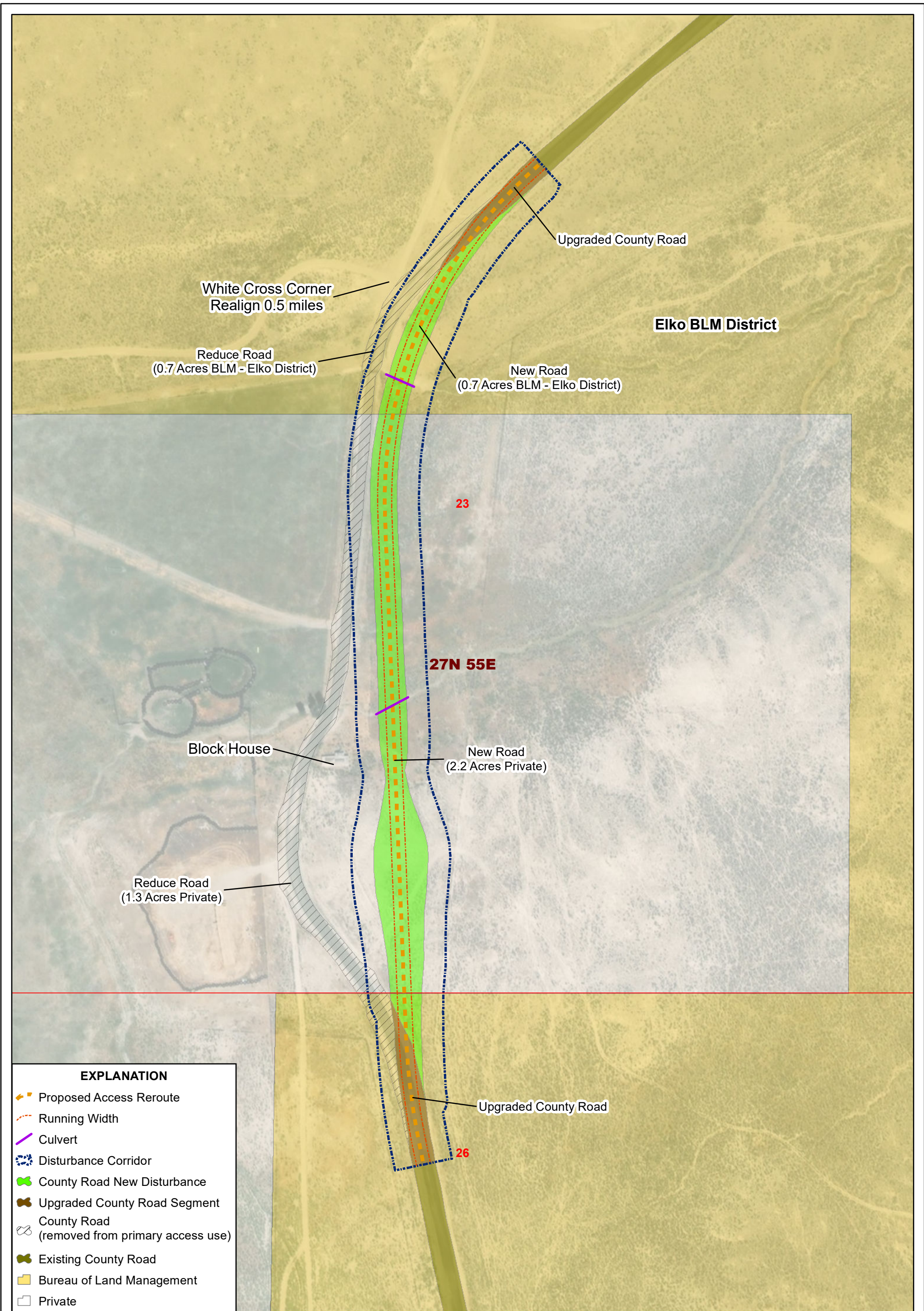


**COUNTY ROADS PROJECT
 (UPGRADES TO ROADS
 719 AND 1000)**











**JIGGS ACCESS
 ROAD OVERVIEW**

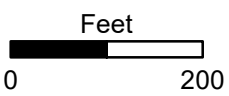
PLAN OF DEVELOPMENT

DATE: 10/14/2020	REVISION NO. A
DRAWING NO. FIGURE 2	



EXPLANATION

-  Proposed Access Reroute
-  Running Width
-  Culvert
-  Disturbance Corridor
-  County Road New Disturbance
-  Upgraded County Road Segment
-  County Road (removed from primary access use)
-  Existing County Road
-  Bureau of Land Management
-  Private



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 SCALE: 1 inch = 200 feet DESIGN: BVB
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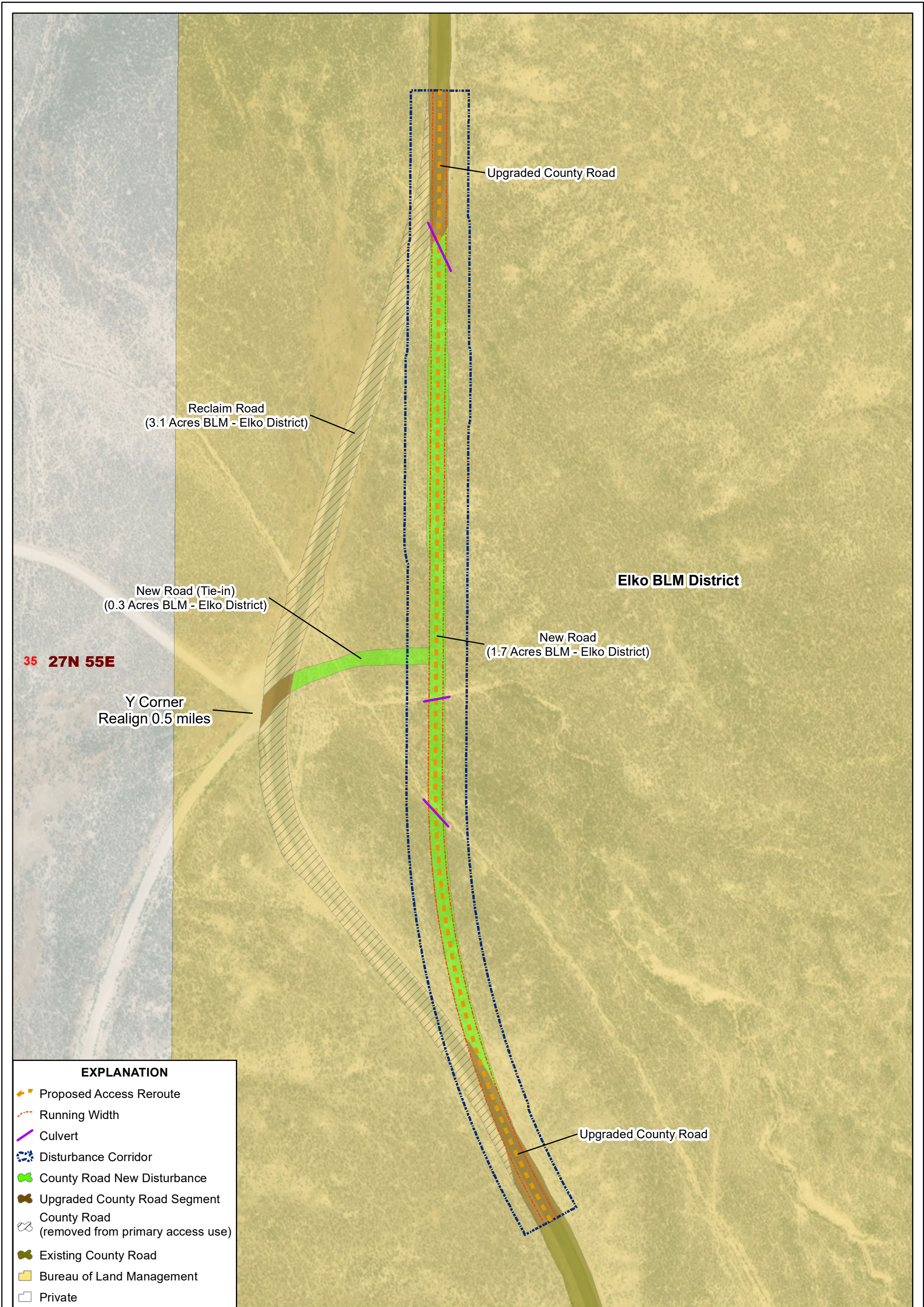


**COUNTY ROADS PROJECT
 (UPGRADES TO ROADS
 719 AND 1000)**











WHITE CROSS CORNER

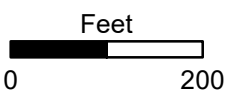
PLAN OF DEVELOPMENT

DATE: 10/14/2020	REVISION NO.
DRAWING NO. FIGURE 3	A



EXPLANATION

-  Proposed Access Reroute
-  Running Width
-  Culvert
-  Disturbance Corridor
-  County Road New Disturbance
-  Upgraded County Road Segment
-  County Road
(removed from primary access use)
-  Existing County Road
-  Bureau of Land Management
-  Private



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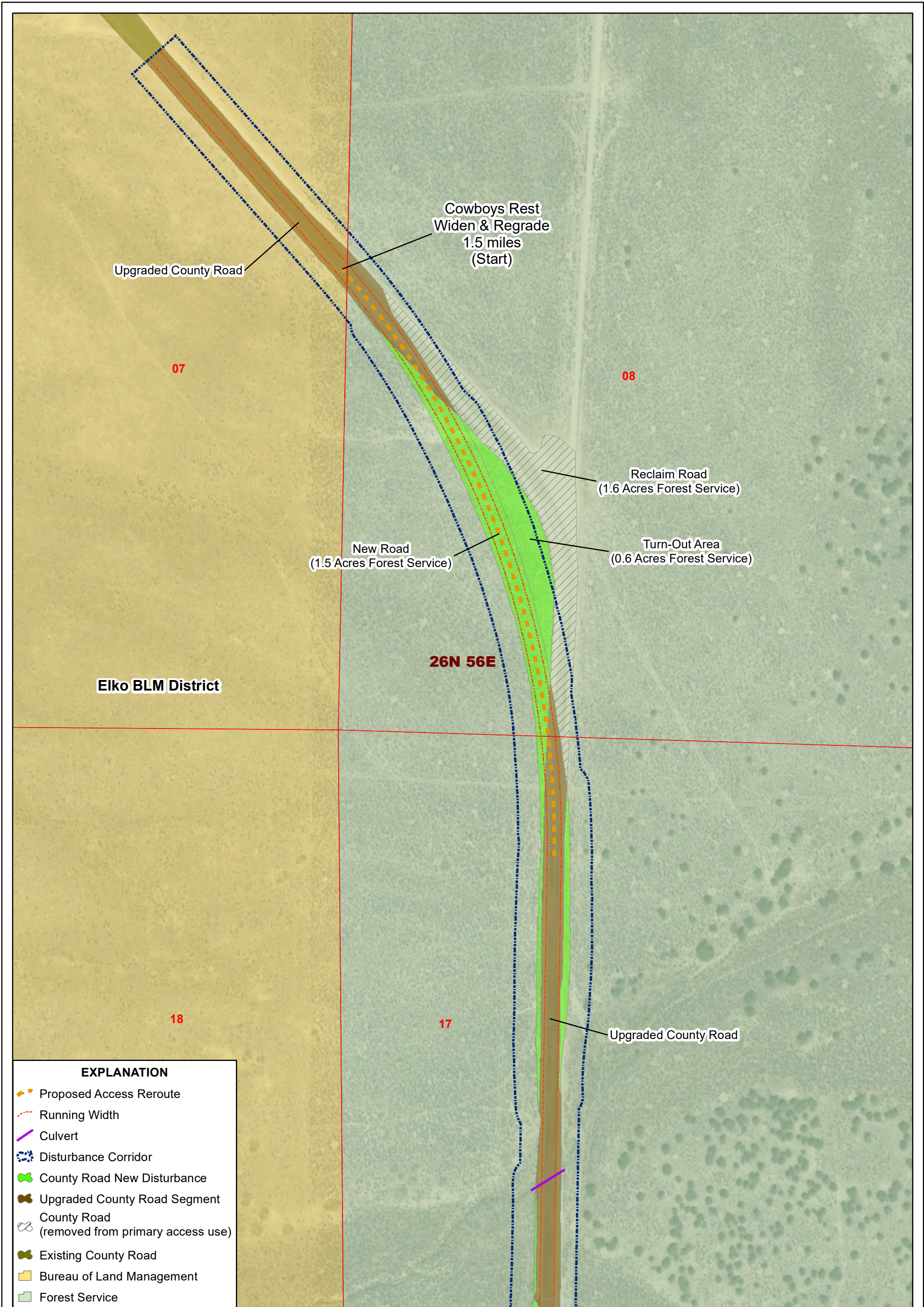


**COUNTY ROADS PROJECT
 (UPGRADES TO ROADS
 719 AND 1000)**











Y CORNER

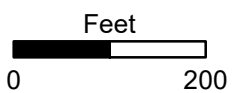
PLAN OF DEVELOPMENT

DATE: 10/14/2020	REVISION NO.
DRAWING NO. FIGURE 4	A



EXPLANATION

-  Proposed Access Reroute
-  Running Width
-  Culvert
-  Disturbance Corridor
-  County Road New Disturbance
-  Upgraded County Road Segment
-  County Road (removed from primary access use)
-  Existing County Road
-  Bureau of Land Management
-  Forest Service



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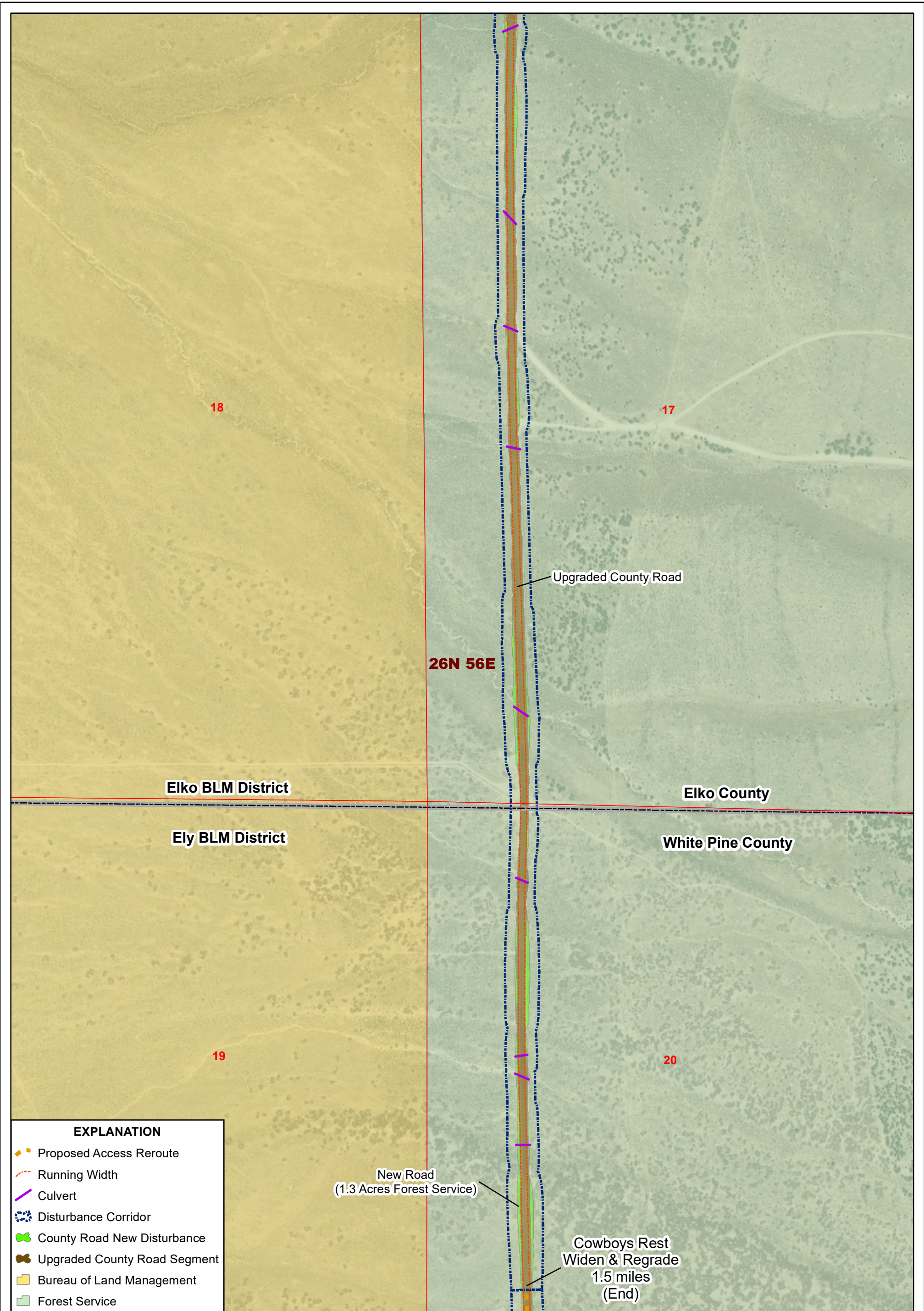


**COUNTY ROADS PROJECT
 (UPGRADES TO ROADS
 719 AND 1000)**

COWBOYS REST

PLAN OF DEVELOPMENT

DATE: 10/14/2020 REVISION NO. A
 DRAWING NO. FIGURE 5



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	Bureau of Land Management
	Forest Service

N

Feet

0 450

NAD 1927 StatePlane Nevada East FIPS 2701

SCALE: 1 inch = 450 feet DESIGN: BVB

FILE: POD_Fig02B_Map_Book_BVB_20201014.mxd

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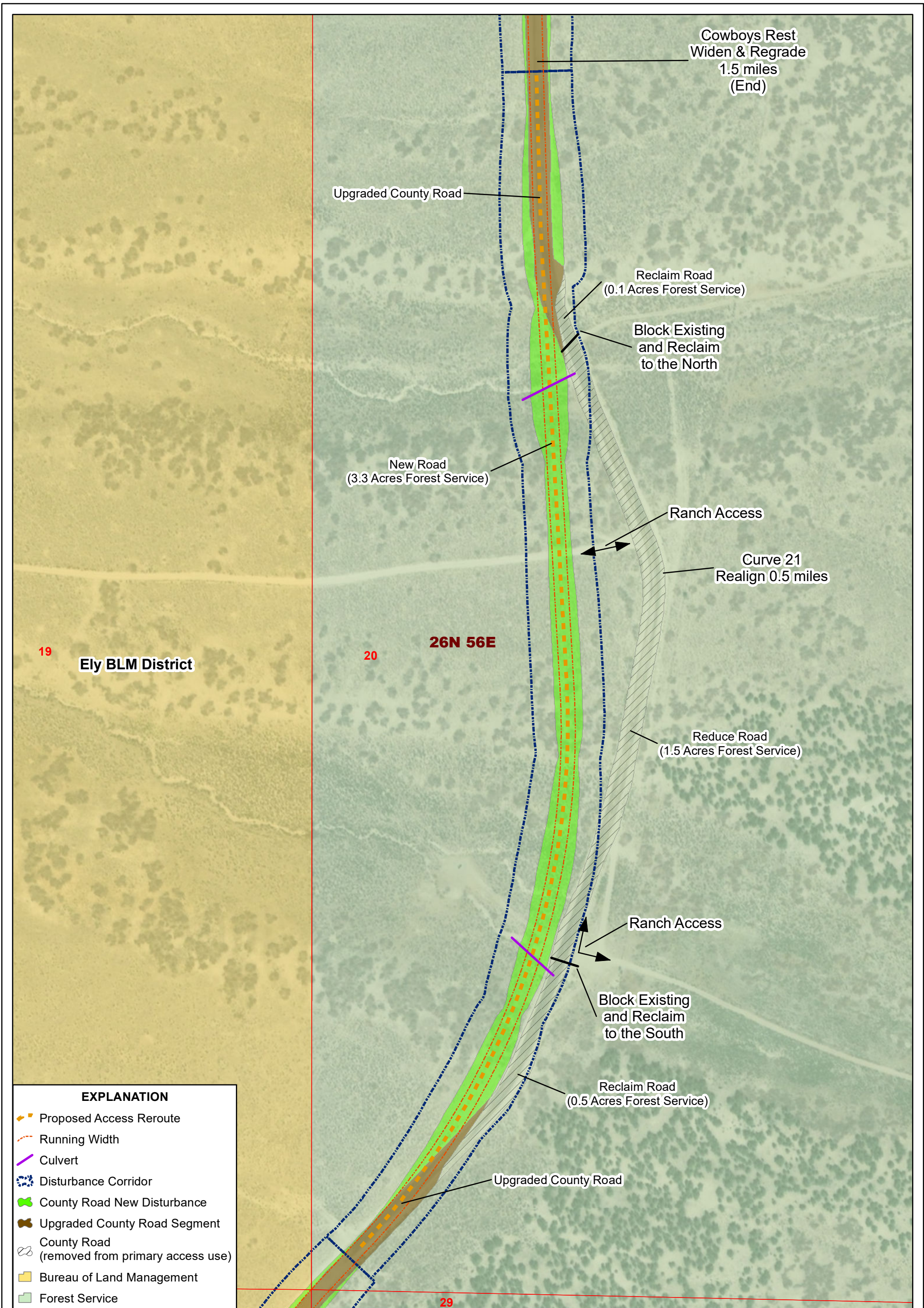
COUNTY ROADS PROJECT (UPGRADES TO ROADS 719 AND 1000)

COWBOYS REST SOUTH

PLAN OF DEVELOPMENT

DATE: 10/14/2020 REVISION NO. A

DRAWING NO. **FIGURE 6**



EXPLANATION

- Proposed Access Reroute
- Running Width
- Culvert
- Disturbance Corridor
- County Road New Disturbance
- Upgraded County Road Segment
- County Road (removed from primary access use)
- Bureau of Land Management
- Forest Service



bingham
mapping llc

NAD 1927 StatePlane Nevada East FIPS 2701
SCALE: 1 inch = 200 feet DESIGN: BVB
FILE: POD_Fig02B_Map_Book_BVB_20201014.mxd

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(Bald Mountain) Inc.

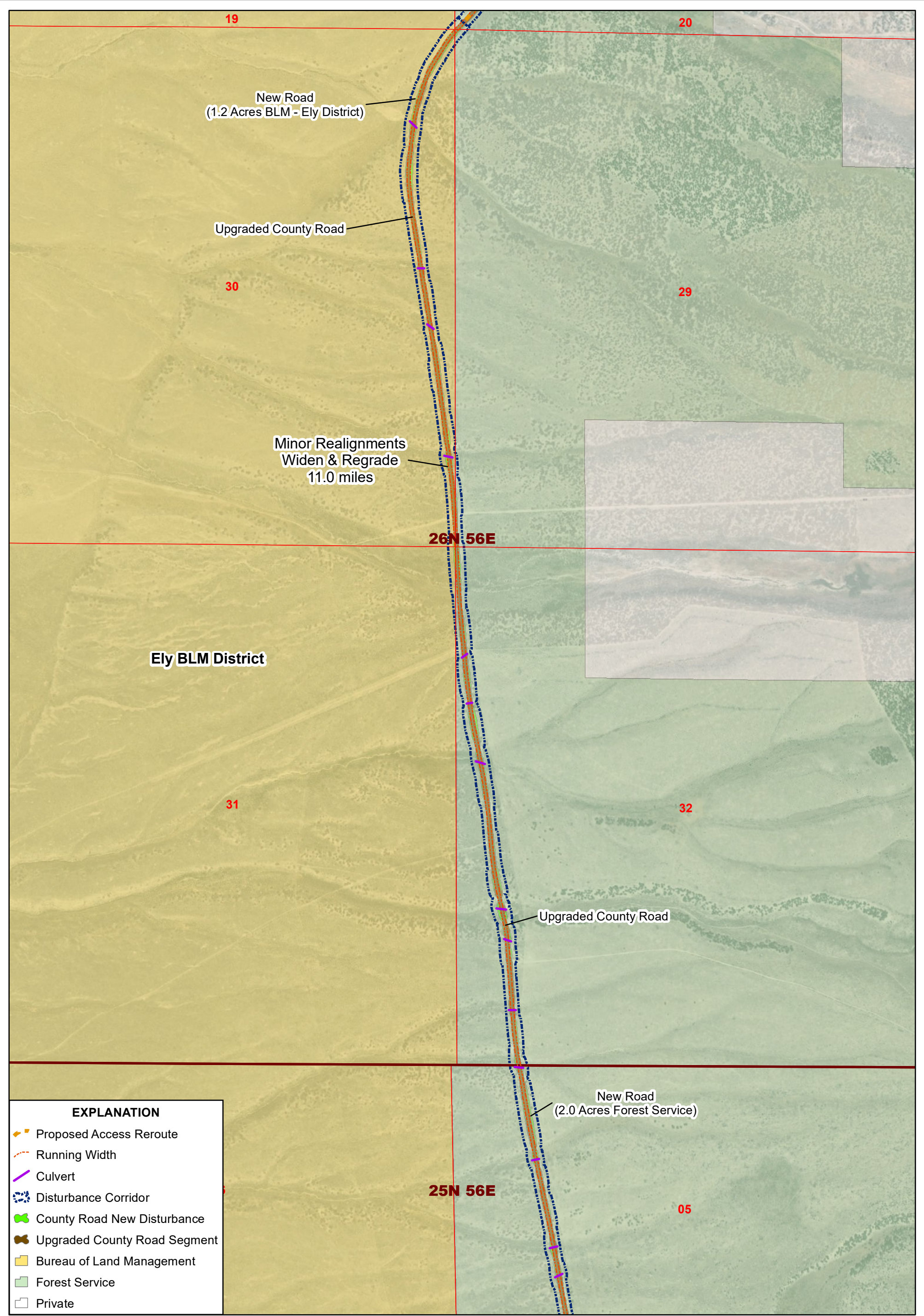
**COUNTY ROADS PROJECT
(UPGRADES TO ROADS
719 AND 1000)**

CURVE 21

PLAN OF DEVELOPMENT

DATE: 10/14/2020 REVISION NO.
DRAWING NO. **FIGURE 7** **A**

PATH: B:\Sites\Bald_Mountain\Kinross\20201014_County_Roads\Revision_A\POD_Fig02B_Map_Book_BVB_20201014.mxd Basemap Source: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	Bureau of Land Management
	Forest Service
	Private

N

Feet

0 900

bingham mapping llc

NAD 1927 StatePlane Nevada East FIPS 2701

SCALE: 1 inch = 900 feet DESIGN: BVB

FILE: POD_Fig02B_Map_Book_BVB_20201014.mxd

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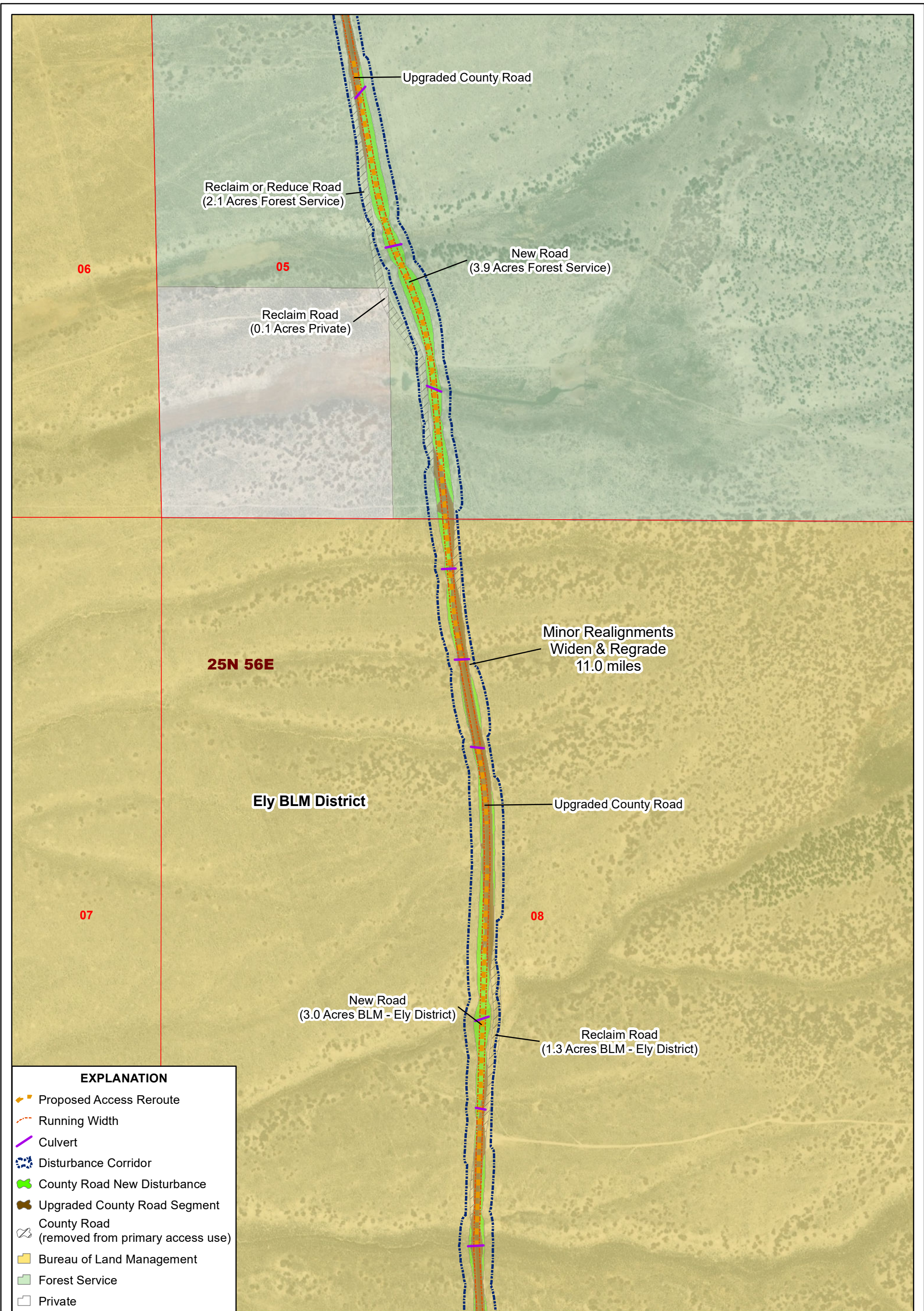
COUNTY ROADS PROJECT (UPGRADES TO ROADS 719 AND 1000)

MINOR REGRADE NORTH











PLAN OF DEVELOPMENT

DATE: 10/14/2020 REVISION NO. A

DRAWING NO. **FIGURE 8**



EXPLANATION

-  Proposed Access Reroute
-  Running Width
-  Culvert
-  Disturbance Corridor
-  County Road New Disturbance
-  Upgraded County Road Segment
-  County Road
(removed from primary access use)
-  Bureau of Land Management
-  Forest Service
-  Private



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mapping llc

NAD 1927 StatePlane Nevada East FIPS 2701
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(Bald Mountain) Inc.

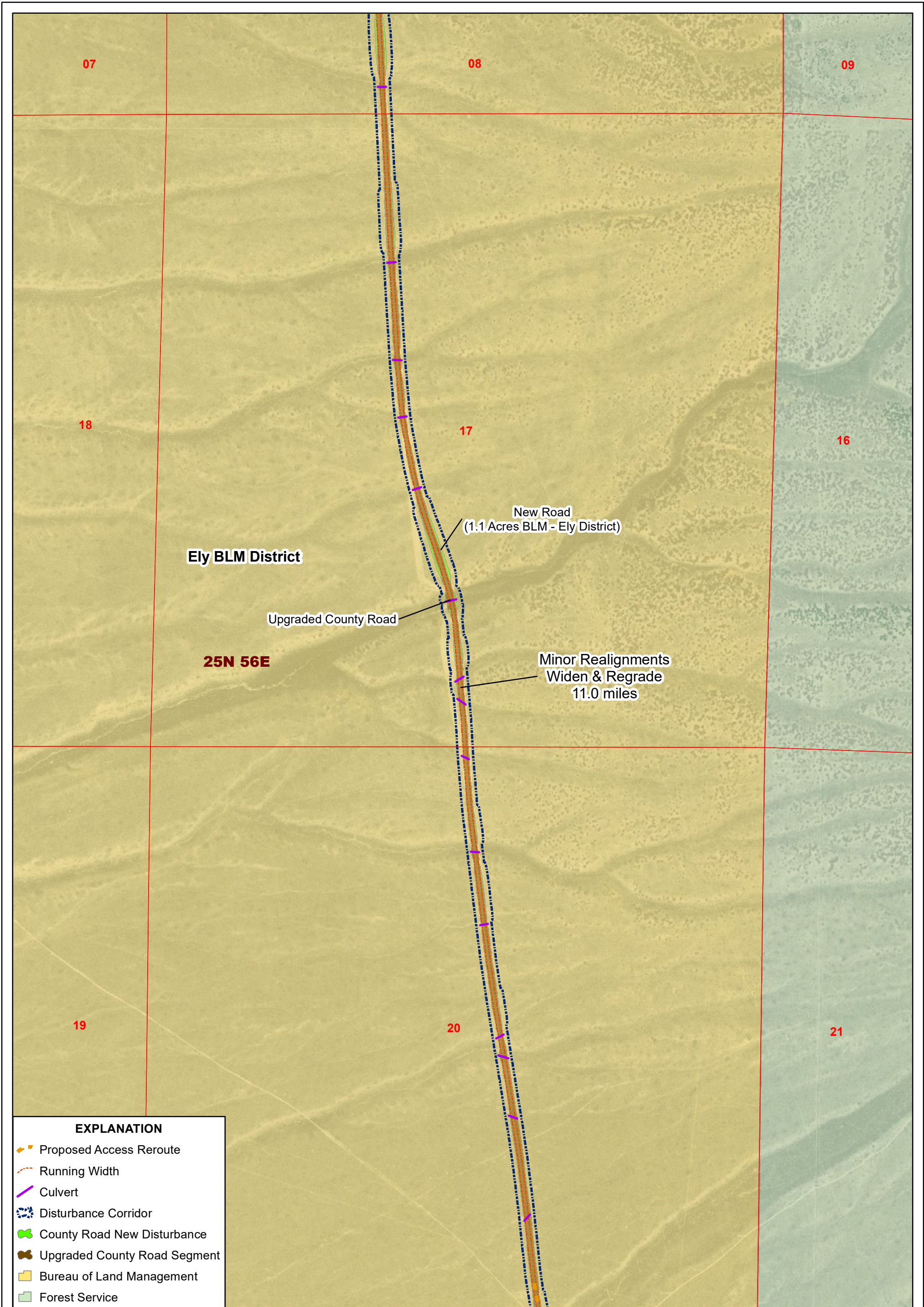
COUNTY ROADS PROJECT
(UPGRADES TO ROADS
719 AND 1000)

MINOR REALIGNMENT NORTH

PLAN OF DEVELOPMENT

DATE: **10/14/2020** REVISION NO. **A**

DRAWING NO. **FIGURE 9**



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	Bureau of Land Management
	Forest Service

N

Feet

0 750

NAD 1927 StatePlane Nevada East FIPS 2701

SCALE: 1 inch = 750 feet DESIGN: BVB

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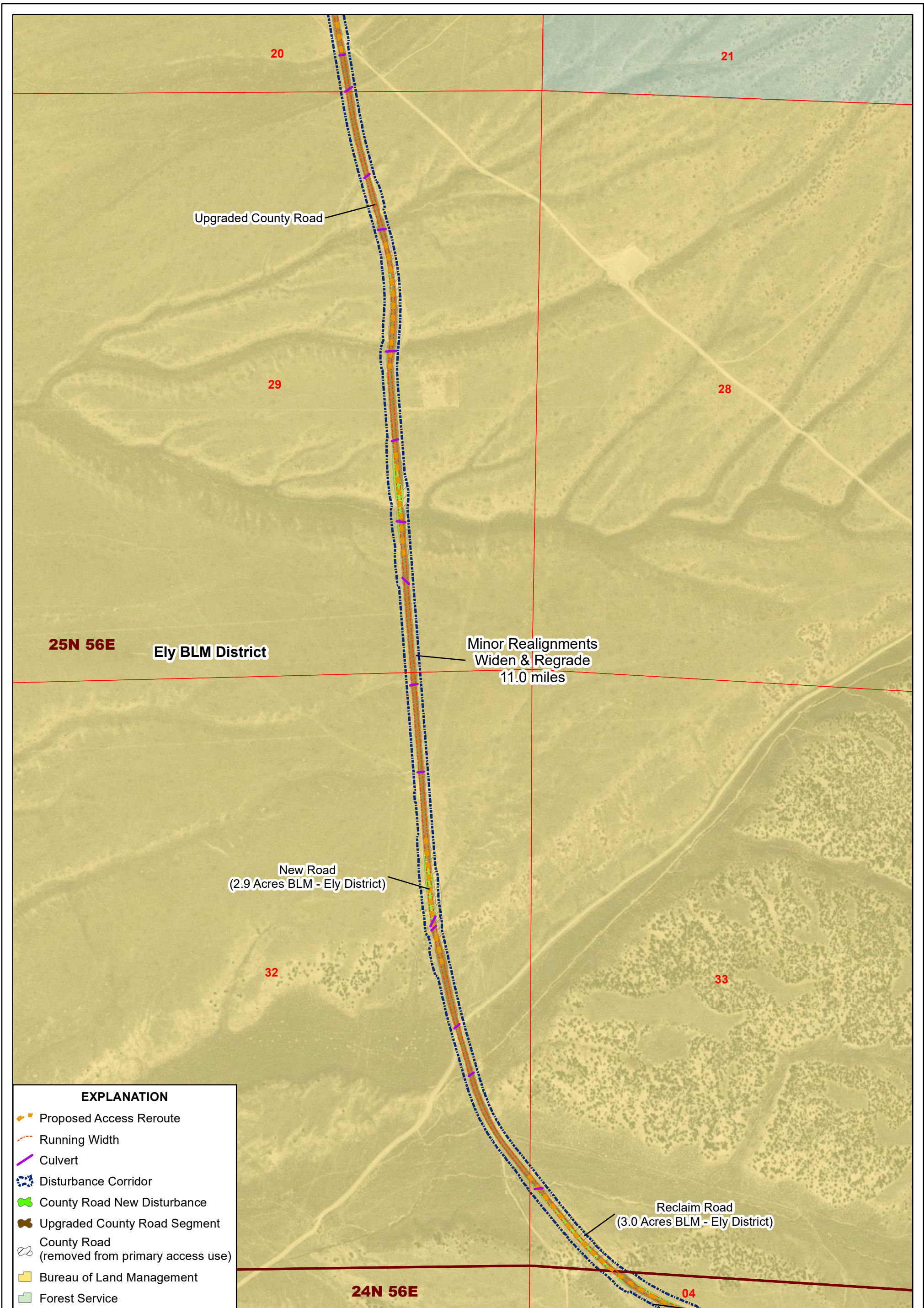
COUNTY ROADS PROJECT (UPGRADES TO ROADS 719 AND 1000)

MINOR REGRADE CENTRAL

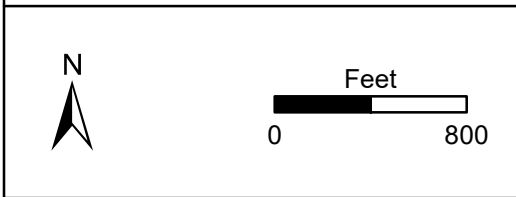
PLAN OF DEVELOPMENT

DATE: **10/14/2020** REVISION NO. **A**

DRAWING NO. **FIGURE 10**



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	County Road (removed from primary access use)
	Bureau of Land Management
	Forest Service



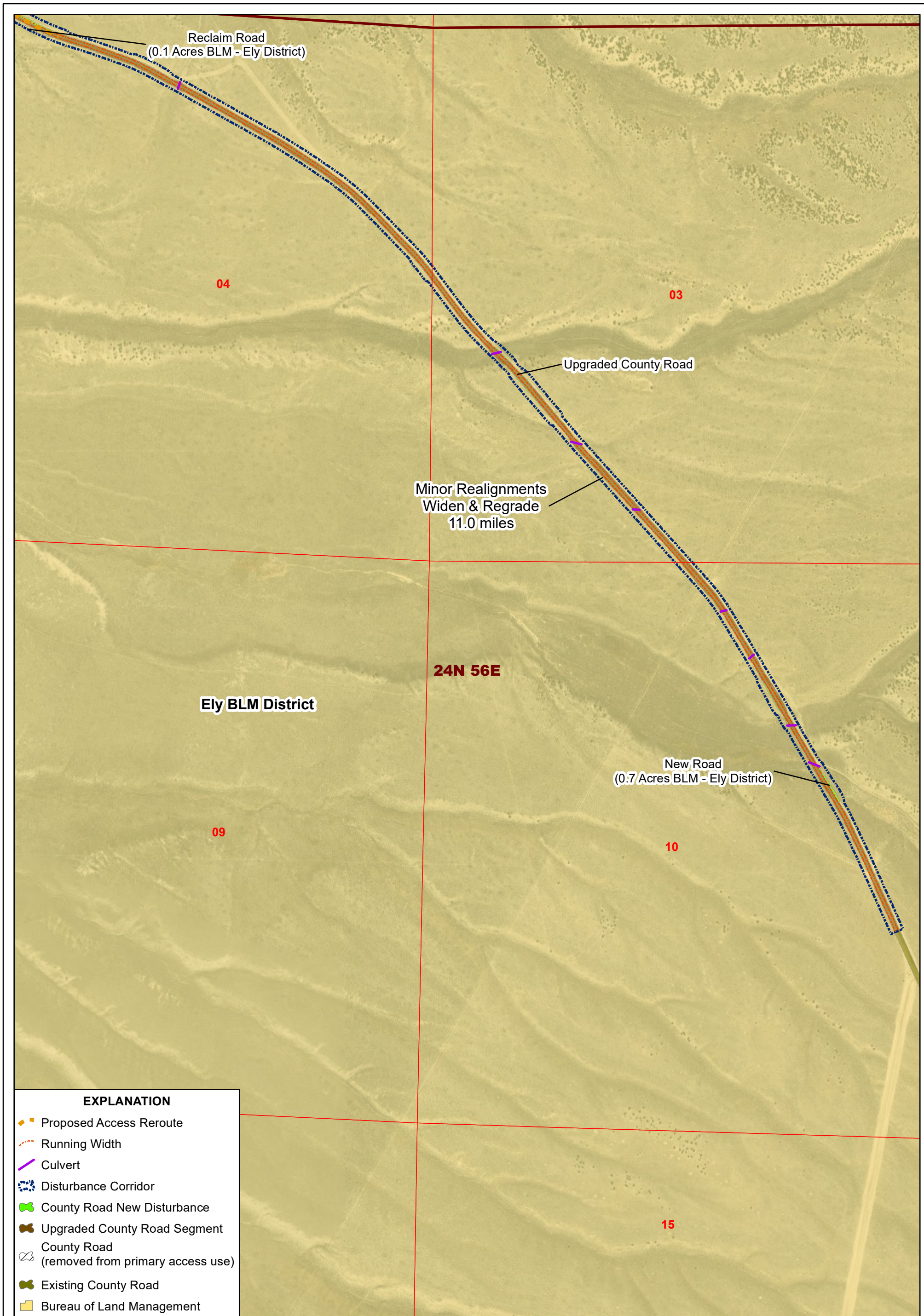
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mapping llc

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(Bald Mountain) Inc.

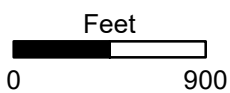
**COUNTY ROADS PROJECT
(UPGRADES TO ROADS
719 AND 1000)**

MINOR REALIGNMENT SOUTH	
PLAN OF DEVELOPMENT	
DATE: 10/14/2020	REVISION NO.
DRAWING NO. FIGURE 11	A



EXPLANATION

- Proposed Access Reroute
- Running Width
- Culvert
- Disturbance Corridor
- County Road New Disturbance
- Upgraded County Road Segment
- County Road (removed from primary access use)
- Existing County Road
- Bureau of Land Management



NAD 1927 StatePlane Nevada East FIPS 2701
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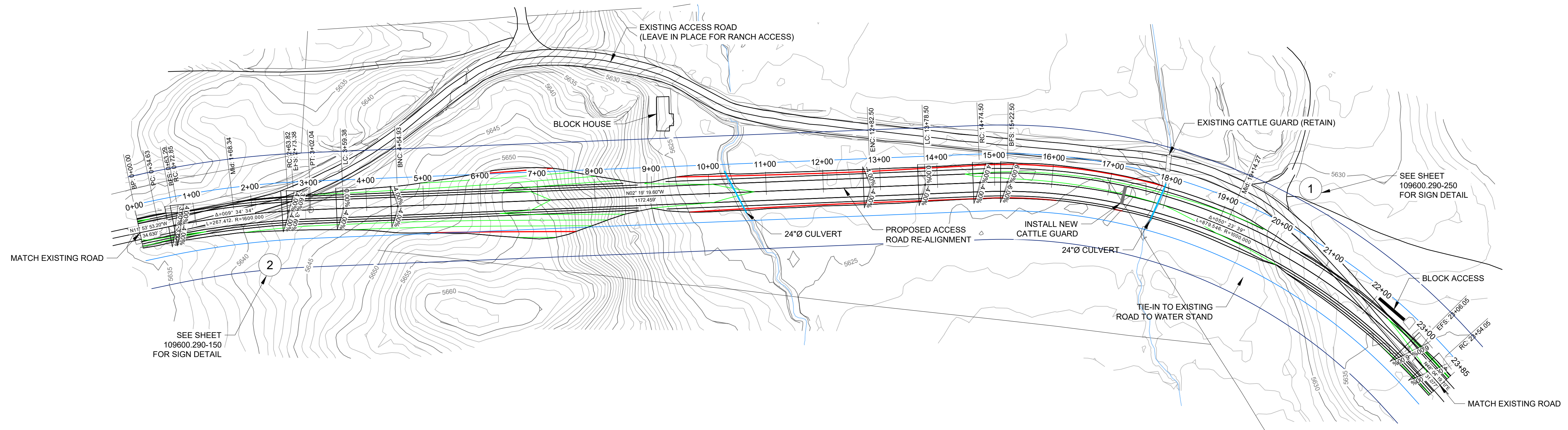
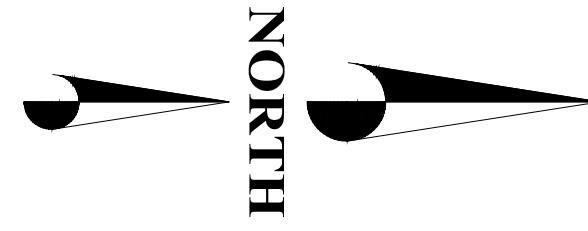
COUNTY ROADS PROJECT (UPGRADES TO ROADS 719 AND 1000)

MINOR REGRADE SOUTH

PLAN OF DEVELOPMENT

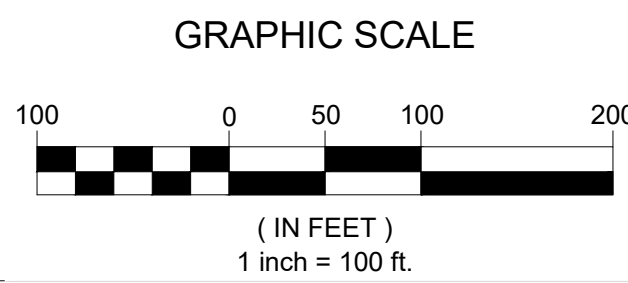
DATE: 10/14/2020	REVISION NO. A
DRAWING NO. FIGURE 12	

Appendix A: Construction Drawings (60% Plans)



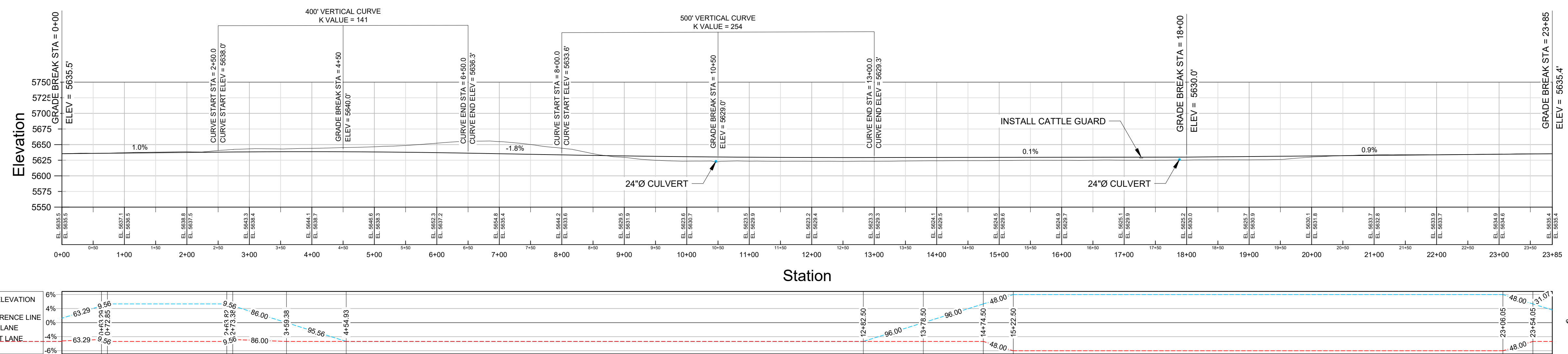
SEE SHEET
109600.290-150
FOR SIGN DETAIL

SEE SHEET
109600.290-250
FOR SIGN DETAIL



WHITE CROSS ACCESS ROAD REALIGNMENT PLAN

1" = 100'



WHITE CROSS ACCESS ROAD REALIGNMENT PROFILE

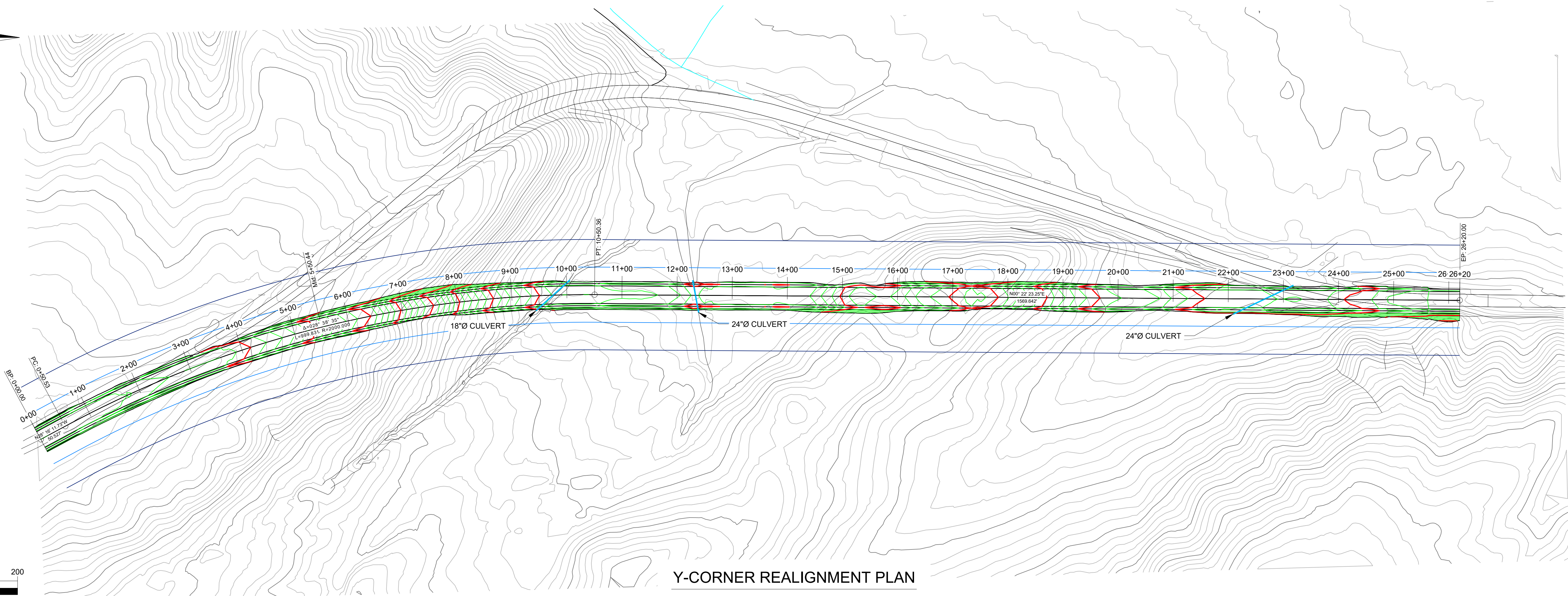
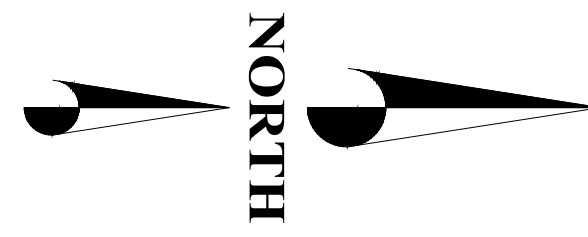
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A	PRELIMINARY DESIGN	JSC	FK	2017/12/18

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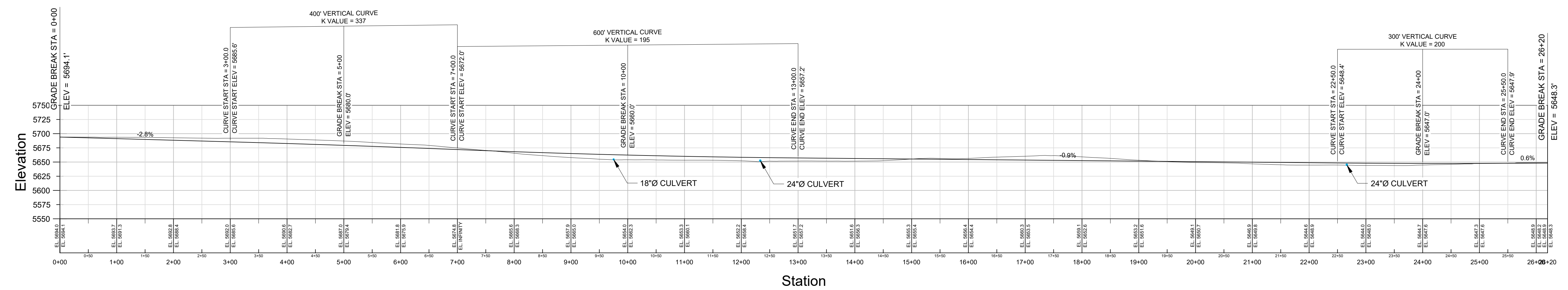
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SRK PROJECT NO.: 109600.290	DATE: 10/12/2020
REVIEWED: FK	

JIGGS ACCESS ROAD

DRAWING TITLE: WHITE CROSS REALIGNMENT PLAN AND PROFILE	
DRAWING NO.: 109600.290-101	REVISION NO.: A
SCALE: 1" = 100'	SHEET: 1 OF 1



Y-CORNER REALIGNMENT PLAN
1" = 100'



Y-CORNER REALIGNMENT PROFILE

Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18

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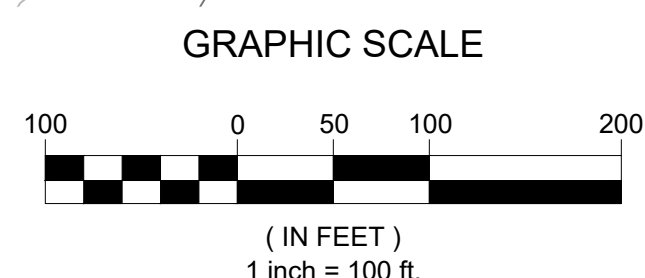
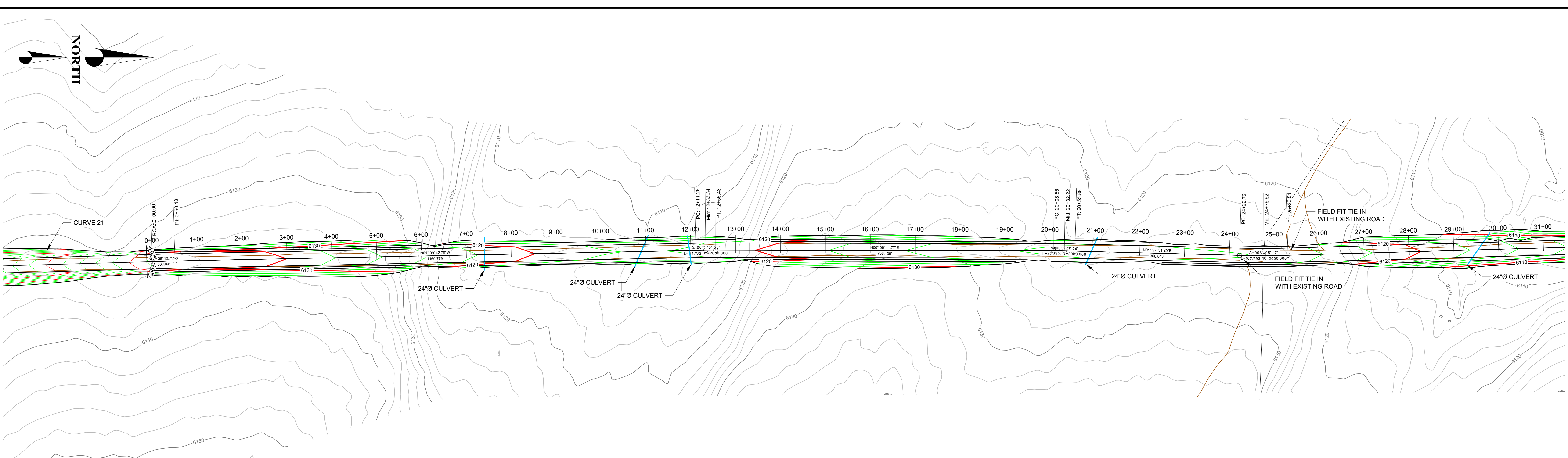
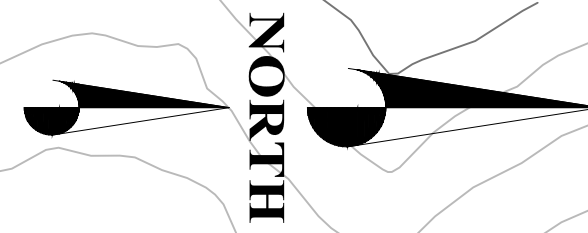
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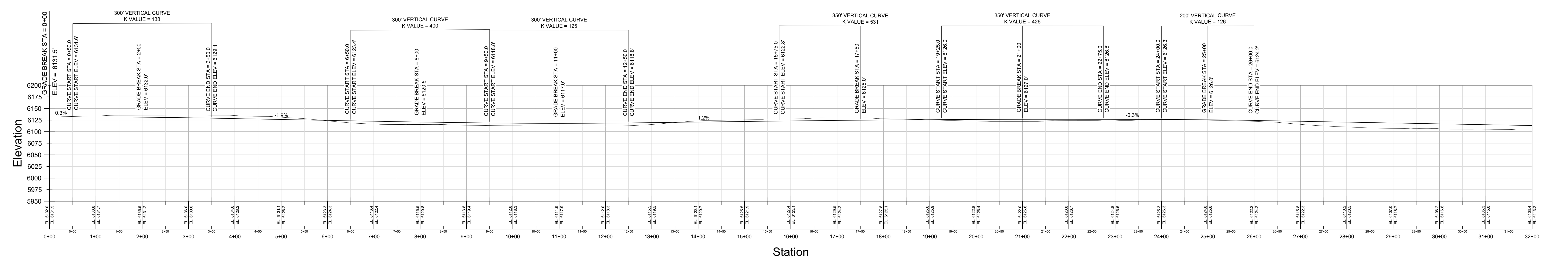
KINROSS Bald Mountain

JIGGS ACCESS ROAD

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DRAWING NO. 109600.290-201	REVISION NO. A	
SCALE: 1" = 100'	SHEET: 1 OF 1	



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PLAN STA: 0+00 TO 32+00
1" = 100'



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PROFILE STA: 0+00 TO 32+00
1" = 100'

Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
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B	PRELIMINARY DESIGN	JSC	FK	2018/09/11

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

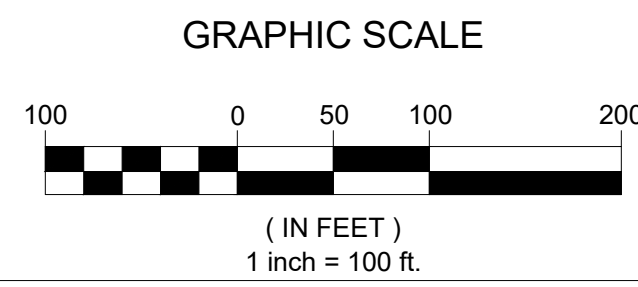
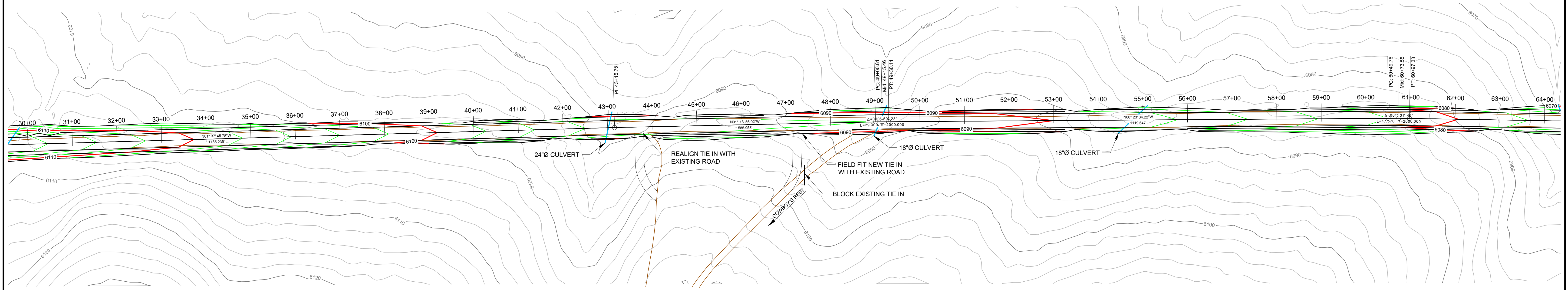
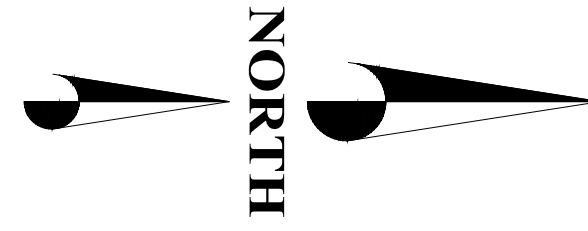
KINROSS Bald Mountain

JIGGS ACCESS ROAD

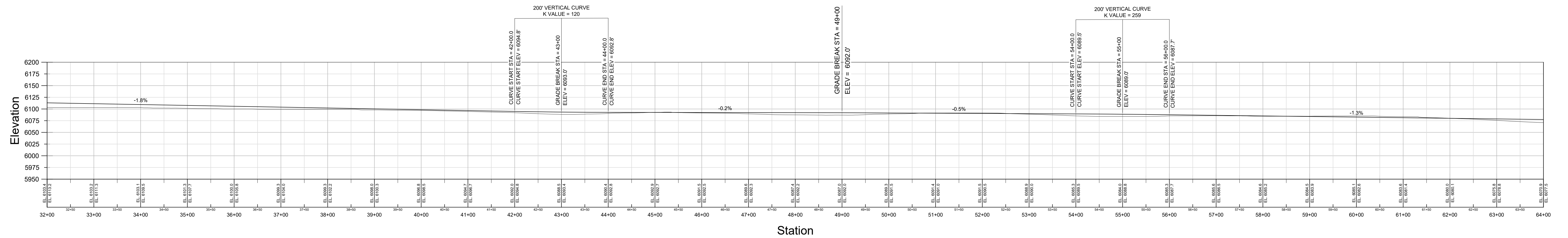
DRAWING TITLE: **COWBOY'S REST PLAN AND PROFILE STA: 0+00 TO 32+00**

DRAWING NO.: 109600.290-301 REVISION NO.: **B**

SCALE: 1" = 100' SHEET: 1 OF 3



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PLAN STA: 32+00 TO 64+00
1" = 100'



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PROFILE STA: 32+00 TO 64+00
1" = 100'

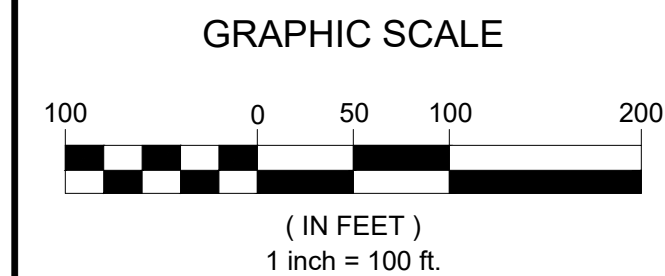
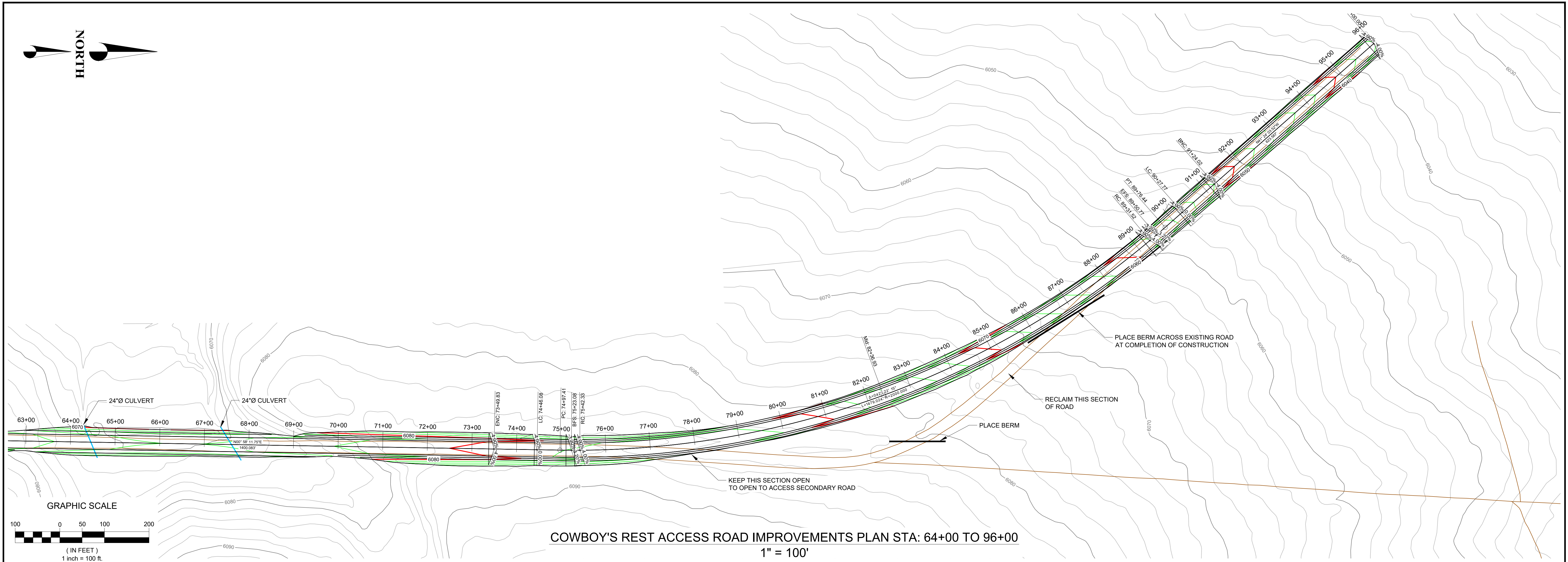
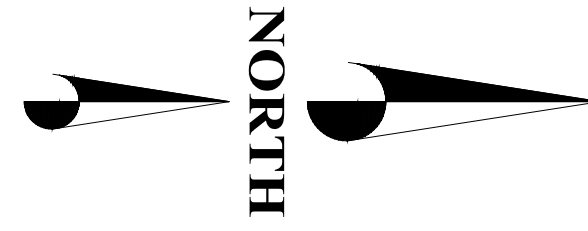
Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2018/01/02
B	PRELIMINARY DESIGN	JSC	FK	2018/09/11

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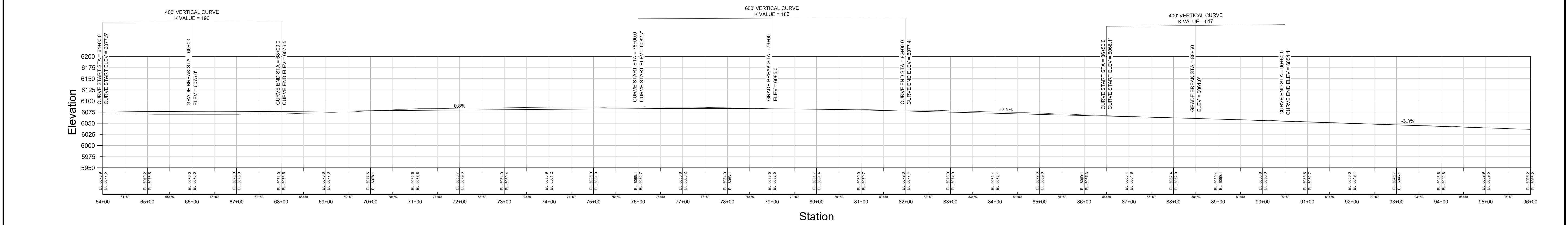
DESIGN: JSC	DRAWN: LEB
SRK PROJECT NO.: 109600.290	DATE: 10/12/2020
REVIEWED: FK	

JIGGS ACCESS ROAD

DRAWING TITLE: COWBOY'S REST PLAN AND PROFILE STA: 32+00 TO 64+00	
DRAWING NO.: 109600.290-302	REVISION NO.: B
SCALE: 1" = 100'	SHEET: 2 OF 3



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PLAN STA: 64+00 TO 96+00
1" = 100'



COWBOY'S REST ACCESS ROAD IMPROVEMENTS PROFILE STA: 64+00 TO 96+00
1" = 100'

Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2018/01/02
B	PRELIMINARY DESIGN	JSC	FK	2018/09/11

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

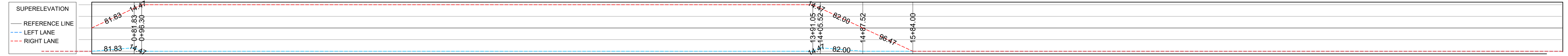
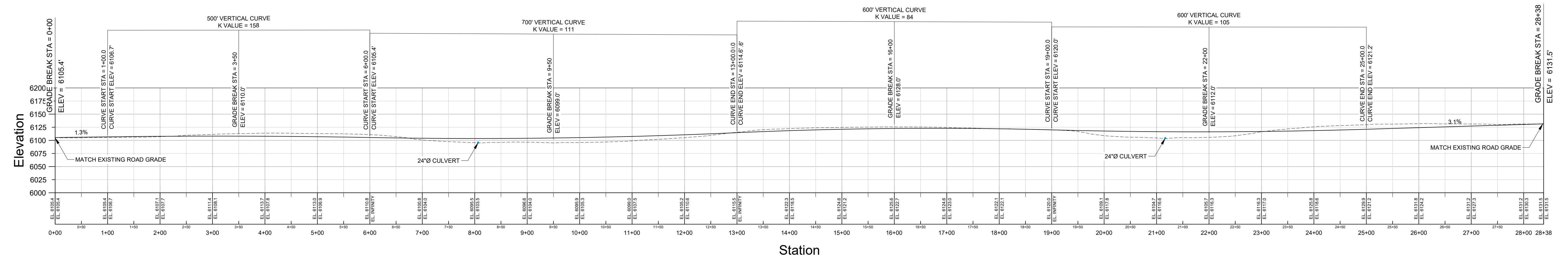
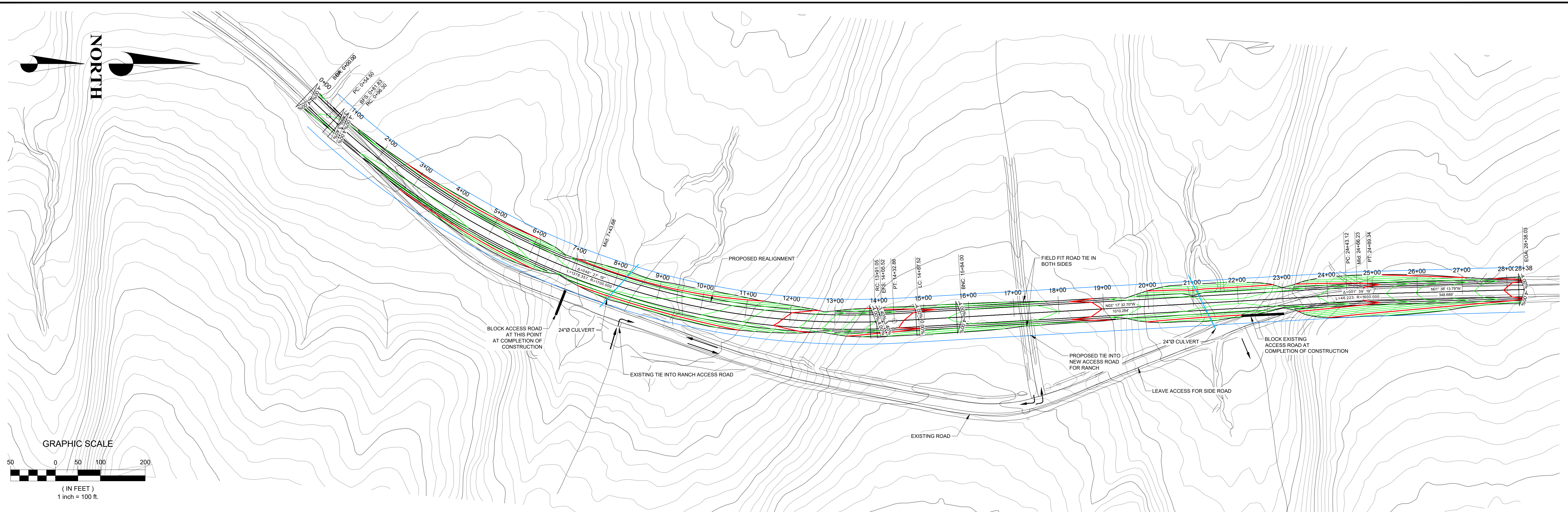
KINROSS Bald Mountain

JIGGS ACCESS ROAD COWBOY'S REST

DRAWING TITLE: **COWBOY'S REST PLAN AND PROFILE STA: 64+00 TO 96+00**

DRAWING NO.: 109600.290-303 REVISION NO.: **B**

SCALE: 1" = 100' SHEET: 3 OF 3



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/09/07

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DESIGN: JSC DRAWN: DCA REVIEWED: JSC

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

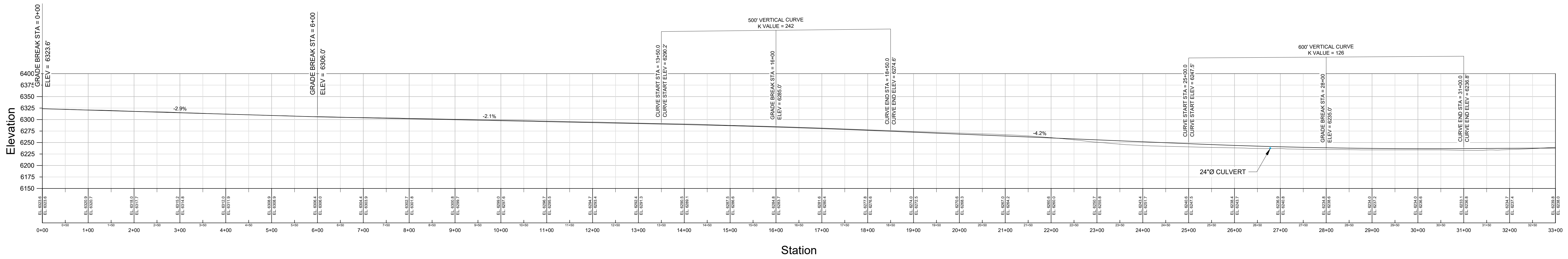
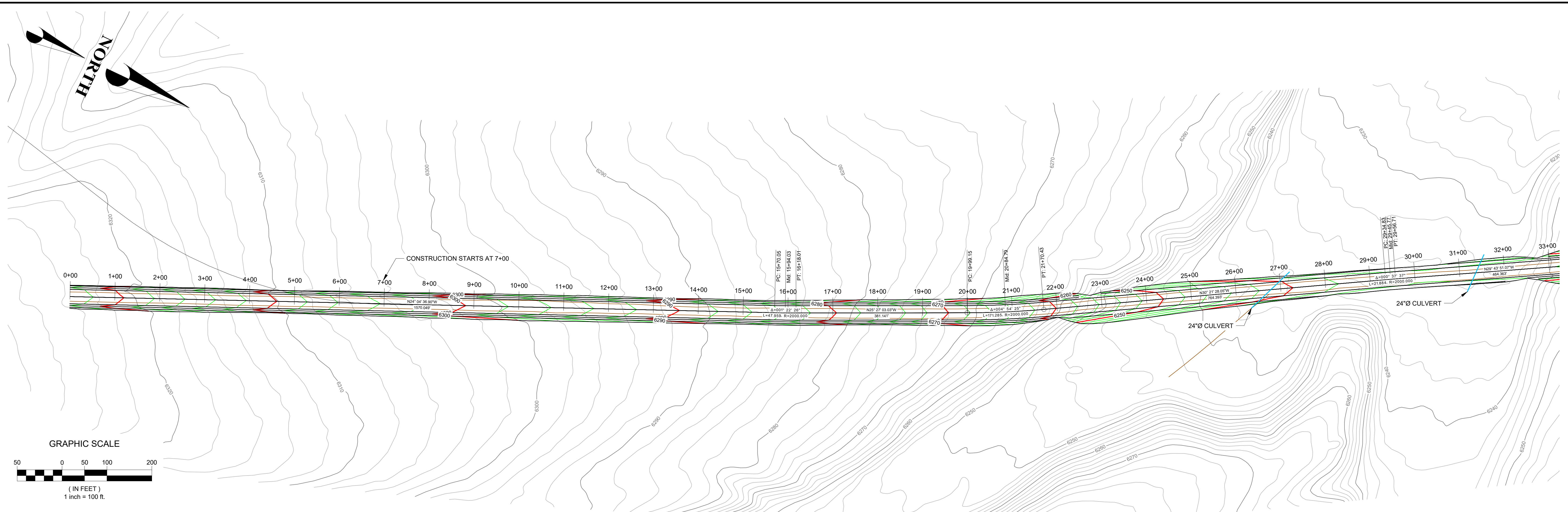
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **CURVE 21 PLAN AND PROFILE**

DRAWING NO.: 109600.290-401 REVISION NO.: **B**

SCALE: 1" = 100' SHEET: 1 OF 1



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

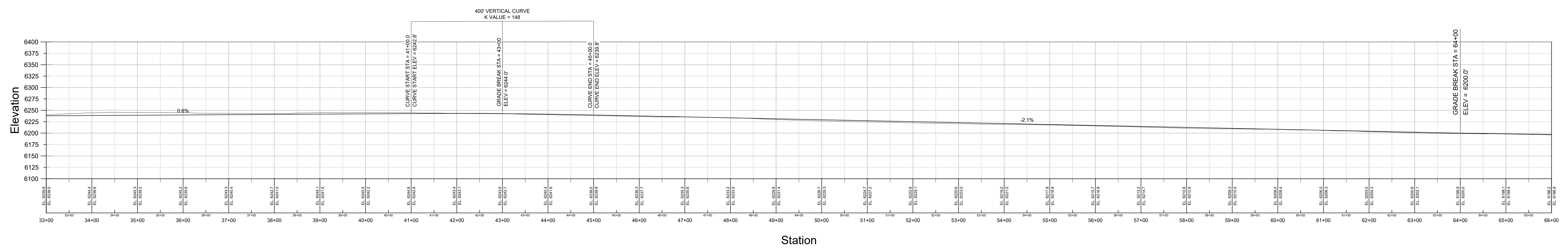
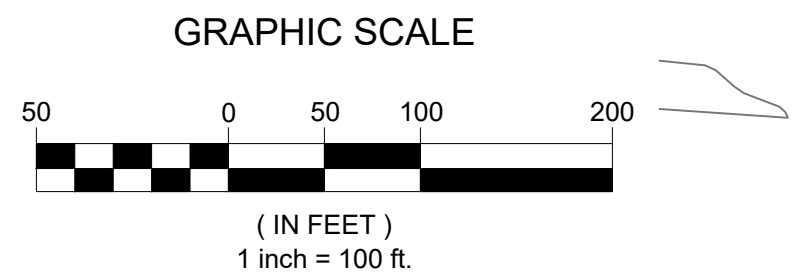
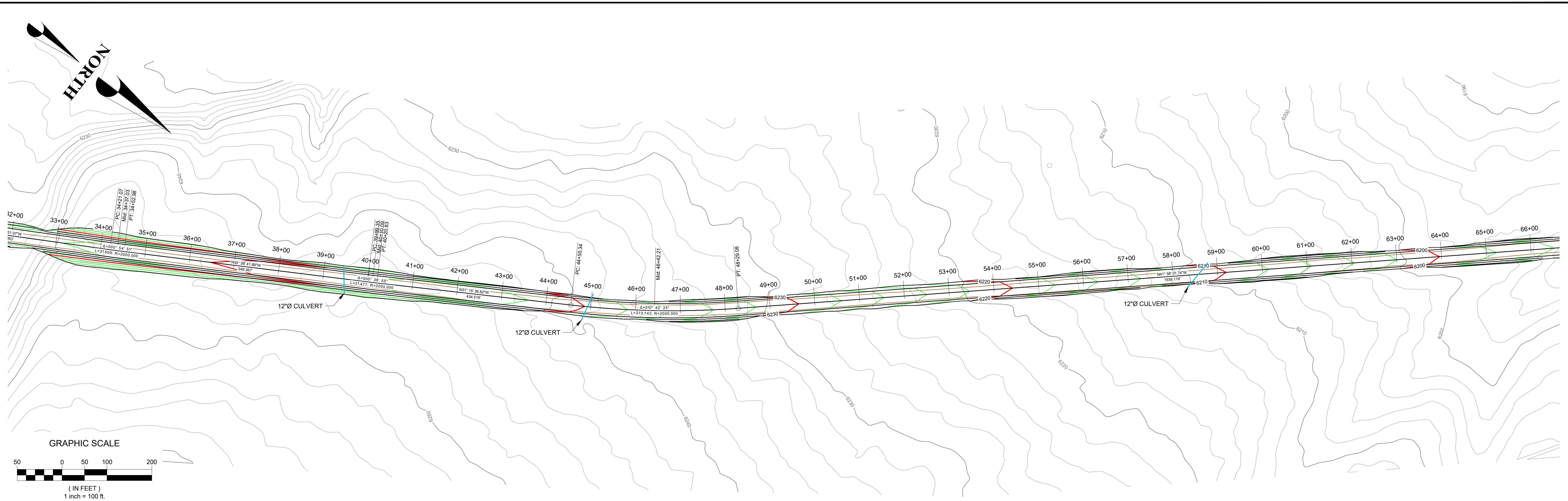
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 0+00 - 33+00**

DRAWING NO.: 109600.290-501 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 1 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	--/--

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

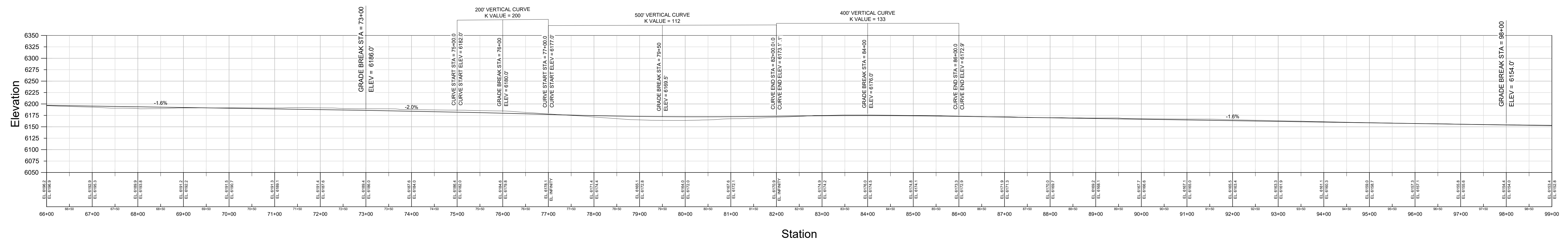
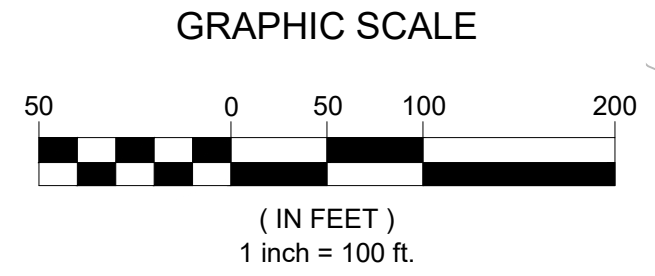
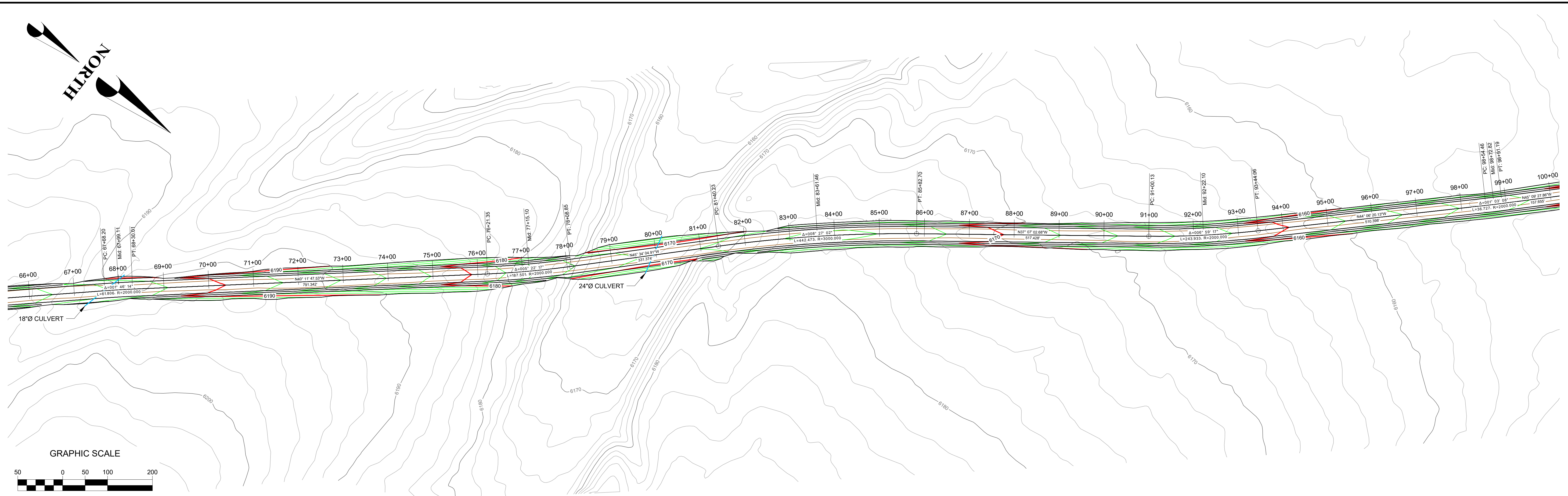
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 33+00 - 66+00**

DRAWING NO.: 109600.290-104 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 2 OF 18



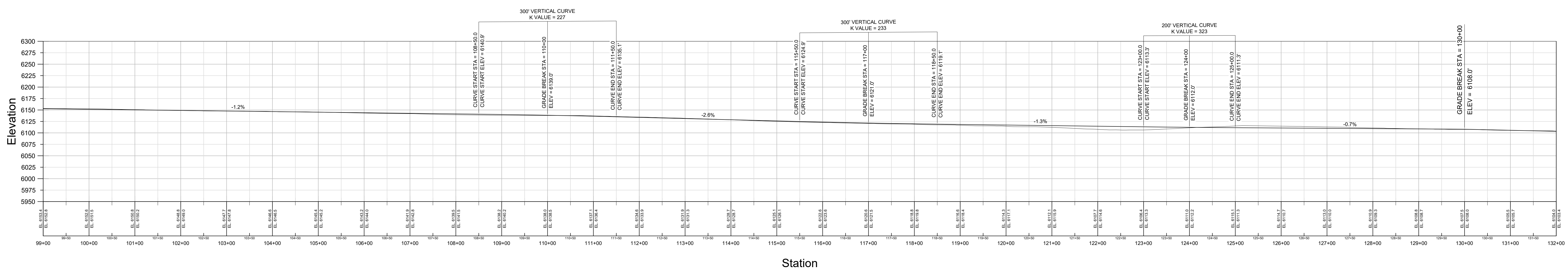
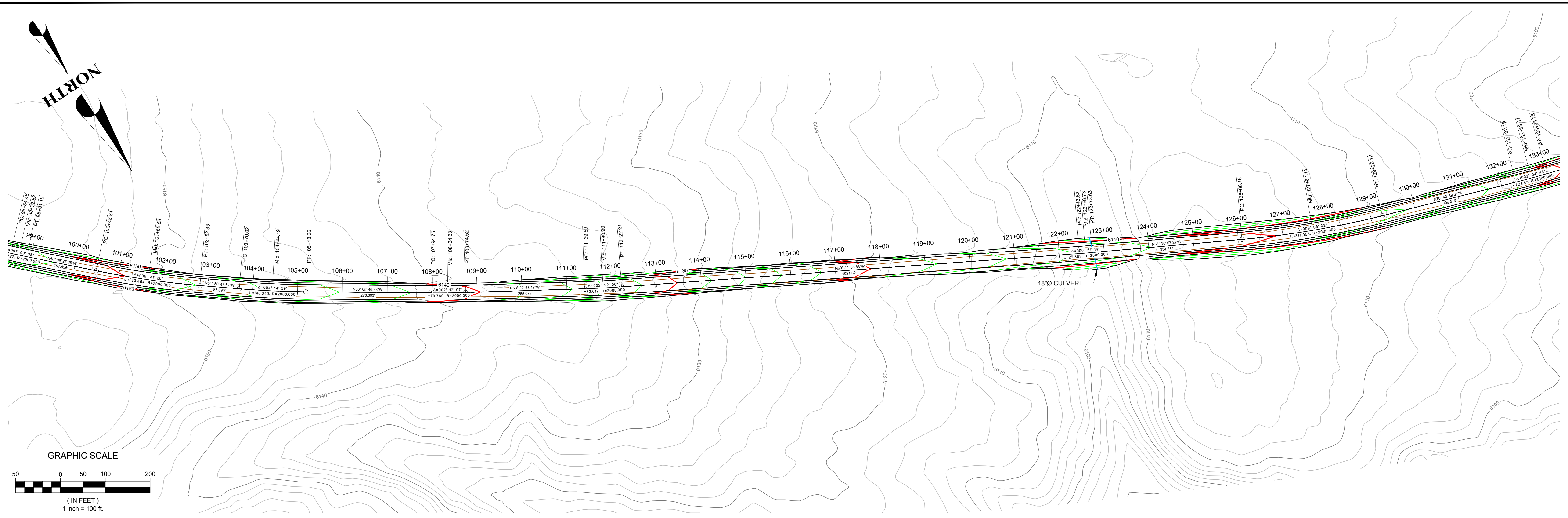
Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290	DATE: 10/120/2020		

JIGGS ACCESS ROAD

DRAWING TITLE: EXISTING ACCESS ROAD PLAN AND PROFILE STA: 66+00 - 99+00		REVISION NO. C
DRAWING NO. 109600.290-503		
SCALE: 1" = 100'	SHEET: 3 OF 18	



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

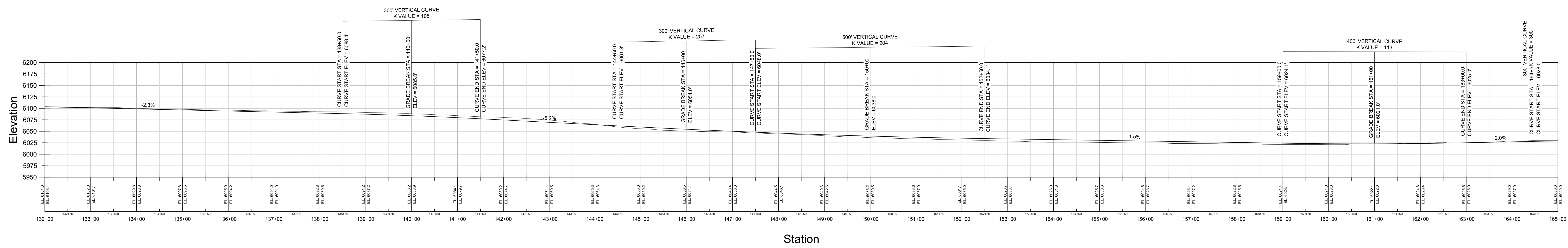
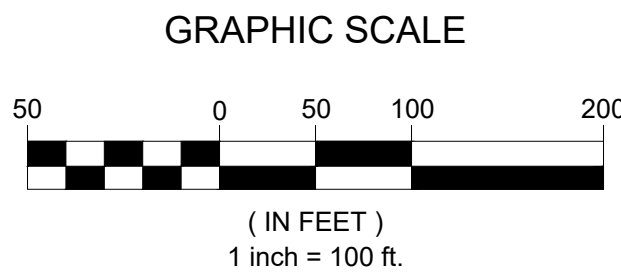
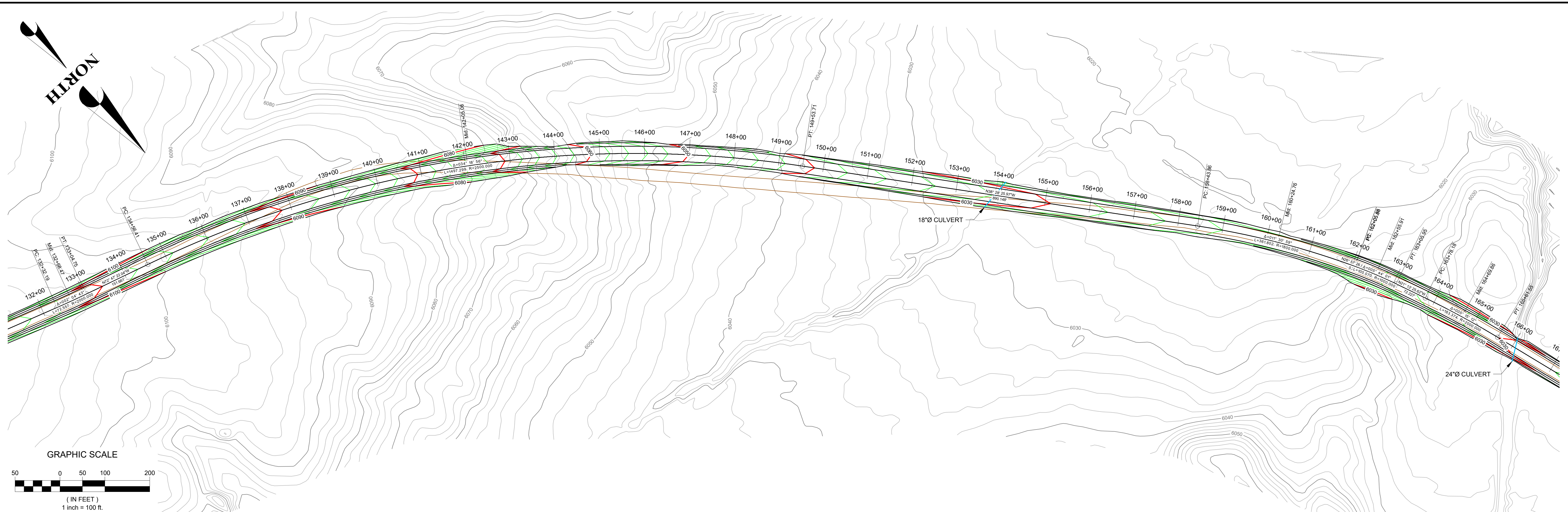
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 99+00 - 132+00**

DRAWING NO.: 109600.290-504 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 4 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

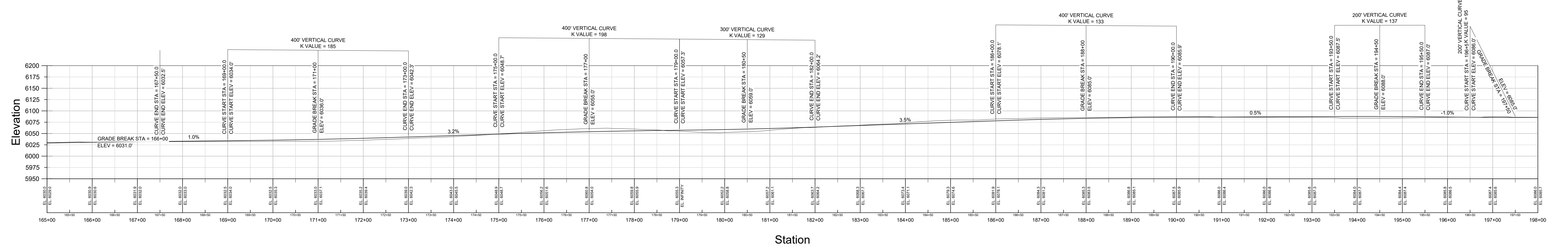
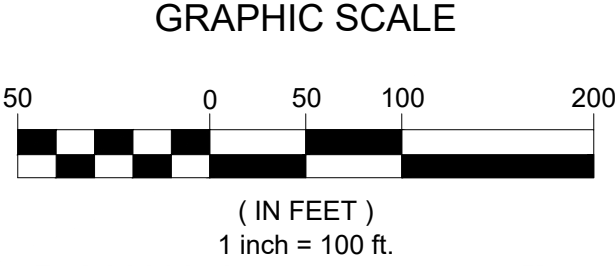
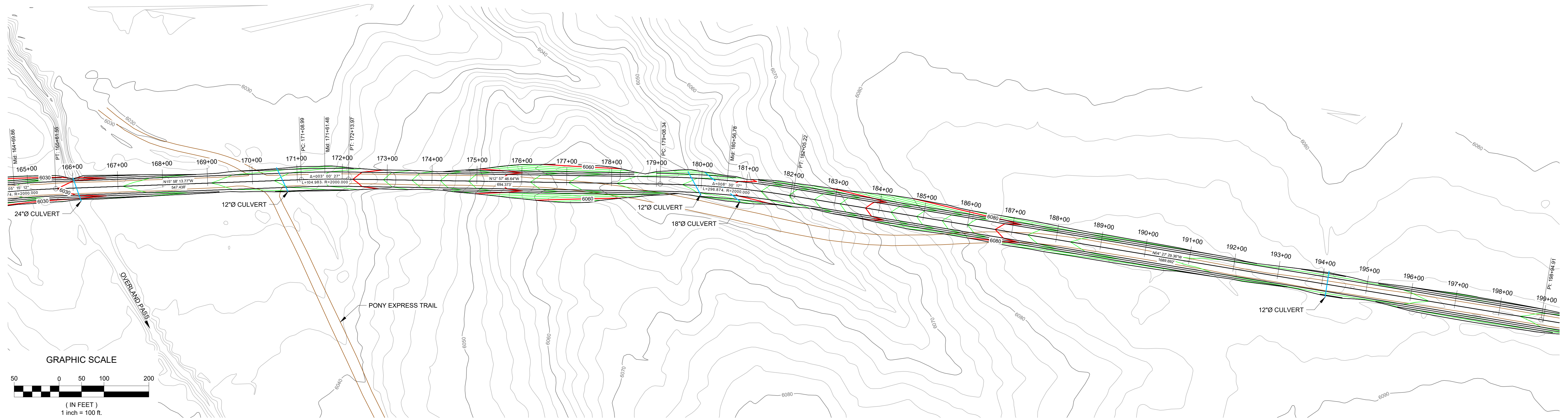
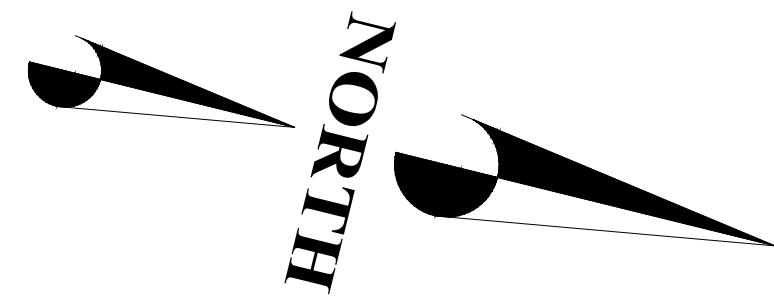
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 132+00 - 165+00**

DRAWING NO.: 109600.290-505 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 5 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

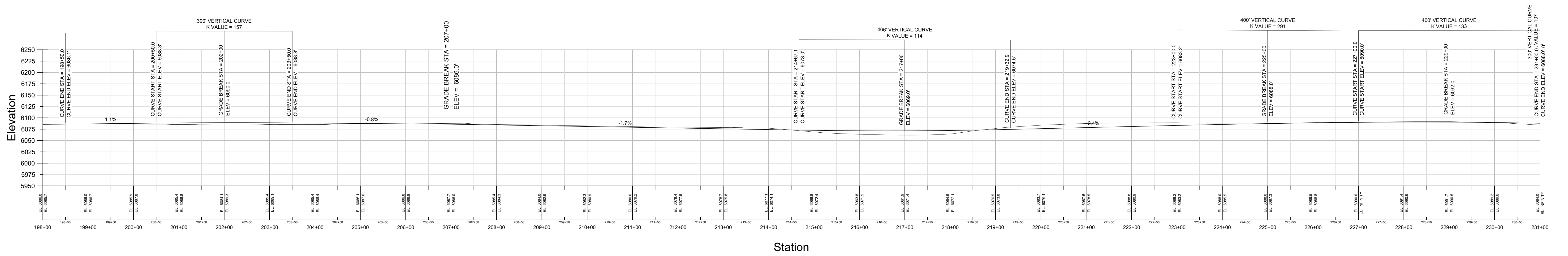
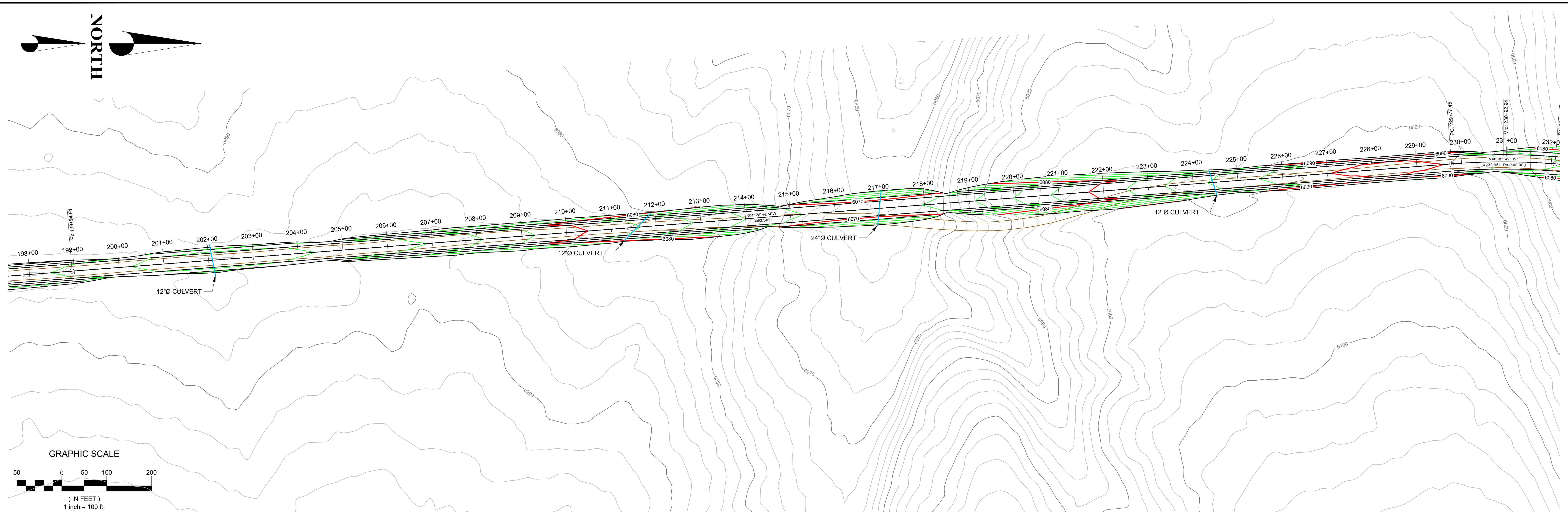
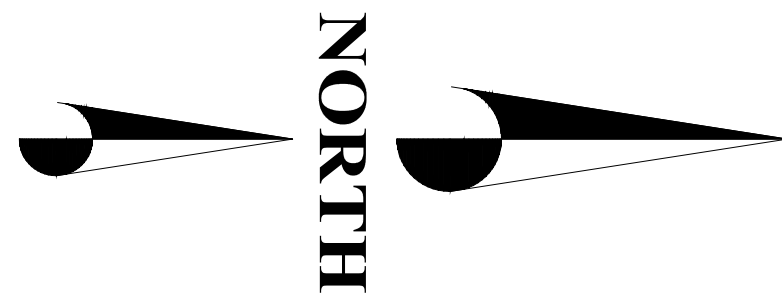
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 165+00 - 198+00**

DRAWING NO.: 109600.290-506 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 6 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

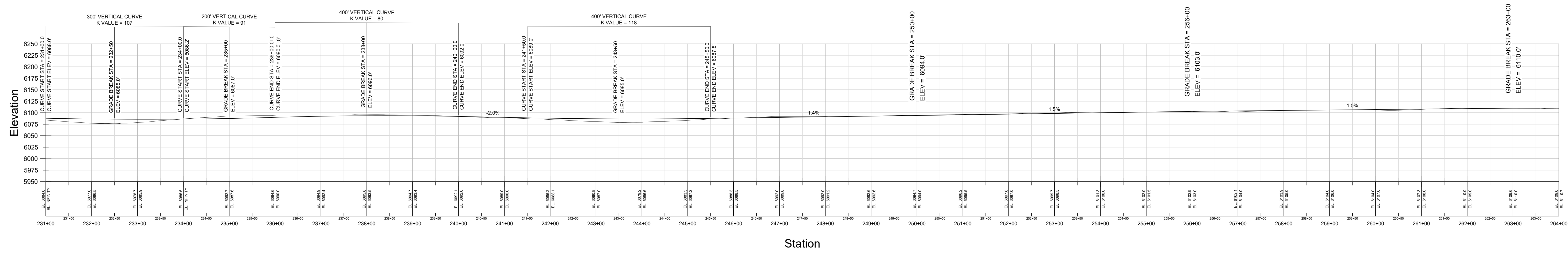
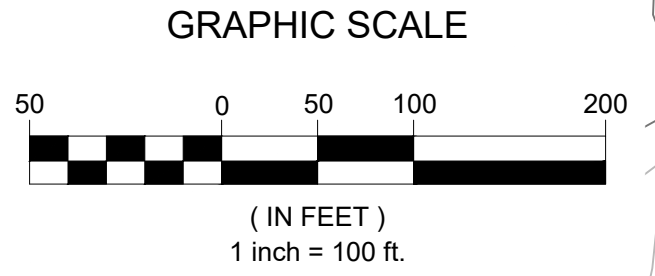
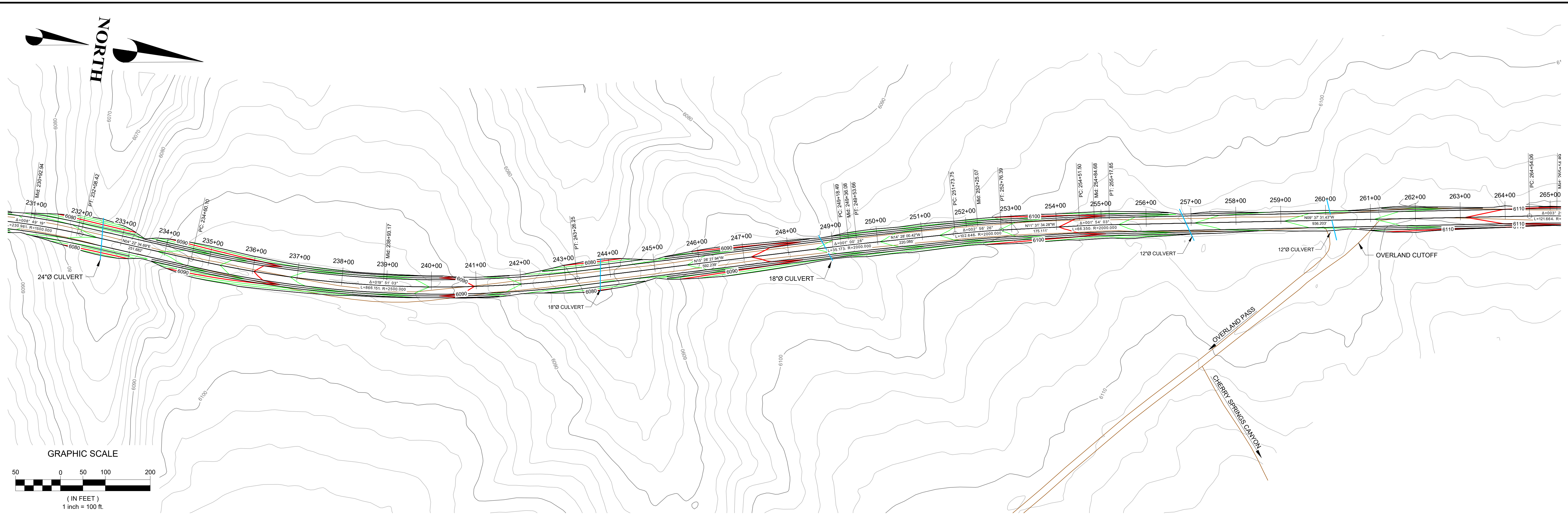
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 198+00 - 231+00**

DRAWING NO. 109600.290-507 REVISION NO. **C**

SCALE: 1" = 100' SHEET: 7 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

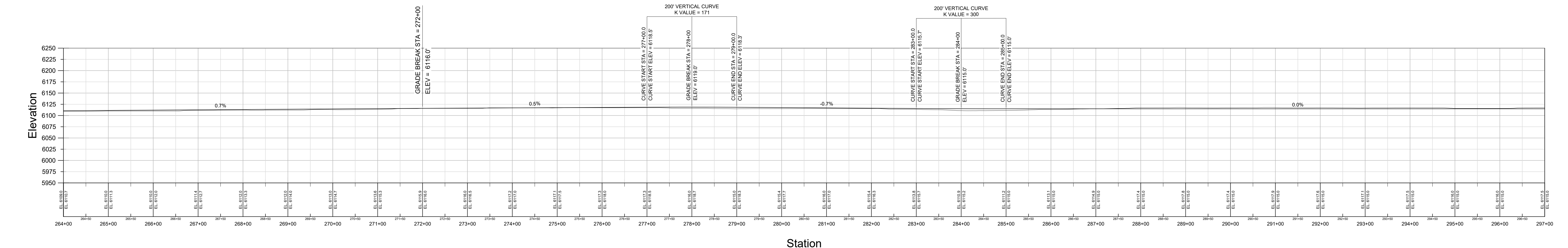
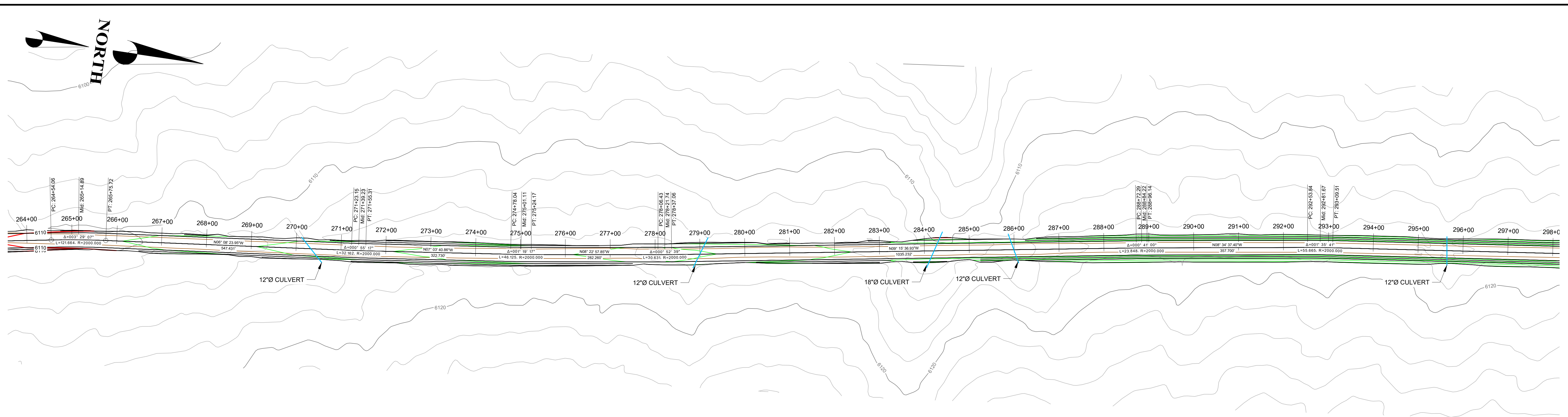
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DESIGN: JSC	DRAWN: LEB
SRK PROJECT NO.: 109600.290	DATE: 10/12/2020
REVIEWED: FK	

KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: EXISTING ACCESS ROAD PLAN AND PROFILE STA: 231+00 - 264+00	
DRAWING NO. 109600.290-508	REVISION NO. C
SCALE: 1" = 100'	SHEET: 8 OF 18



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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

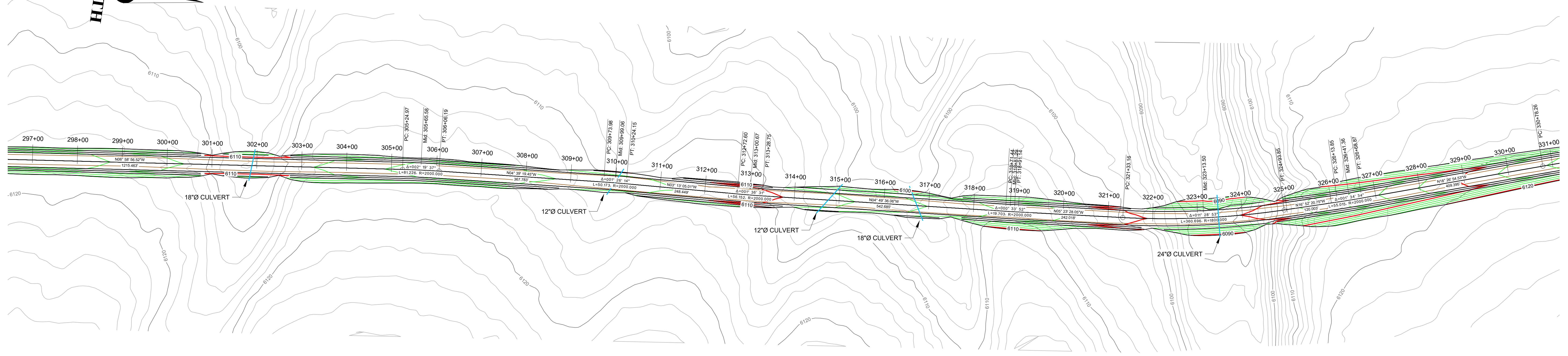
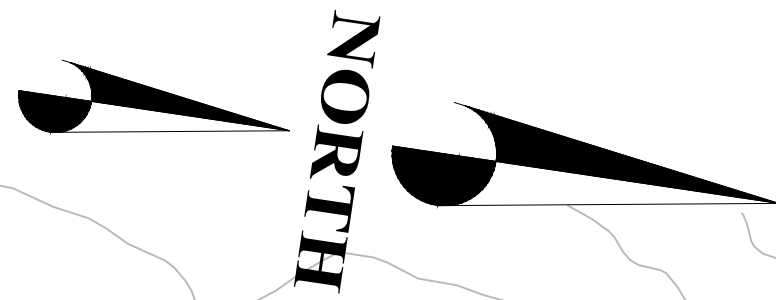
KINROSS Bald Mountain

JIGGS ACCESS ROAD

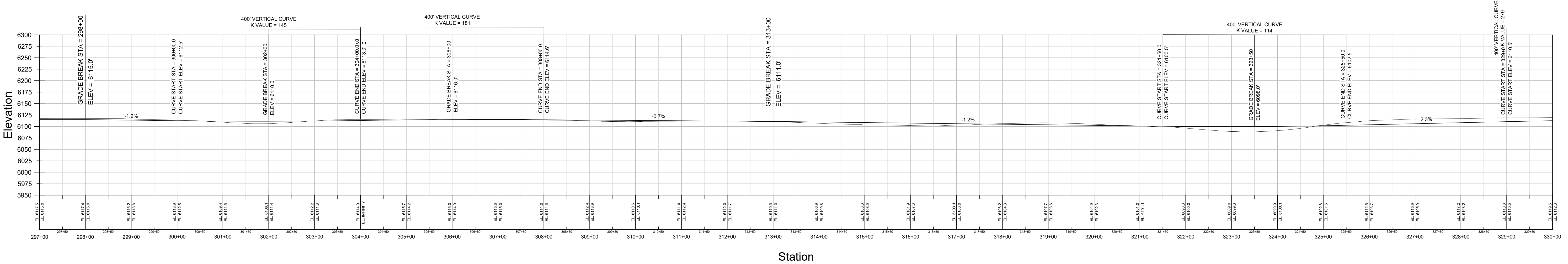
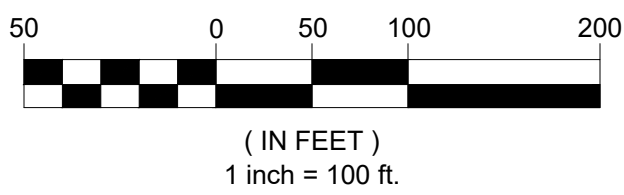
DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 264+00 - 297+00**

DRAWING NO.: 109600.290-509 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 9 OF 18



GRAPHIC SCALE



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

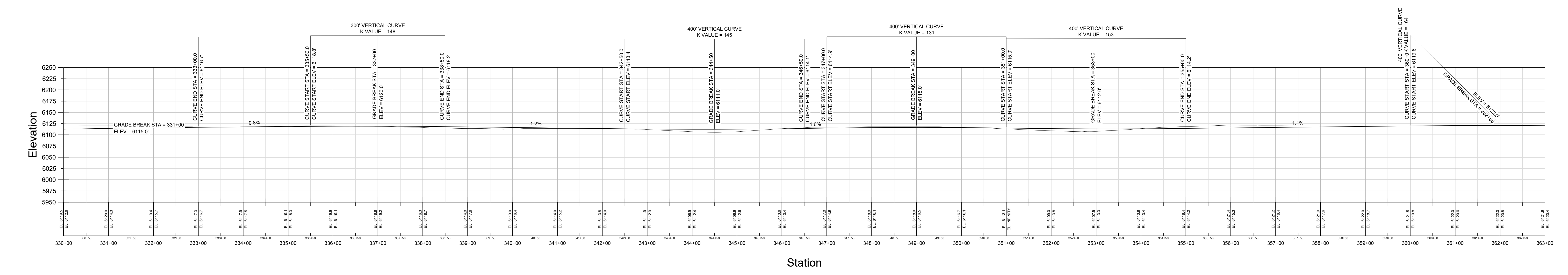
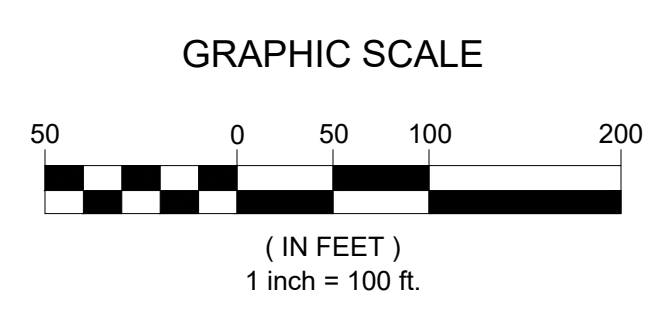
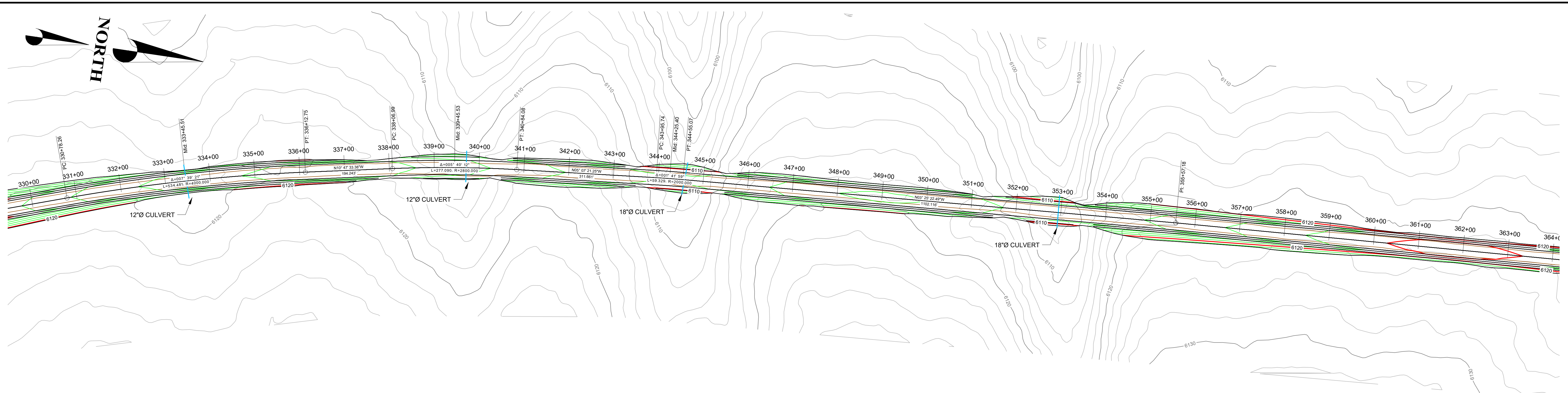
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 297+00 - 330+00**

DRAWING NO.: 109600.290-510 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 10 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

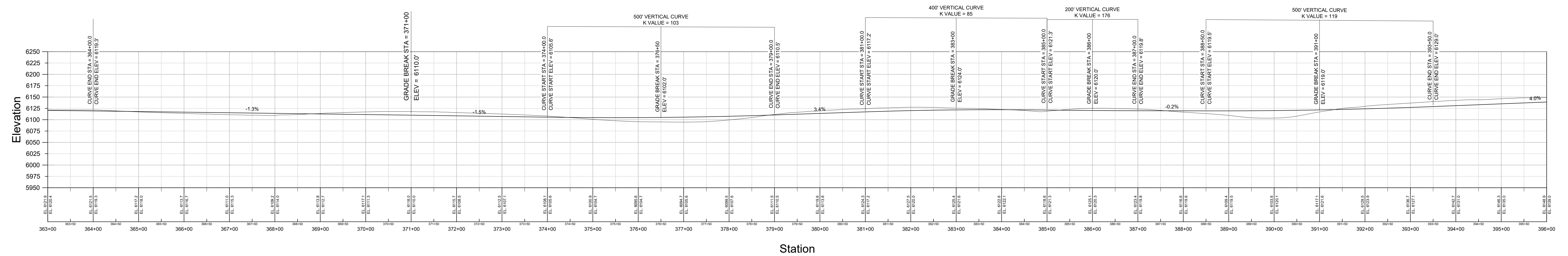
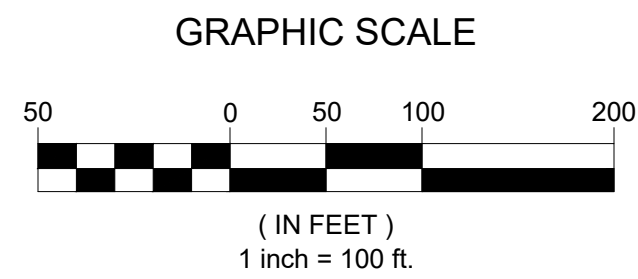
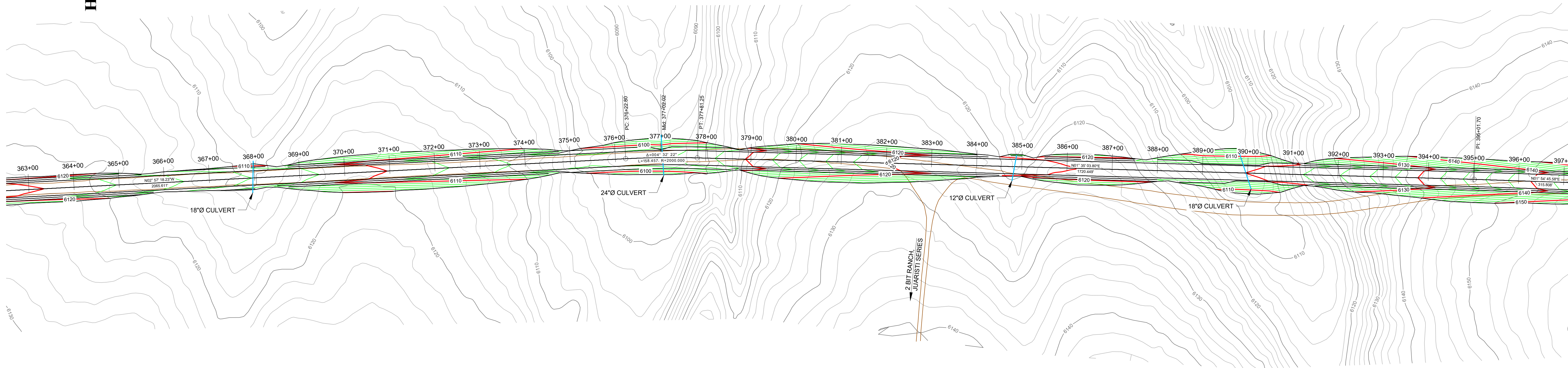
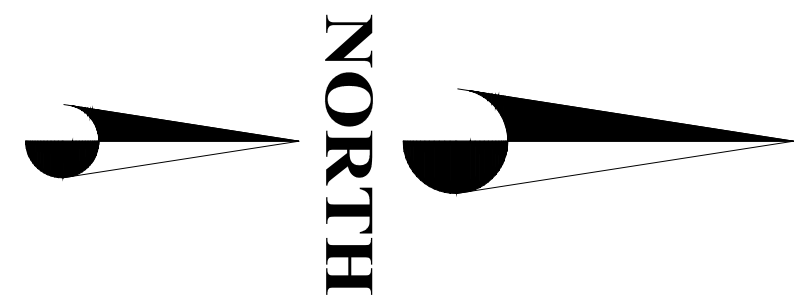
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 330+00 - 363+00**

DRAWING NO. 109600.290-511 REVISION NO. **C**

SCALE: 1" = 100' SHEET: 11 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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DESIGN: JSC DRAWN: LEB REVIEWED: FK

SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

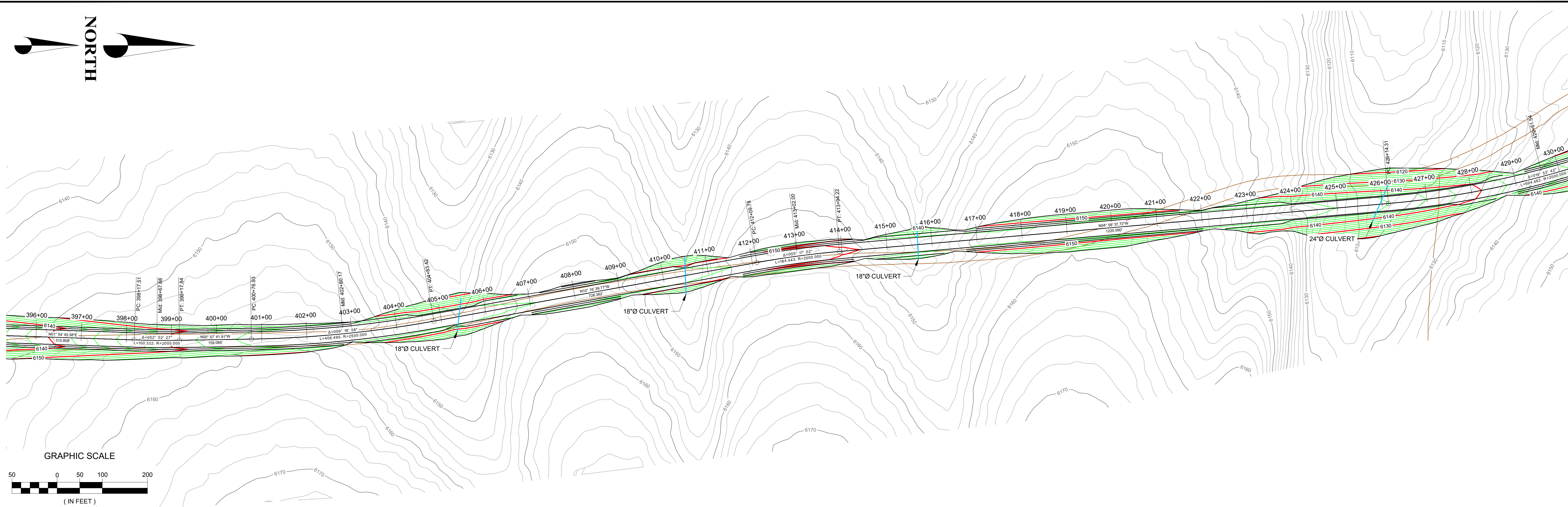
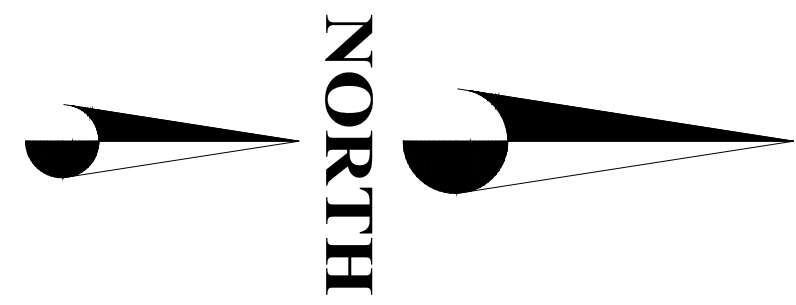
KINROSS Bald Mountain

JIGGS ACCESS ROAD

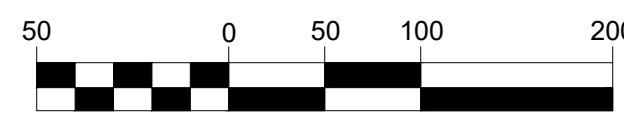
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DRAWING NO.: 109600.290-512 REVISION NO.: **C**

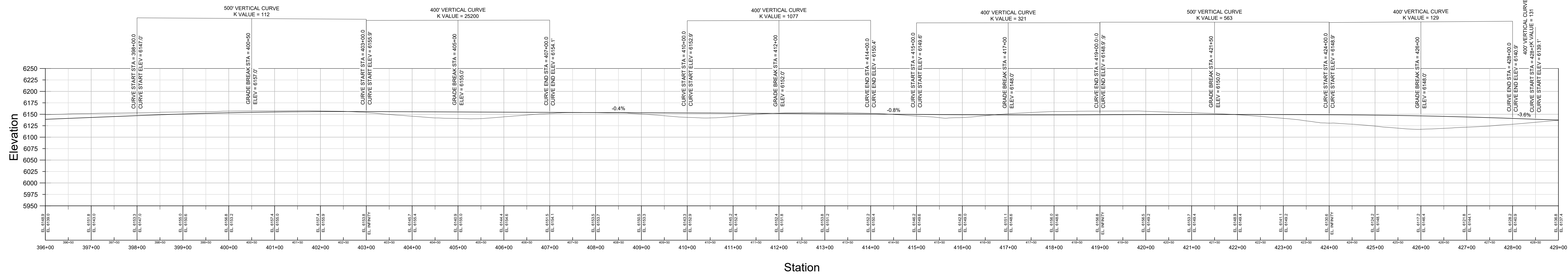
SCALE: 1" = 100' SHEET: 12 OF 18



GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

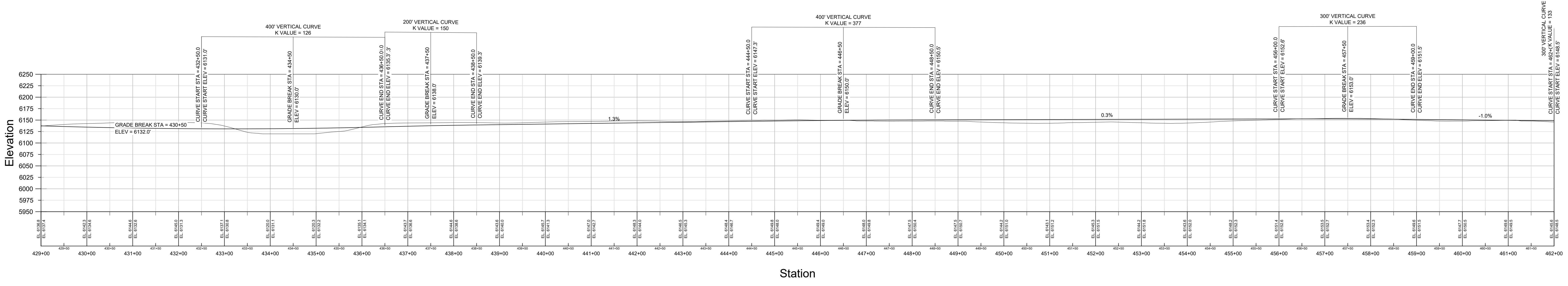
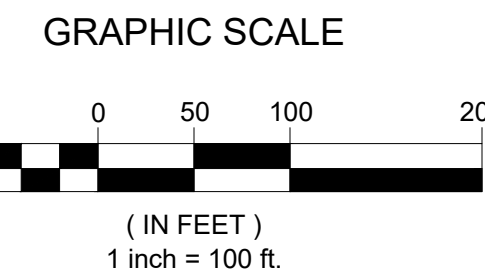
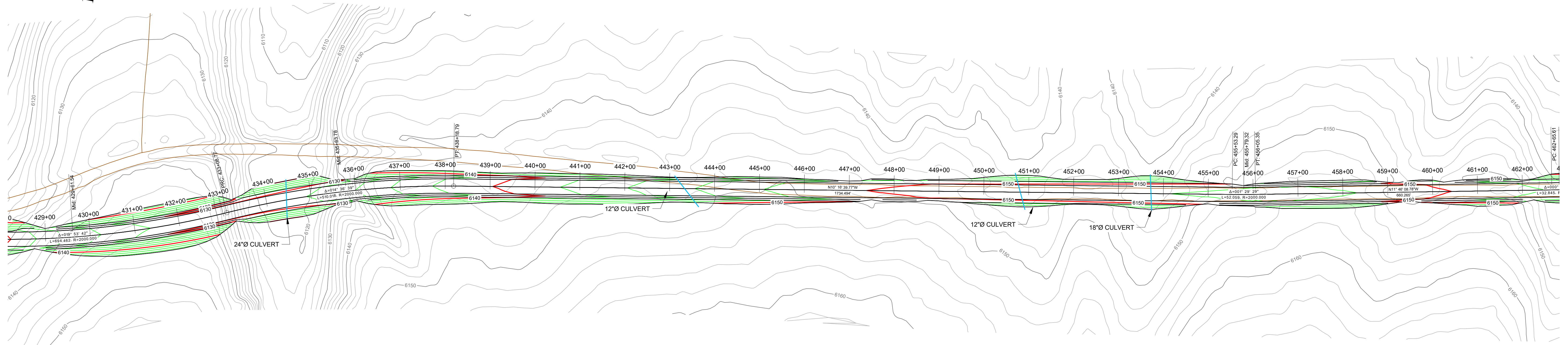
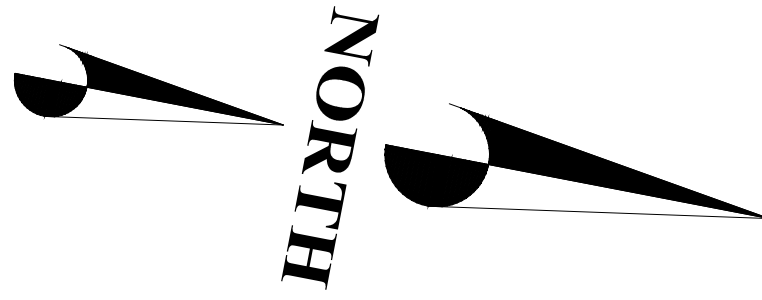
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD
PLAN AND PROFILE
STA: 396+00 - 429+00**

DRAWING NO.: 109600.290-513 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 13 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
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B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

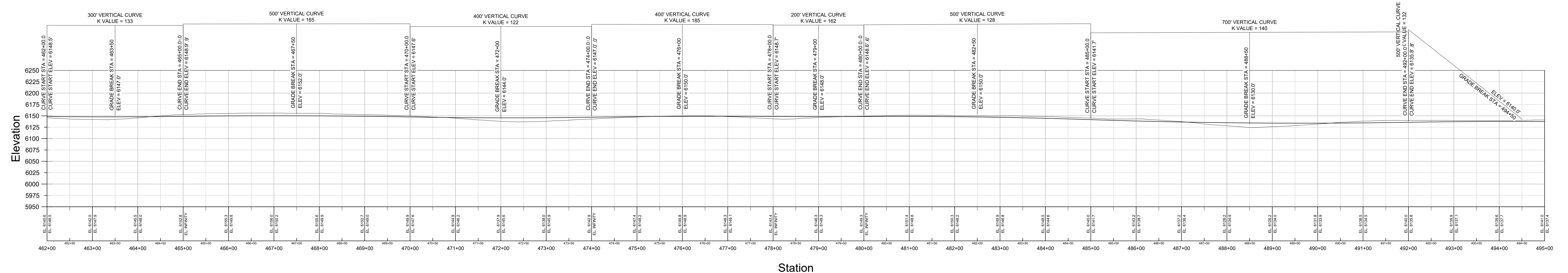
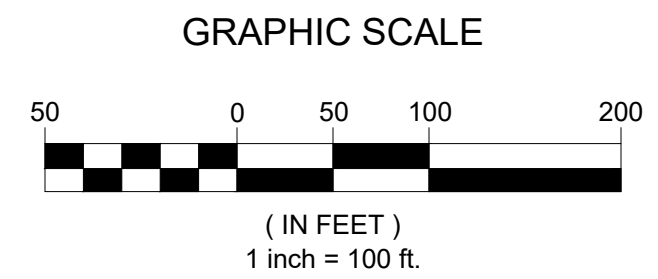
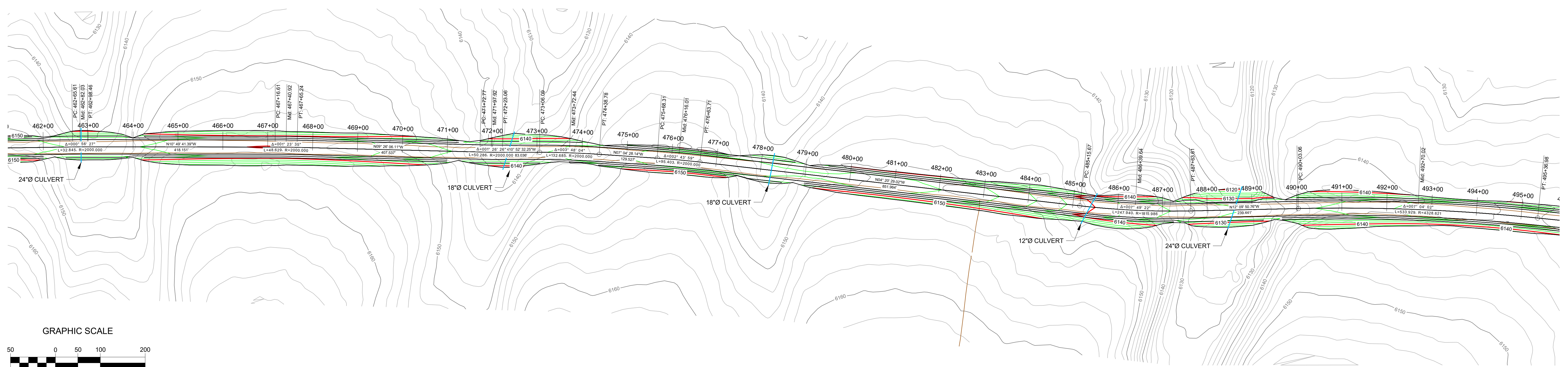
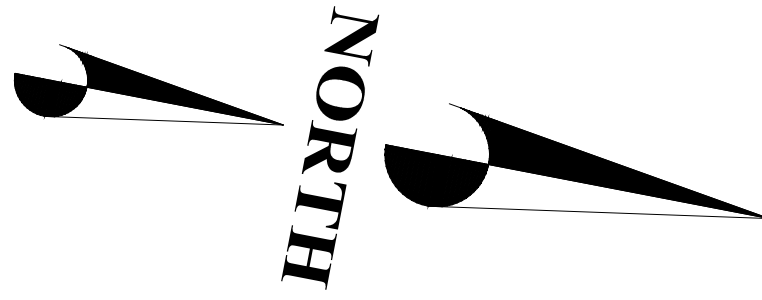
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 429+00 - 462+00**

DRAWING NO.: 109600.290-514 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 14 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

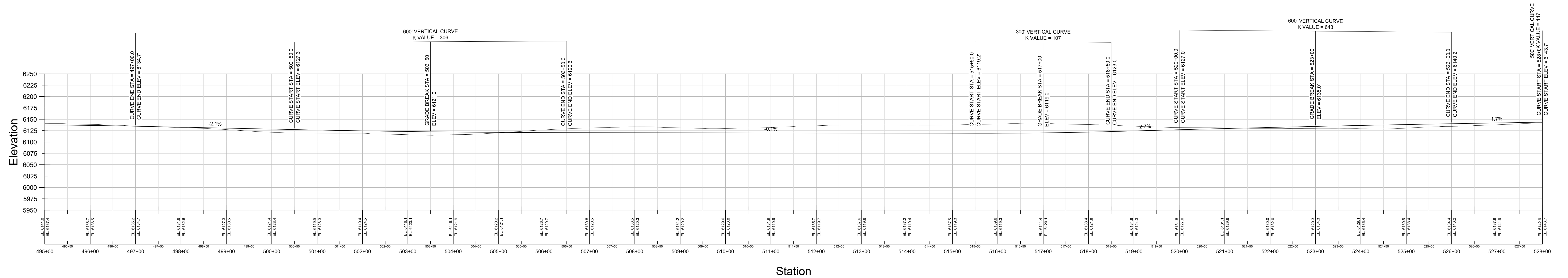
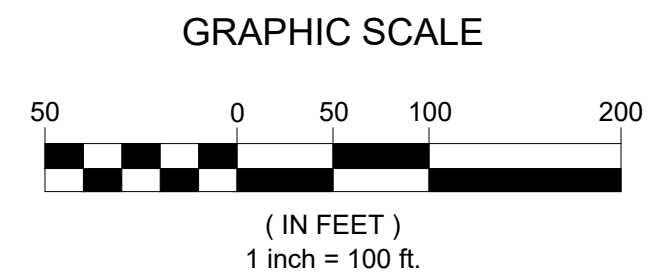
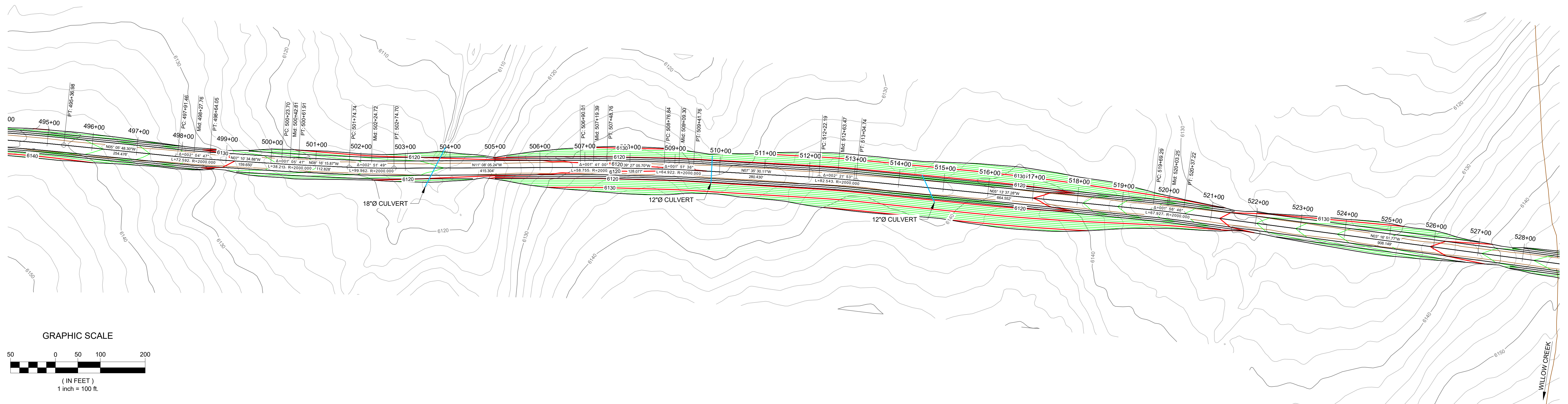
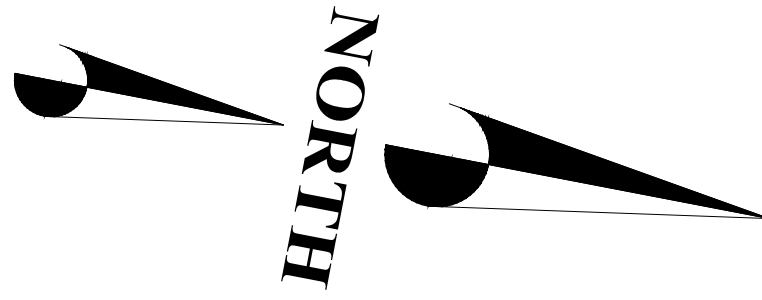
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 462+00 - 495+00**

DRAWING NO.: 109600.290-515 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 15 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
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B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

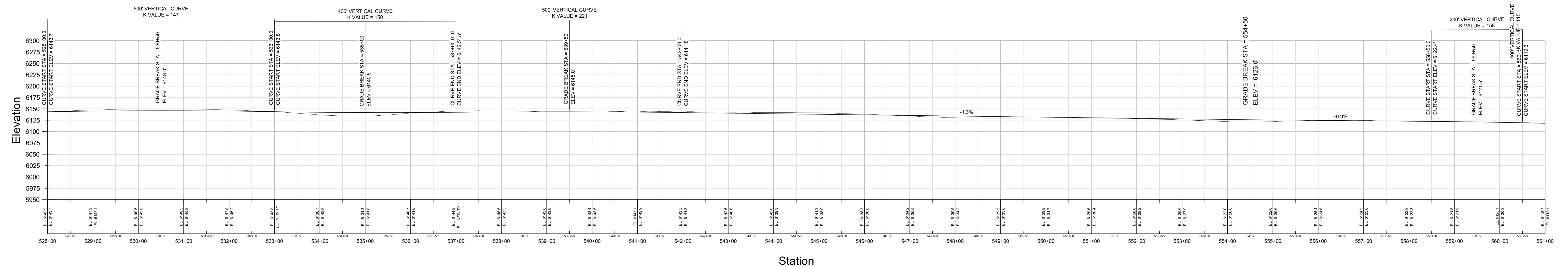
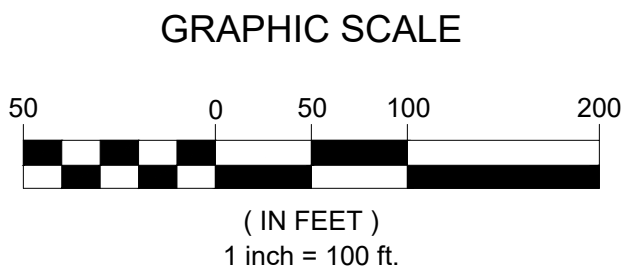
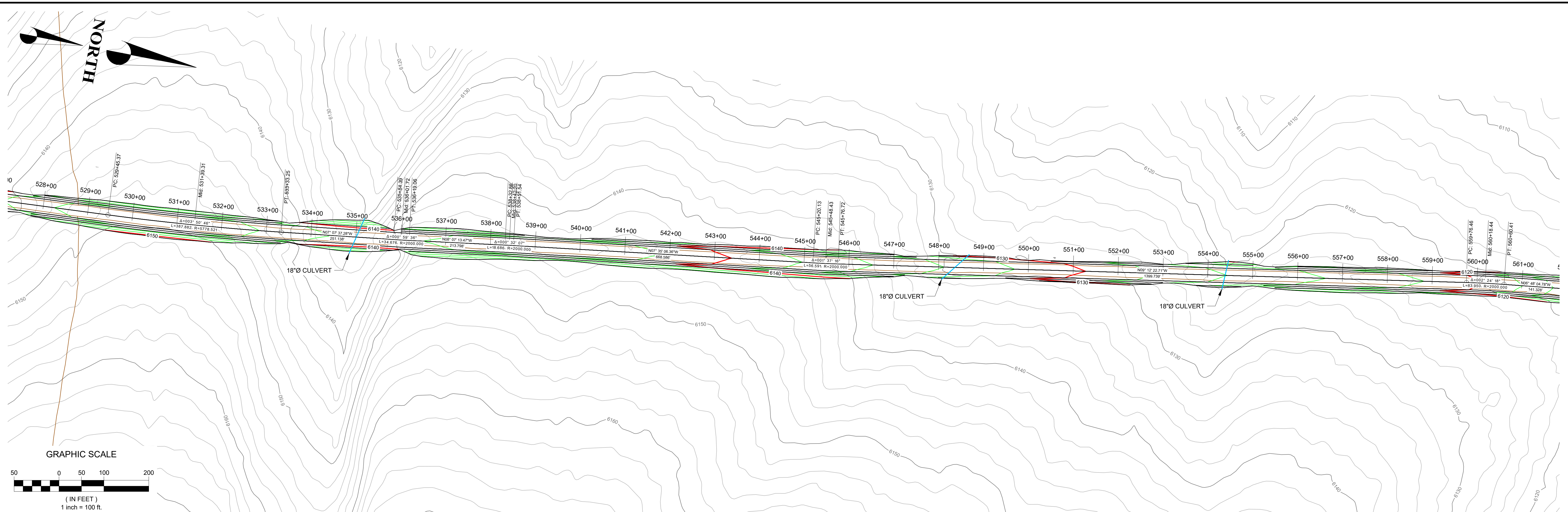
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 495+00 - 528+00**

DRAWING NO.: 109600.290-516 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 16 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
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B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

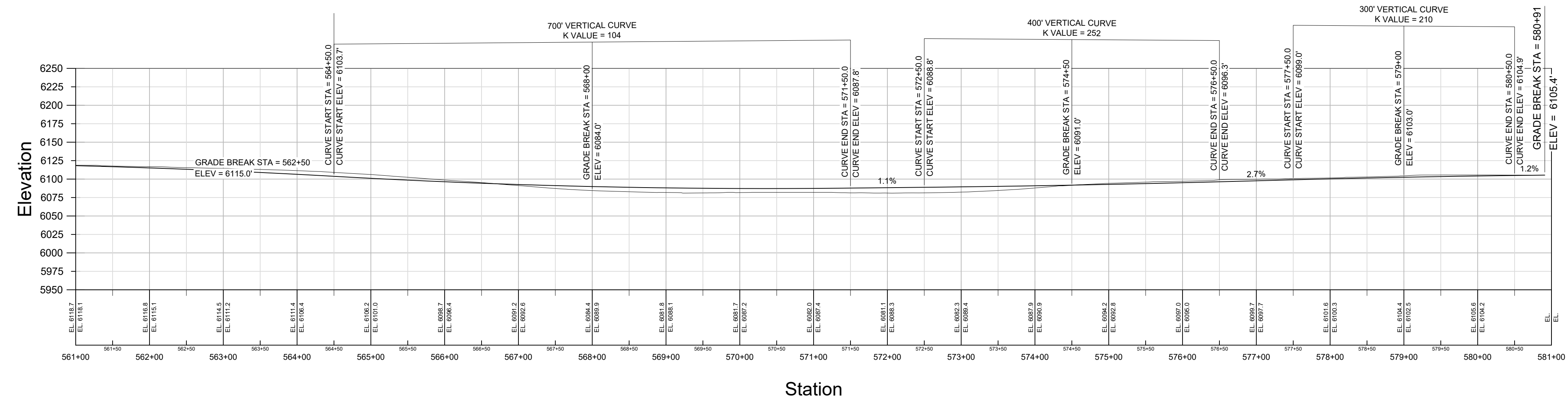
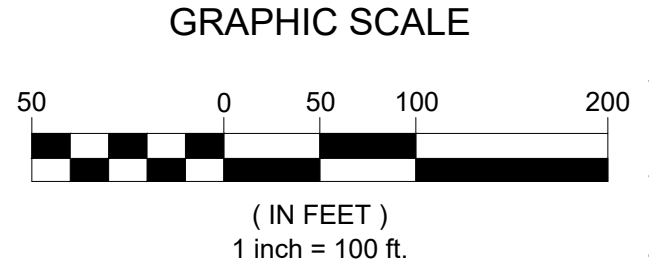
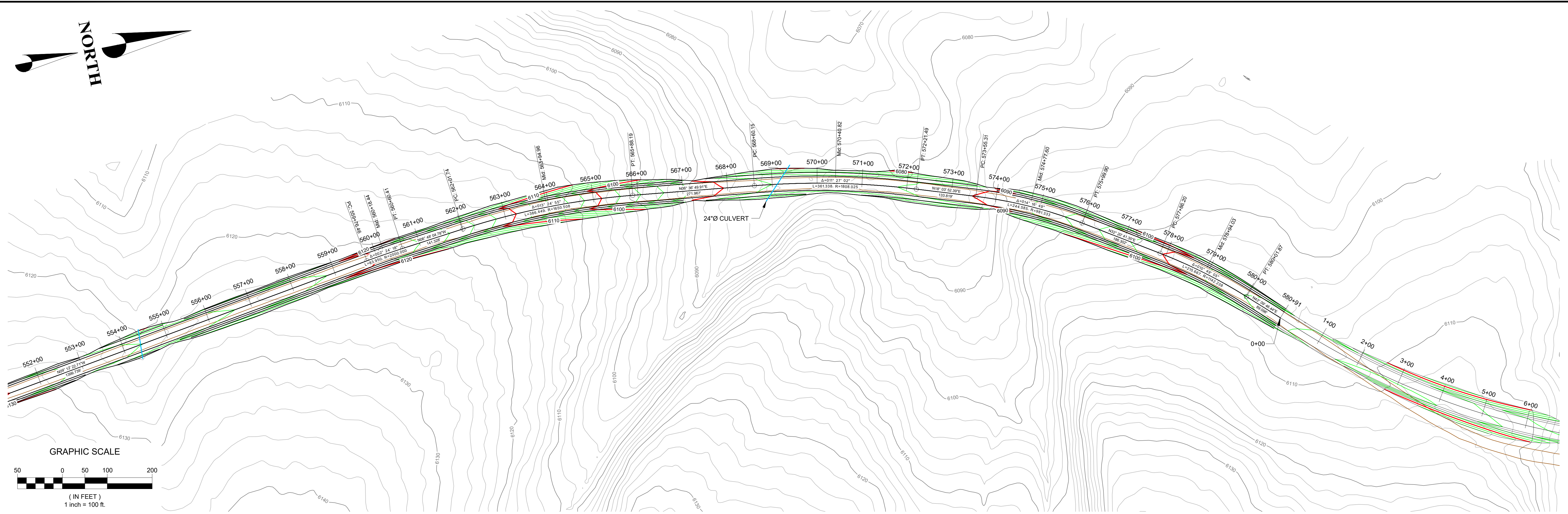
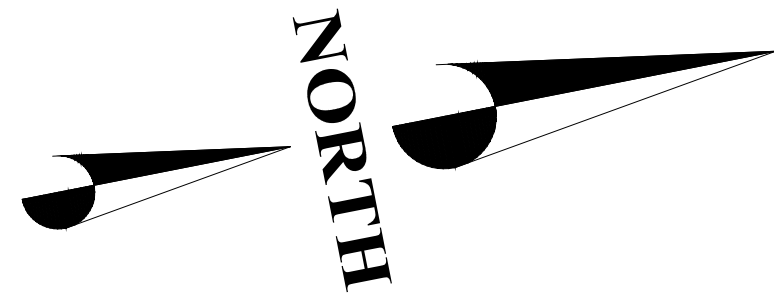
KINROSS Bald Mountain

JIGGS ACCESS ROAD

DRAWING TITLE: **EXISTING ACCESS ROAD PLAN AND PROFILE STA: 528+00 - 561+00**

DRAWING NO.: 109600.290-517 REVISION NO.: **C**

SCALE: 1" = 100' SHEET: 17 OF 18



Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	PRELIMINARY DESIGN	JSC	FK	2017/12/18
B	PRELIMINARY DESIGN	JSC	FK	2018/03/12
C	PRELIMINARY DESIGN	JSC	FK	-/-/-

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SRK PROJECT NO.: 109600.290 DATE: 10/12/2020

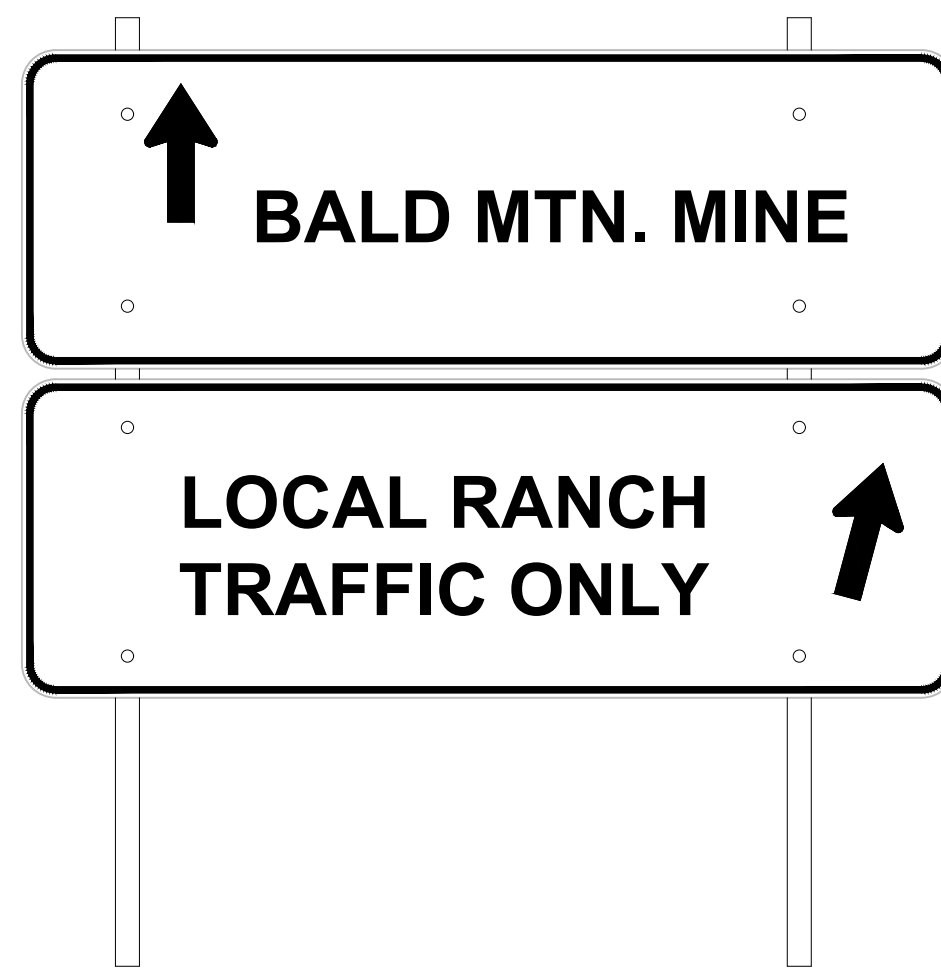
KINROSS Bald Mountain

JIGGS ACCESS ROAD

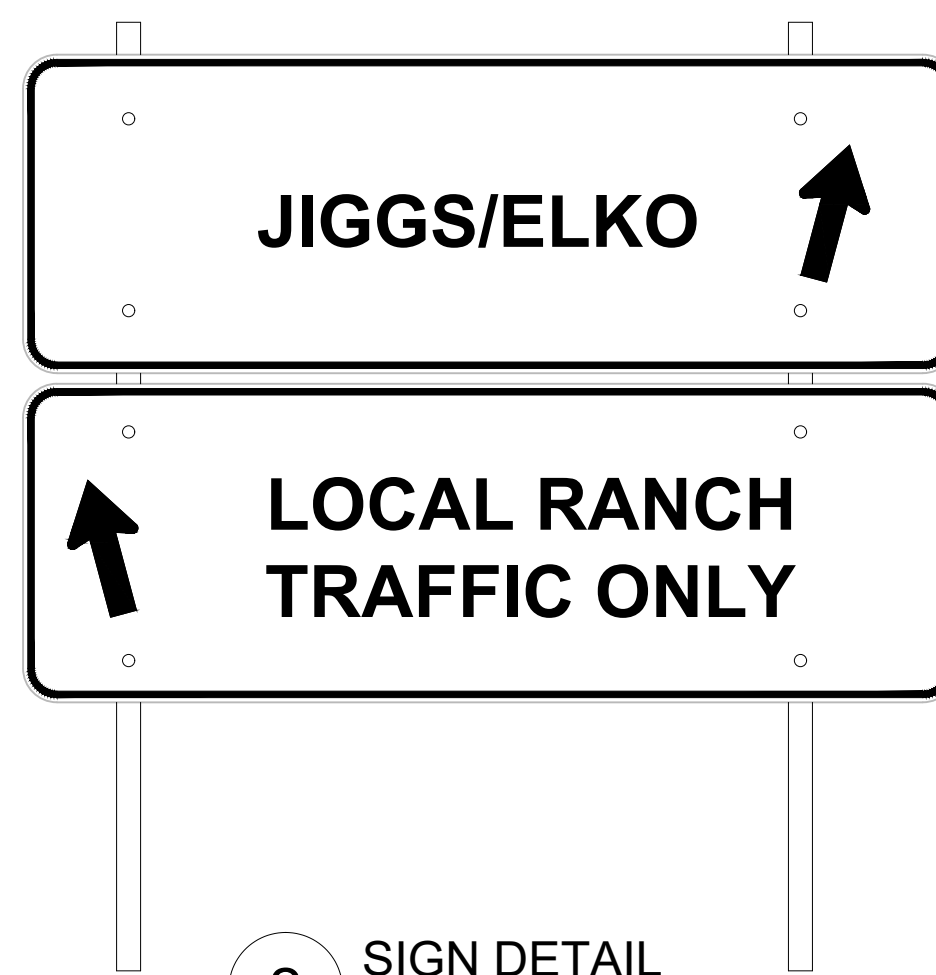
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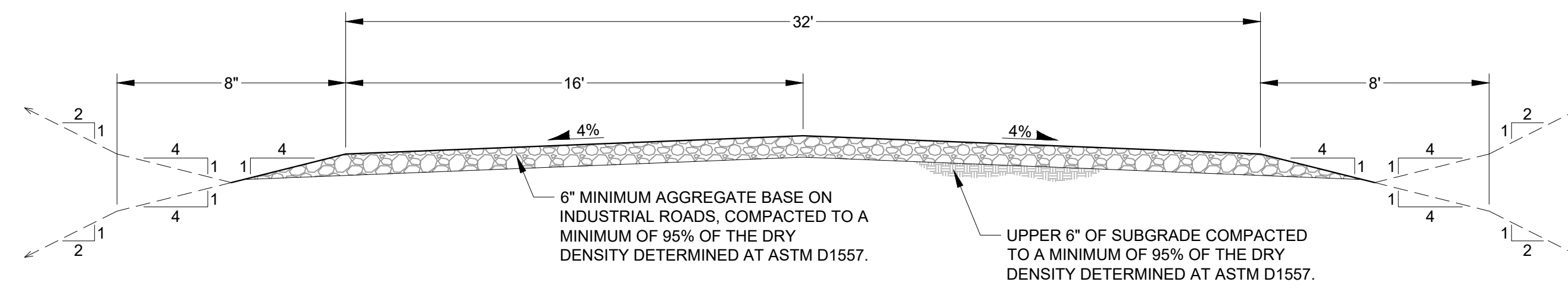
SCALE: 1" = 100' SHEET: 18 OF 18



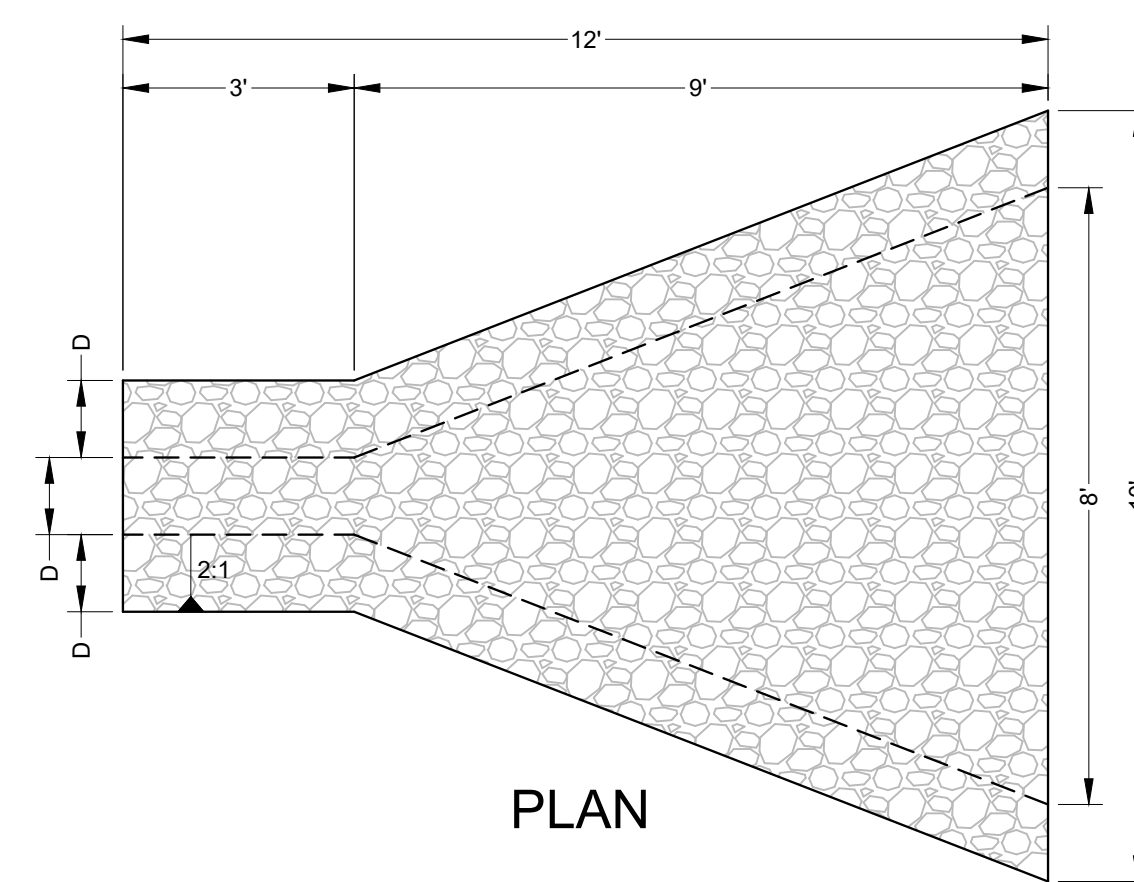
1 SIGN DETAIL
NTS



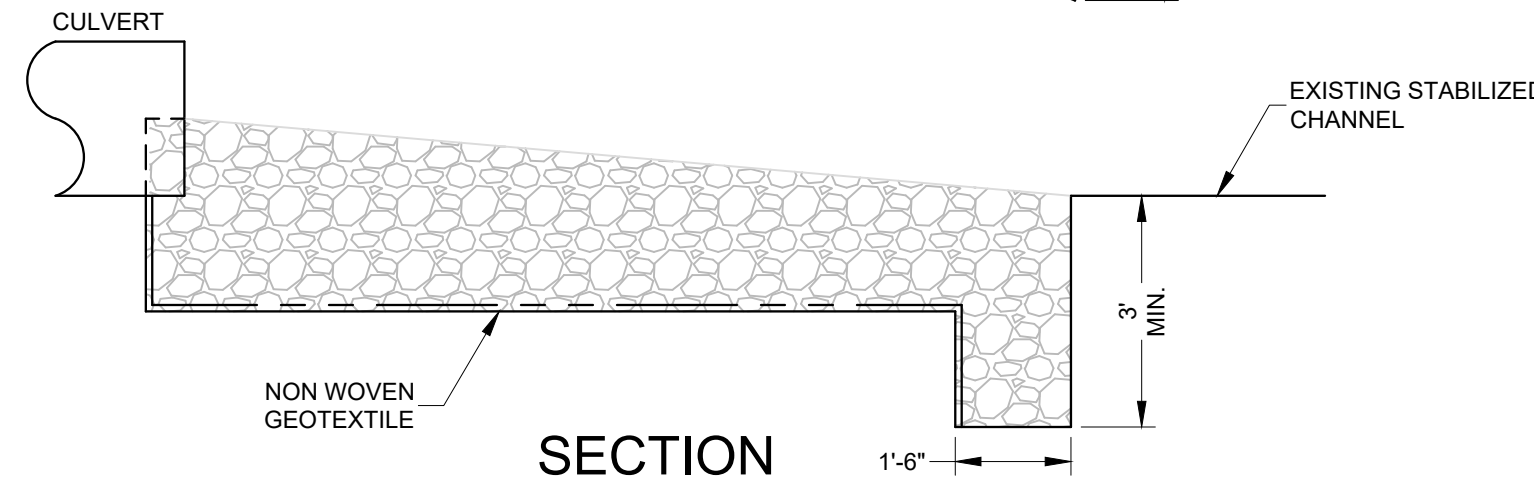
2 SIGN DETAIL
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A JIGGS ACCESS ROAD REALIGNMENT TYPICAL SECTION
102 1" = 2'

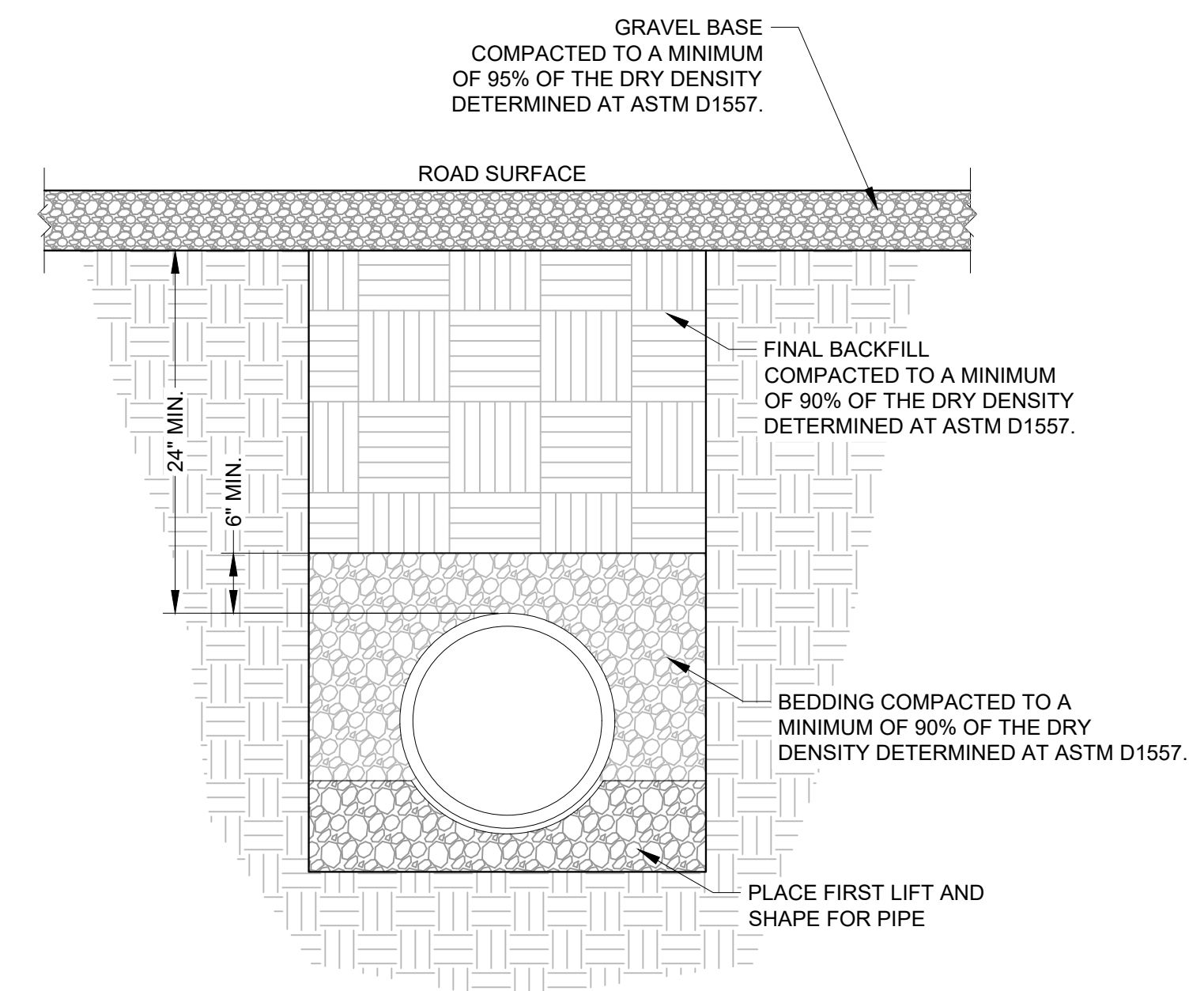


PLAN

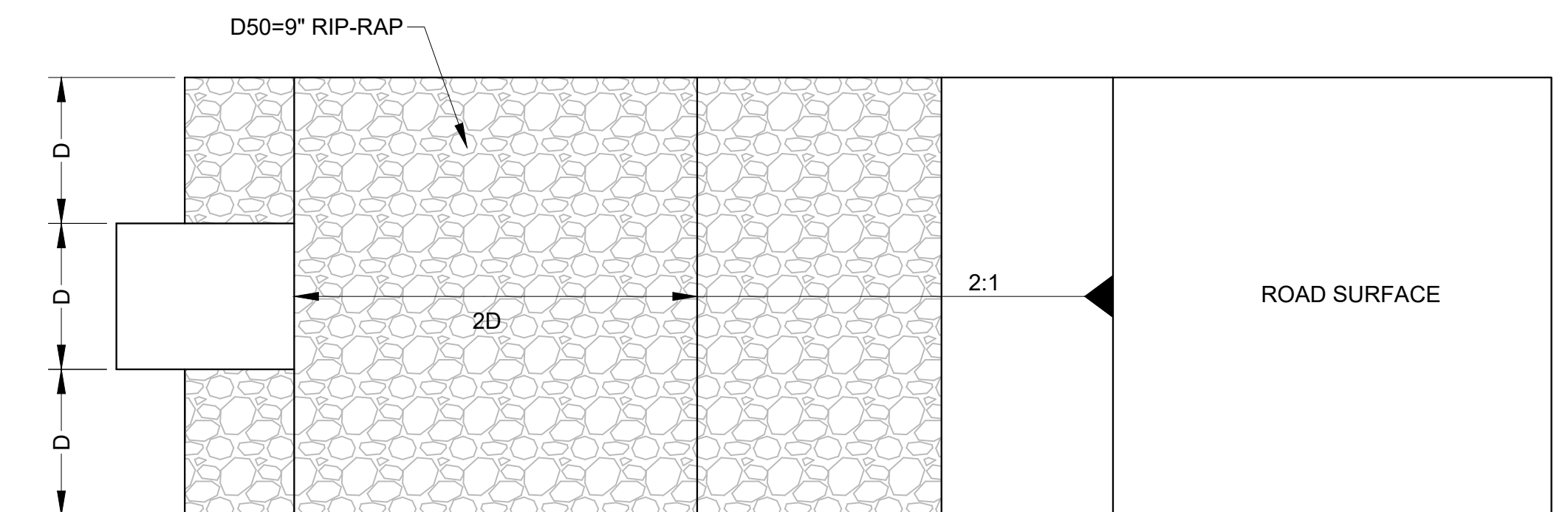


SECTION

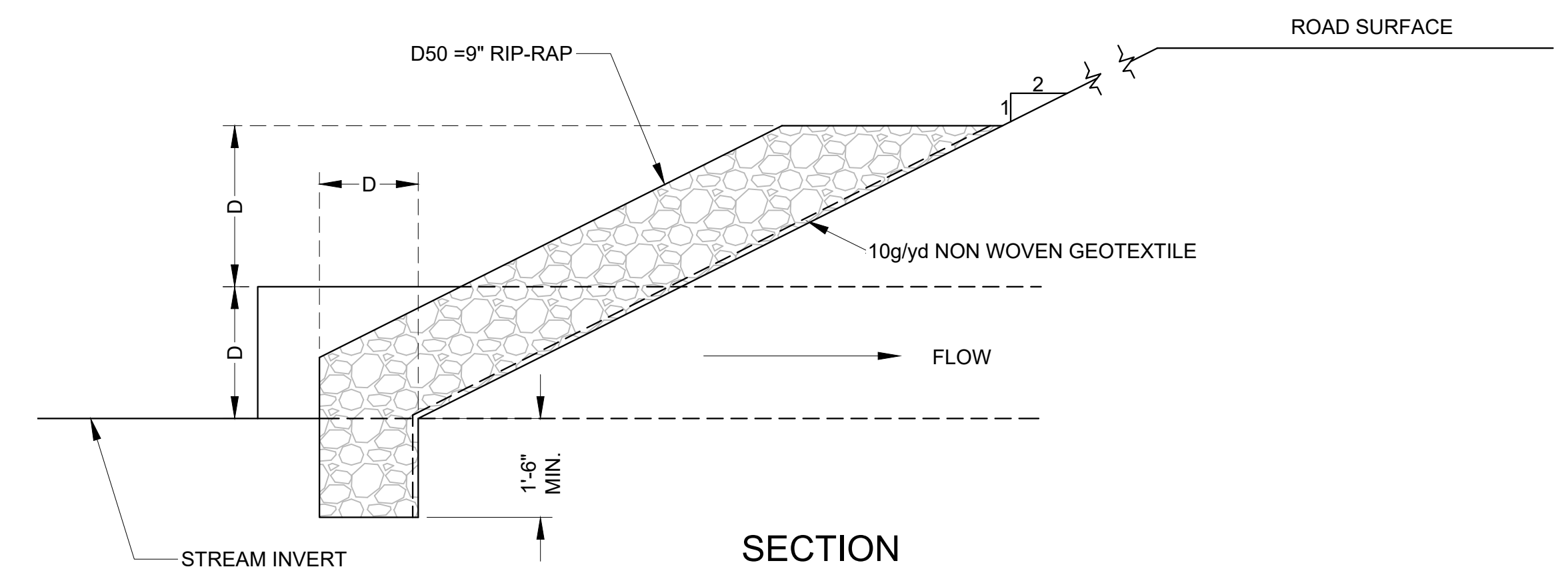
C TYPICAL CULVERT OUTLET RIPRAP APRON PLAN
102 NTS



B TYPICAL CULVERT CROSSING SECTION
102 NTS

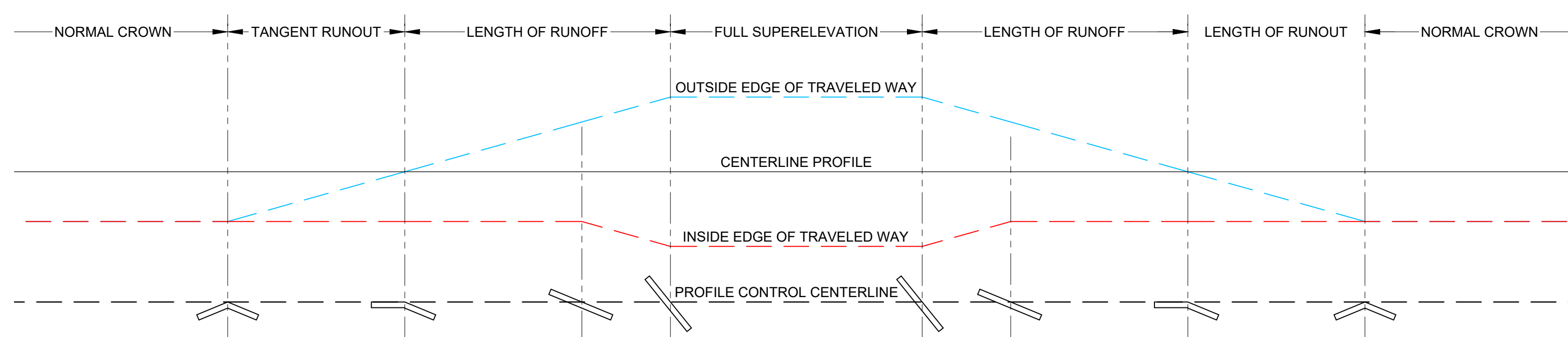


PLAN



SECTION

D TYPICAL CULVERT INLET DETAIL
102 NTS



1 SUPER ELEVATION PROFILE BAND EXPLANATION
NTS

Rev.	DESCRIPTION	DESIGNER	REVIEWER	DATE
A	CONCEPTUAL LAYOUT	JSC	FK	2017/09/29
B	DETAILED DESIGN	JSC	FK	-/-/-
C	DETAILED DESIGN	JSC	FK	2018/06/21
D	DETAILED DESIGN	JSC	FK	2019/02/07

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DESIGN: JSC		DRAWN: DCA		REVIEWED: FK	
SRK PROJECT NO.: 109600.290		DATE: 10/12/2020			

JIGGS ACCESS ROAD			

DRAWING TITLE: JIGGS ACCESS ROAD REALIGNMENT SECTIONS AND DETAILS		REVISION NO.
DRAWING NO. 109600.290-601	REVISION NO. D	
SCALE: AS-SHOWN	SHEET: 1 OF 1	

Appendix B: SF-299-Application for Transportation and Utility Systems and Facilities on Federal Lands

March 23, 2020

Stacy Holt
USDI Bureau of Land Management
Ely District Office
702 North Industrial Way
Ely, Nevada 89301

Re: Form 299 - Request for Upgrade of County Roads 1000 and 719
White Pine and Elko Counties, Nevada from KG Mining (Bald Mountain) Inc.

Dear Stacy:

As we have discussed on several occasions, KG Mining (Bald Mountain) Inc. (KGBM) is requesting the approval to straighten several blind curves and widen an extended section on White Pine County Road 1000 and Elko County Road 719. These roads provide access from Elko and Spring Creek to our mining operation. Based on your direction, we have completed and attached Form 299, as the application for our proposed upgrade work.


In addition, we have discussed this proposed road upgrade work with the Road Departments of both White Pine and Elko Counties (and the private ranches along this road), and they all agree that the upgrades will improve traffic visibility and overall road safety on this roadway for mine workers, the local ranches in the region, and the general public. Also, you should know that this road has been designated as an emergency evacuation routing for the communities of Spring Creek and Elko.

White Pine County Road 1000 and Elko County Road 719 are existing roads and have been used by the public for years; no major short-term or new long-term environmental effects are expected with the upgrade work or continued use of this road. The proposed upgrade work will be similar to the 3-mile stretch of White Pine County Road 1000 that we completed in 2018 on BLM-administered lands (just north of our mine office and shop).

Much of the proposed upgrade work is located on lands administered by your office, but sections of road improvement will also occur on private land, Forest Service lands, and lands within the BLM's Elko District Office. We have attached maps to show the locations and land ownership of the road segments to be upgraded or realigned, as well as a table of estimated disturbances for the segments on private, BLM and Forest Service lands. Let us know if you need any additional information for your coordination with the Forest Service and the Elko District Office.

We appreciate your willingness to spearhead the approval process for our proposed work, including those sections of upgraded roadway located on Forest Service and Elko District Office administered lands. If you have questions about the attached information, please contact me.

Sincerely,



Josh Roderick
Environmental Manager

cc: Beth Ericksen
Dale Thompson

APPLICATION FOR TRANSPORTATION AND
UTILITY SYSTEMS AND FACILITIES
ON FEDERAL LANDS

FOR AGENCY USE ONLY

NOTE: Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

Application Number

Date Filed

1. Name and address of applicant (include zip code)

KG Mining (Bald Mountain) Inc.
435 Jiggs Highway Unit 16
Spring Creek, Nevada 89815

2. Name, title, and address of authorized agent if
different from item 1 (include zip code)

Josh Roderick
Environmental Manager

3. Telephone (with area code)

755-237-5844

Applicant

775-388-4036

Authorized Agent

Josh Roderick

4. As applicant are you? (check one)

- a. Individual
- b. Corporation*
- c. Partnership/Association*
- d. State Government/State Agency
- e. Local Government
- f. Federal Agency

* If checked, complete supplemental page

5. Specify what application is for: (check one)

- a. New authorization
- b. Renewing existing authorization number
- c. Amend existing authorization number
- d. Assign existing authorization number
- e. Existing use for which no authorization has been received *
- f. Other*

* If checked, provide details under item 7

6. If an individual, or partnership, are you a citizen(s) of the United States? Yes No

7. Project description (describe in detail): (a) Type of system or facility, (e.g., canal, pipeline, road); (b) related structures and facilities; (c) physical specifications (Length, width, grading, etc.); (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction (Attach additional sheets, if additional space is needed.)

- a. Existing road - in use for many years
- b. No related facilities
- c. See Continuation SF 299-7 for details; Estimated 26.4 acres total new disturbance for upgrade work. Estimated 15.4 acres of existing road will be reclaimed. See attached table with estimated disturbance.
- d. Road to be used in perpetuity
- e. In service all year
- f. Public traffic
- g. Estimated 4 - 6 months of expected seasonal construction (summer and fall months) over a 2-5 year period
- h. No permanent staging areas anticipated on lands administered by federal agencies, but temporary stage areas for temporary storage of gravel, culverts, etc. may be necessary along the right-of-way. The location of any temporary storage areas will avoid drainages, be located to minimize disturbance and in consultation with BLM and Forest Service. Any temporary storage areas will be reclaimed and seeded upon completion of the construction.

8. Attach a map covering area and show location of project proposal

9. State or Local government approval: Attached Applied for Not Required

10. Nonreturnable application fee: Attached Not required

11. Does project cross international boundary or affect international waterways? Yes No (if "yes," indicate on map)

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

KG Mining (Bald Mountain) Inc. is a Nevada corporation with the technical and financial capability to carry out the proposed road upgrades. KG Mining (Bald Mountain) Inc. has road maintenance agreements with Elko County (dated January 7, 2019) and White Pine County (dated March 22, 2017). Elko County has designated County Road 719/1000 as an emergency evacuation route for the communities of Elko and Spring Creek.

13a. Describe other reasonable alternative routes and modes considered.

None

b. Why were these alternatives not selected?

Not applicable

c. Give explanation as to why it is necessary to cross Federal Lands.

County Road 719/1000 exists, provides access to private ranches and grazing allotments, serves as a primary route to the Bald Mountain mining complex, and affords access for recreation activities on both BLM and Forest Service administered lands. It is designated an emergency evacuation route for the communities of Elko and Spring Creek.

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. (Specify number, date, code, or name)

None

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

The need for the upgrade work is to improve safety via driver visibility - to lessen the potential for accidents and vehicle-wildlife collisions. Costs will be covered by KG Mining (Bald Mountain) Inc. Public benefits include improved safety and continued access.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

Road upgrades will promote enhanced safety to local traffic, especially to ranch owners, workers at the Bald Mountain mining complex, and recreationists.

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

See Continuation SF 299 - 17

Short-term effects during construction; no long-term detrimental effects are expected.

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

See Continuation SF 299 - 18

No threatened or endangered species are expected to be present; improved wildlife survivability with reduced vehicle collisions.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 6901 et seq., and its regulations. The term hazardous materials also includes any nuclear or byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not otherwise specifically listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601(14), nor does the term include natural gas.

None will be used, produced, transported or stored on the road or within the road right-of-way.

Hazardous materials routing for the Bald Mountain mining complex is shown on Figure 2.4-6, and the use of hazardous materials for the mine is discussed in Section 3.20, both in the 2016 Bald Mountain Mine North and South Operations Area Projects Final Environmental Impact Statement, a document prepared and released by the BLM.

20. Name all the Department(s)/Agency(ies) where this application is being filed.

Ely District Office - BLM
702 North Industrial Way
Ely, Nevada 89301

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant

Date

3/23/20

Title 18, U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

GENERAL INFORMATION
ALASKA NATIONAL INTEREST LANDS

This application will be used when applying for a right-of-way, permit, license, lease, or certificate for the use of Federal lands which lie within conservation system units and National Recreation or Conservation Areas as defined in the Alaska National Interest Lands Conservation Act. Conservation system units include the National Park System, National Wildlife Refuge System, National Wild and Scenic Rivers System, National Trails System, National Wilderness Preservation System, and National Forest Monuments.

Transportation and utility systems and facility uses for which the application may be used are:

1. Canals, ditches, flumes, laterals, pipes, pipelines, tunnels, and other systems for the transportation of water.
2. Pipelines and other systems for the transportation of liquids other than water, including oil, natural gas, synthetic liquid and gaseous fuels, and any refined product produced therefrom.
3. Pipelines, slurry and emulsion systems, and conveyor belts for transportation of solid materials.
4. Systems for the transmission and distribution of electric energy.
5. Systems for transmission or reception of radio, television, telephone, telegraph, and other electronic signals, and other means of communications.
6. Improved right-of-way for snow machines, air cushion vehicles, and all-terrain vehicles.
7. Roads, highways, railroads, tunnels, tramways, airports, landing strips, docks, and other systems of general transportation.

This application must be filed simultaneously with each Federal department or agency requiring authorization to establish and operate your proposal.

In Alaska, the following agencies will help the applicant file an application and identify the other agencies the applicant should contact and possibly file with:

Department of Agriculture
Regional Forester, Forest Service (USFS)
P.O. Box 21628
Juneau, Alaska 99802-1628
Telephone: (907) 586-7847 (or a local Forest Service Office)

Department of the Interior
Bureau of Indian Affairs (BIA)
Alaska Regional Office
709 West 9th Street
Juneau, Alaska 99802
Telephone: (907) 586-7177

Department of the Interior
Alaska State Office
Bureau of Land Management
222 West 7th Avenue #13
Anchorage, Alaska 99513
Public Room: 907-271-5960
FAX: 907-271-3684
(or a local BLM Office)

U.S. Fish & Wildlife Service (FWS)
Office of the Regional Director
1011 East Tudor Road
Anchorage, Alaska 99503
Telephone: (907) 786-3440

National Park Service (NPS)
Alaska Regional Office
240 West 5th Avenue
Anchorage, Alaska 99501
Telephone: (907) 644-3510

Note - Filings with any Interior agency may be filed with any office noted above or with the Office of the Secretary of the Interior, Regional Environmental Officer, P.O. Box 120, 1675 C Street, Anchorage, Alaska 99513.

Department of Transportation
Federal Aviation Administration
Alaska Region AAL-4, 222 West 7th Ave., Box 14
Anchorage, Alaska 99513-7587
Telephone: (907) 271-5285

NOTE - The Department of Transportation has established the above central filing point for agencies within that Department. Affected agencies are: Federal Aviation Administration (FAA), Coast Guard (USCG), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA).

OTHER THAN ALASKA NATIONAL INTEREST LANDS

Use of this form is not limited to National Interest Conservation Lands of Alaska.

Individual department/agencies may authorize the use of this form by applicants for transportation and utility systems and facilities on other Federal lands outside those areas described above.

For proposals located outside of Alaska, applications will be filed at the local agency office or at a location specified by the responsible Federal agency.

SPECIFIC INSTRUCTIONS
(Items not listed are self-explanatory)

- 7 Attach preliminary site and facility construction plans. The responsible agency will provide instructions whenever specific plans are required.
- 8 Generally, the map must show the section(s), township(s), and range(s) within which the project is to be located. Show the proposed location of the project on the map as accurately as possible. Some agencies require detailed survey maps. The responsible agency will provide additional instructions.
- 9, 10, and 12 The responsible agency will provide additional instructions.
- 13 Providing information on alternate routes and modes in as much detail as possible, discussing why certain routes or modes were rejected and why it is necessary to cross Federal lands will assist the agency(ies) in processing your application and reaching a final decision. Include only reasonable alternate routes and modes as related to current technology and economics.
- 14 The responsible agency will provide instructions.
- 15 Generally, a simple statement of the purpose of the proposal will be sufficient. However, major proposals located in critical or sensitive areas may require a full analysis with additional specific information. The responsible agency will provide additional instructions.
- 16 through 19 Providing this information with as much detail as possible will assist the Federal agency(ies) in processing the application and reaching a decision. When completing these items, you should use a sound judgment in furnishing relevant information. For example, if the project is not near a stream or other body of water, do not address this subject. The responsible agency will provide additional instructions.

Application must be signed by the applicant or applicant's authorized representative.

EFFECT OF NOT PROVIDING INFORMATION: Disclosure of the information is voluntary. If all the information is not provided, the application may be rejected.

DATA COLLECTION STATEMENT

The Federal agencies collect this information from applicants requesting right-of-way, permit, license, lease, or certification for the use of Federal lands. The Federal agencies use this information to evaluate the applicant's proposal. The public is obligated to submit this form if they wish to obtain permission to use Federal lands.

SUPPLEMENTAL

NOTE: The responsible agency(ies) will provide instructions	CHECK APPROPRIATE BLOCK	
	ATTACHED	FILED*
I - PRIVATE CORPORATIONS		
a. Articles of Incorporation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Corporation Bylaws	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A certification from the State showing the corporation is in good standing and is entitled to operate within the State	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Copy of resolution authorizing filing	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. The name and address of each shareholder owning 3 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications.	<input type="checkbox"/>	<input type="checkbox"/>
g. If application is for an oil and gas pipeline, identify all Federal lands by agency impacted by proposal.	<input type="checkbox"/>	<input type="checkbox"/>
II - PUBLIC CORPORATIONS		
a. Copy of law forming corporation	<input type="checkbox"/>	<input type="checkbox"/>
b. Proof of organization	<input type="checkbox"/>	<input type="checkbox"/>
c. Copy of Bylaws	<input type="checkbox"/>	<input type="checkbox"/>
d. Copy of resolution authorizing filing	<input type="checkbox"/>	<input type="checkbox"/>
e. If application is for an oil or gas pipeline, provide information required by item "I - f" and "I - g" above.	<input type="checkbox"/>	<input type="checkbox"/>
III - PARTNERSHIP OR OTHER UNINCORPORATED ENTITY		
a. Articles of association, if any	<input type="checkbox"/>	<input type="checkbox"/>
b. If one partner is authorized to sign, resolution authorizing action is	<input type="checkbox"/>	<input type="checkbox"/>
c. Name and address of each participant, partner, association, or other	<input type="checkbox"/>	<input type="checkbox"/>
d. If application is for an oil or gas pipeline, provide information required by item "I - f" and "I - g" above.	<input type="checkbox"/>	<input type="checkbox"/>

*If the required information is already filed with the agency processing this application and is current, check block entitled "Filed." Provide the file identification information (e.g., number, date, code, name). If not on file or current, attach the requested information.

NOTICES

Note: This applies to the Department of Agriculture/Forest Service (FS)

This information is needed by the Forest Service to evaluate the requests to use National Forest System lands and manage those lands to protect natural resources, administer the use, and ensure public health and safety. This information is required to obtain or retain a benefit. The authority for that requirement is provided by the Organic Act of 1897 and the Federal Land Policy and Management Act of 1976, which authorize the secretary of Agriculture to promulgate rules and regulations for authorizing and managing National Forest System lands. These statutes, along with the Term Permit Act, National Forest Ski Area Permit Act, Granger-Thye Act, Mineral Leasing Act, Alaska Term Permit Act, Act of September 3, 1954, Wilderness Act, National Forest Roads and Trails Act, Act of November 16, 1973, Archeological Resources Protection Act, and Alaska National Interest Lands Conservation Act, authorize the Secretary of Agriculture to issue authorizations or the use and occupancy of National Forest System lands. The Secretary of Agriculture's regulations at 36 CFR Part 251, Subpart B, establish procedures for issuing those authorizations.

BURDEN AND NONDISCRIMINATION STATEMENTS

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.

ATTACHMENT to STANDARD FORM 299

7. Project Description

(c) Physical specifications

KG Mining (Bald Mountain) Inc. (KG-BM) proposes to straighten blind curves and widen sections of Elko County Road 719 and White Pine County Road 1000 to improve traffic visibility and overall road safety. See **Figure 1** for general location of these roads and **Figure 2** for an overview of the individual road sections to be upgraded. Ranch access would be maintained. Culverts would be installed at main drainage crossings. The total length of the upgrade work on the existing roadways would involve an estimated 12 miles, with a total new disturbance for the upgrade work estimated at 26.4 acres (see **Table 1**), as follows:

- Private land: 2.2 acres;
- BLM Ely District administered lands: 8.9 acres;
- BLM Elko District administered lands: 2.7 acres; and,
- Forest Service administered lands: 12.6 acres.

In conjunction with the upgrade work, KG-BM would reclaim or eliminate for primary road use an estimated 15.4 acres of existing roadway (see **Table 1**), as follows:

- Private land: 1.4 acres;
- BLM Ely District administered lands: 4.4 acres;
- BLM Elko District administered lands: 3.8 acres; and,
- Forest Service administered lands: 5.8 acres.

The running width of the upgraded road would be approximately 30 feet; this would allow for safe two-way traffic. The running surface of the road would be slightly crowned to allow drainage off the road. The overall width of new disturbance on either side of the running width would vary depending on the need for cuts and fills.

Individual county road segments targeted for upgrade are listed below:

- **White Cross Corner** or Block House (see **Figure 3**). Reroute a road section through a private ranch to avoid ranch buildings facilities but continue to provide ranch access.
- **Y Corner** (see **Figure 4**). Eliminate a blind corner on BLM administered land (BLM Elko District) to improve traffic visibility and safety.
- **Cowboys Rest** (see **Figures 5 and 6**). Reroute a road section on Forest Service administered land to eliminate a blind curve and widen existing narrow road stretches to improve safety and traffic flow.
- **Curve 21** (see **Figure 7**). Eliminate a blind corner on Forest Service administered land to improve traffic visibility and safety, while still maintaining ranch access.
- **Minor Regrade North** (see **Figure 8**). Straighten several short segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.

- **Minor Realignment North** (see **Figure 9**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Regrade Central** (see **Figure 10**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Realignment South** (see **Figures 11**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Regrade South** (see **Figures 12**). Straighten several short segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.

17. Environmental Effects

Elko County Road 719 and White Pine County Road 1000 have been used by the public for many years. A discussion of potential environmental effects involved with the proposed road upgrade work follows.

(a) Air Quality

The primary source of particulate and gaseous emissions during Project construction activities would stem from the use of heavy equipment and light duty trucks. Equipment anticipated to be used during construction would include dozers, graders, front-end loaders, trucks and compactors. Each phase of construction would require different equipment, and often multiple pieces of equipment would be required to operate simultaneously.

There would be short-term, temporary, and localized particulate and gaseous emissions associated with construction activities generally limited to the immediate construction area. Ground disturbance would likely generate particulates in the immediate vicinity of the construction. It is anticipated that the levels generated would change through time depending on the level of activity, the weather, and the condition of the ground.

Although the construction is expected to cause an increase in air pollutants, the effect is anticipated to be both temporary and localized. Construction would be conducted in accordance with applicable regulations and permit requirements. It is anticipated that the proposed construction would not cause exceedances of the National ambient Air Quality Standards or state standards beyond the immediate construction zone and would not have a long-term impact to air quality in the area.

Increases in mobile emissions could also cause increases in ambient levels of some pollutants. Pollutants from mobile sources would include hydrocarbons, carbon monoxide, nitrogen oxides, and particle emissions.

To minimize potential impacts to air quality during construction activities, KG-BM would minimize disturbance to the footprint needed for the construction work and would also use water truck(s)

to water the road and construction areas to minimize dust generation and help in road compaction.

Once construction is complete, the road use would continue per the road use agreements per KG-BM and Elko County and White Pine County. For long-term particulate emissions control on the roads, KG-BM would apply a suppressant (i.e., magnesium chloride) as per the road use agreements between KG-BM and the counties, as well as conduct road watering as appropriate to control fugitive emissions.

(b) Visual Resources

The characteristic landscape of the county road traverses a variety of landforms in the Basin and Range physiographic province. The topography ranges from wide, flat valley floors and low angular hills to steep mountain ranges in the distance. Vegetation is comprised of grasses, greasewood (*Sarcobatus vermiculatus*), rabbitbrush (*Ericameria* spp. and *Chrysothamnus* spp.), and sagebrush (*Artemisia* spp.) at lower elevations to mountain tree and shrub vegetation, including mountain mahogany (*Cercocarpus ledifolius*), singleleaf pinyon (*Pinus monophylla*), and Utah juniper (*Juniperus osteosperma*) at higher elevations (Stantec 2020). The existing county road, which divides the landscape into two sides, creates a flat form.

The existing road and proposed realigned segments are located in the BLM’s Visual Resource Management (VRM) classes II, III and IV landscapes. Table 1 shows the BLM’s management objectives for each VRM class.

Table 1 BLM VRM Class Objectives

VRM Class	Objectives
Class I	The objective of this class is to preserve the existing character of the landscape. This class provides for natural ecological changes; however, it does not preclude very limited management activity. The level of change to the characteristic landscape should be very low and must not attract attention.
Class II	The objective of this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.
Class III	The objective of this class is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.
Class IV	The objective of this class is to provide for management activities which require major modifications of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.

Source: Stantec 2020

The visual contrast rating process, a component of the VRM system, is used to analyze the potential visual impacts of proposed projects and activities. According to the BLM, the basic philosophy underlying the rating system is: “The degree to which a management activity affects

the visual quality of a landscape depends on the visual contrast created between a project and the existing landscape.” Degree of visual contrast is measured by comparing the features of a project with the major features in the existing landscape. The basic design elements of form, line, color, and texture are used for this comparison and to describe the visual contrast created by a project (Stantec 2020).

The proposed realigned county road segments would be unpaved consistent with the existing road. The realignment is anticipated to have the same or similar flat form, parallel lines, and light tan color as the existing county road. The realignment locations would be in the immediate vicinity of the existing access road with proximity ranging from immediately adjacent to the existing road to upwards of approximately 400 feet from the existing road. The changes to visual resources resulting from the proposed road project are expected to be minor and meet the BLM’s VRM management objectives.

KG-BM would reclaim “cut and fill” slopes of upgraded roads as appropriate, and revegetate areas to reduce runoff and erosion, and control invasive weeds within the Project area footprint.

(c) Hydrology

There would be minimal overall disturbance associated with the upgrades to the Elko County Road 719 and White Pine County Road 1000. As soon as practical following construction work, KG-BM would implement reclamation work on vacated road stretches and other disturbed areas associated with the construction activities. KG-BM would reseed these disturbed areas with BLM and/or Forest Service approved seed mixes.

The road upgrade areas fall within the Huntington Valley Hydrographic Basin. Mean annual precipitation in this general region ranges from about 13 inches at Ruby Lake to approximately 24 inches in the mountains along the watershed divides. Based on previous studies at the nearby KG-BM owned Tumbling JR ranch and Bald Mountain Mine, hydrology features within the vicinity consist primarily of springs, seeps and ephemeral drainages. Although these hydrologic features exist, most surface water evaporates or infiltrates at points along the drainage pathways toward the valley floors.

Huntington Creek is the major water course in the Huntington Valley Hydrographic Basin. According to the National Hydrography Dataset, this creek has both perennial and intermittent reaches generally parallel to the existing road and proposed realignments. Numerous intermittent and ephemeral creeks flow to Huntington Creek east of the existing road.

The existing groundwater resources in the area of construction work would not be affected because no new wells are planned to obtain water for dust control purposes; KG-BM plans to haul water from existing water sources for use in dust control management.

Water quality in the area surrounding the proposed road upgrades is potentially influenced by agricultural use, grazing and mining. The primary potential effect to water quality in the area would be from the road construction sediment, although this is expected to be minor and limited. Actual erosion and down-drainage sediment would depend largely on the amount of runoff from snowmelt or precipitation events. To address these potential effects, during the Project work, KG-BM would minimize surface disturbance and vegetation clearing to only those areas necessary for road construction to maintain a small footprint. KG-BM would also implement best

management practices, which would include, as appropriate, culverts, rock armoring at the inlet and outlet of culverts, wattles, revegetation and other erosion control techniques, to control runoff and reduce erosion and soil loss. To reduce and minimize future potential hydrologic impacts from the road sections to be abandoned and for areas adjacent to the upgraded road sections, KG-BM would reseed with BLM and/or Forest Service approved seed mixes to stabilize and reclaim disturbed sites. Once the upgrades and reclamation of abandoned road segments are completed, the road would be managed according to the road use agreements between KG-BM and the counties.

(d) Control or structural change to any stream

The closest perennial water source to the proposed construction areas is Huntington Creek. The distance from the nearest planned road improvements varies from about 1,700 feet at White Cross Corner, about 2,000 feet from Y Corner, and increases as the road heads to the south. The proposed changes do not impact Huntington Creek and would cross two streams in their intermittent reaches at White Cross Corner (Mitchell Creek) and Curve 21 (Sestanovich Creek).

To control flow from intermittent and ephemeral drainages, KG-BM plans to install appropriately sized culverts where the road upgrades intersects these intermittent and ephemeral drainages and are shown on the attached figures 3 through 12.

(e) Noise

The upgrade work would create construction equipment noise (e.g., from bulldozers and motor graders). Such potential noise impacts are expected to be short-term and intermittent and would end with the completion of upgrade construction. Expected equipment noise levels for the upgrade work are expected to range from 80 to 90 dBA at 50 feet from the source.

The inverse square law of noise propagation states that noise decreases (attenuates) by 6 dBA for every doubling of distance. For example, if the noise level from a motor grader working on the upgrade construction measures 85 dBA at 50 feet, then noise levels would be expected to drop to 79 dBA at 100 feet, 73 dBA at 200 feet, and 67 dBA at 400 feet. Assuming that 85 dBA level, noise levels would drop to 55 dBA at 1,600 feet, which means that overall construction noise would attenuate to background noise levels within a relative short distance from its source.

Depending on the location along the road of the upgrade work, local ranch residents may be exposed to some construction noise; however, such noise would occur during daylight hours. KG-BM has met with the ranchers along the areas of proposed road construction and upgrades to discuss the Project, and the company plans continued communication with them about the construction schedule, in particular, KG-BM would notify the local ranchers before the actual construction work begins. Any travelers that stop along the road in the vicinity of the upgrade work would likely hear construction noise, but this exposure is expected to be minor. The effects of noise on wildlife are generally avoidance during the construction work.

Traffic noise would continue along the county roads from current users. Once upgrade work is completed, the traffic noise on these roads is expected to continue at or near existing levels.

(f) Vegetation

Minor amounts of vegetation, mostly habitat dominated by big sagebrush, would be eliminated by the road upgrade work. During the Project work, KG-BM would minimize surface disturbance and vegetation clearing to only those areas necessary for road construction to maintain a small footprint. For road sections to be abandoned and for areas adjacent to the upgraded road sections, KG-BM would reseed with BLM and/or Forest Service approved seed mixes to stabilize and reclaim disturbed sites. The narrow configuration of the road disturbances also enhances the opportunity for natural plant colonization from adjacent undisturbed areas.

The potential to spread noxious weeds and invasive species also exists along the areas disturbed by construction. While it is uncertain whether this would take place, it is reasonable to assume that the potential exists given the natural invasive tendencies of noxious weeds whether by natural or man-induced vectors. To help prevent the spread of noxious weeds and other invasive species, revegetation of disturbed areas along the sides of the road due to the upgrade work would occur as soon as practicable.

(g) Soils and Soil Stability

KG-BM plans to remove soil resources ahead of construction activities and wind-row this material adjacent to the proposed road areas for use in later reclamation work. Due to potential impacts to soils that could include an increase in erosion susceptibility, a mixing of soil profiles, a reduction in soil productivity, and compaction, KG-BM would minimize surface disturbance and vegetation clearing to only those areas necessary for road construction and use ditching, wattles, revegetation and other erosion control techniques, as appropriate, to control runoff and reduce erosion and soil loss.

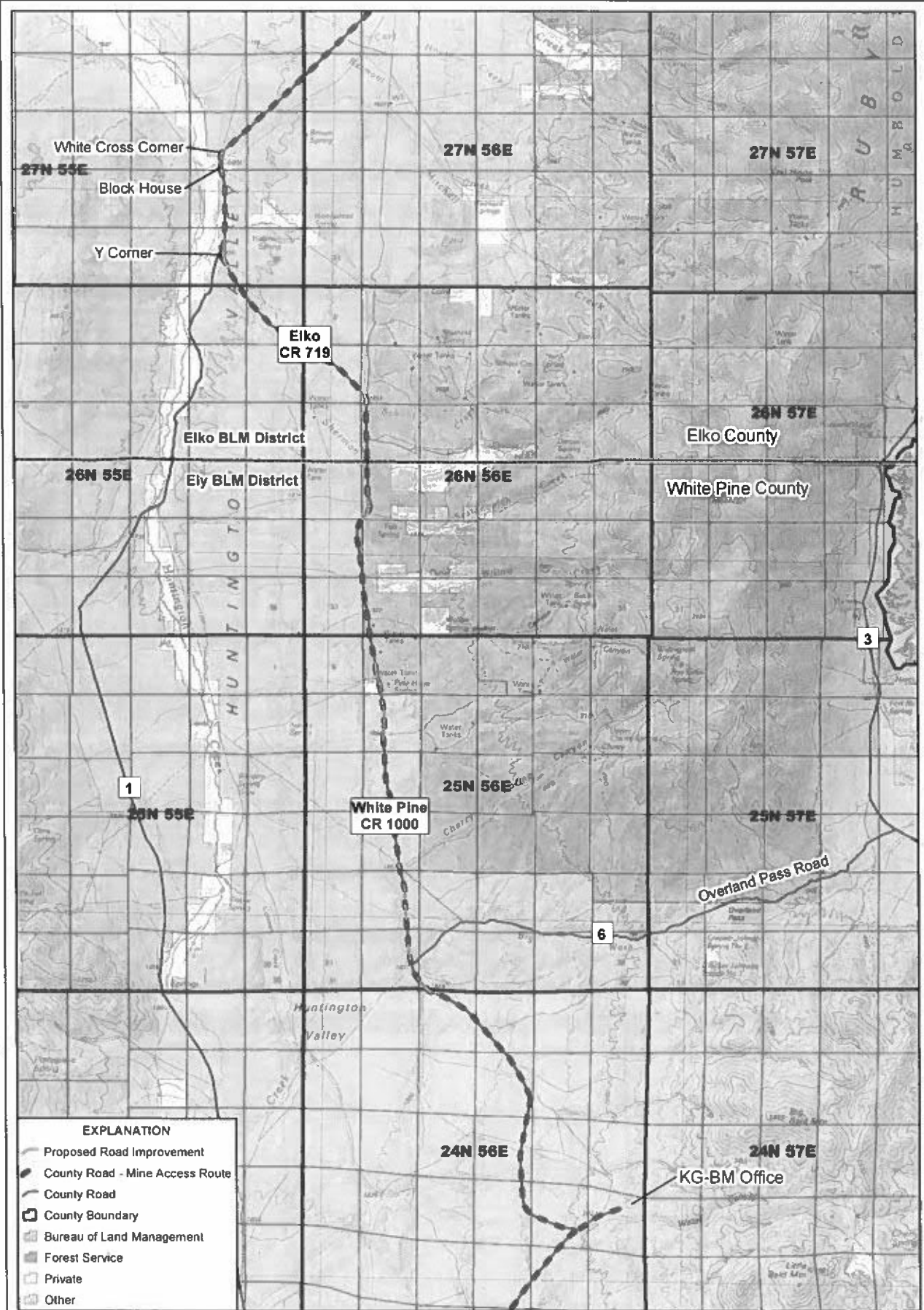
Upon completion of the road upgrade and/or realignment work, KG-BM would redistribute the soil material on disturbed sites adjacent to the road upgrade “running” surfaces, and these “re-soiled” areas would be seeded with BLM and/or Forest Service approved seed mixes to decrease the time that soils are exposed to the erosive forces of wind and water. With planned post-project reseeding plans, limited acreage disturbance and the narrow configuration of road disturbance, potential impacts to the overall soil resources of the area would be mitigated.

18. Effects to Wildlife

The White County Road 1000 and Elko County Road 719 planned road upgrades include the straightening of blind curves and regrading targeted sections of these county roads to improve driver visibility and promote safety (e.g., ability for drivers to avoid wildlife/free roaming horse-vehicle collisions). Displacement of wildlife has the potential to occur at the location of the road upgrade construction.

To minimize potential impacts to wildlife and free-roaming horses during construction activities, KG-BM has in-place pre-construction protocols that would warn employees and contractors associated with the road upgrade work that there would be no harassment of wildlife or wild horses during the construction work. KG-BM would prohibit any cross-country traffic by employees and contractors outside the area of planned construction activities. Construction work would only occur during the daylight hours, ground disturbance would be minimized as

appropriate, and disturbed sites would be reclaimed and reseeded as soon as practical after the completion of the construction work.



EXPLANATION	
	Proposed Road Improvement
	County Road - Mine Access Route
	County Road
	County Boundary
	Bureau of Land Management
	Forest Service
	Private
	Other



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NAD 1927 StatePlane Nevada East FIPS 2701
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KINROSS KG Mining
(Bald Mountain) Inc.

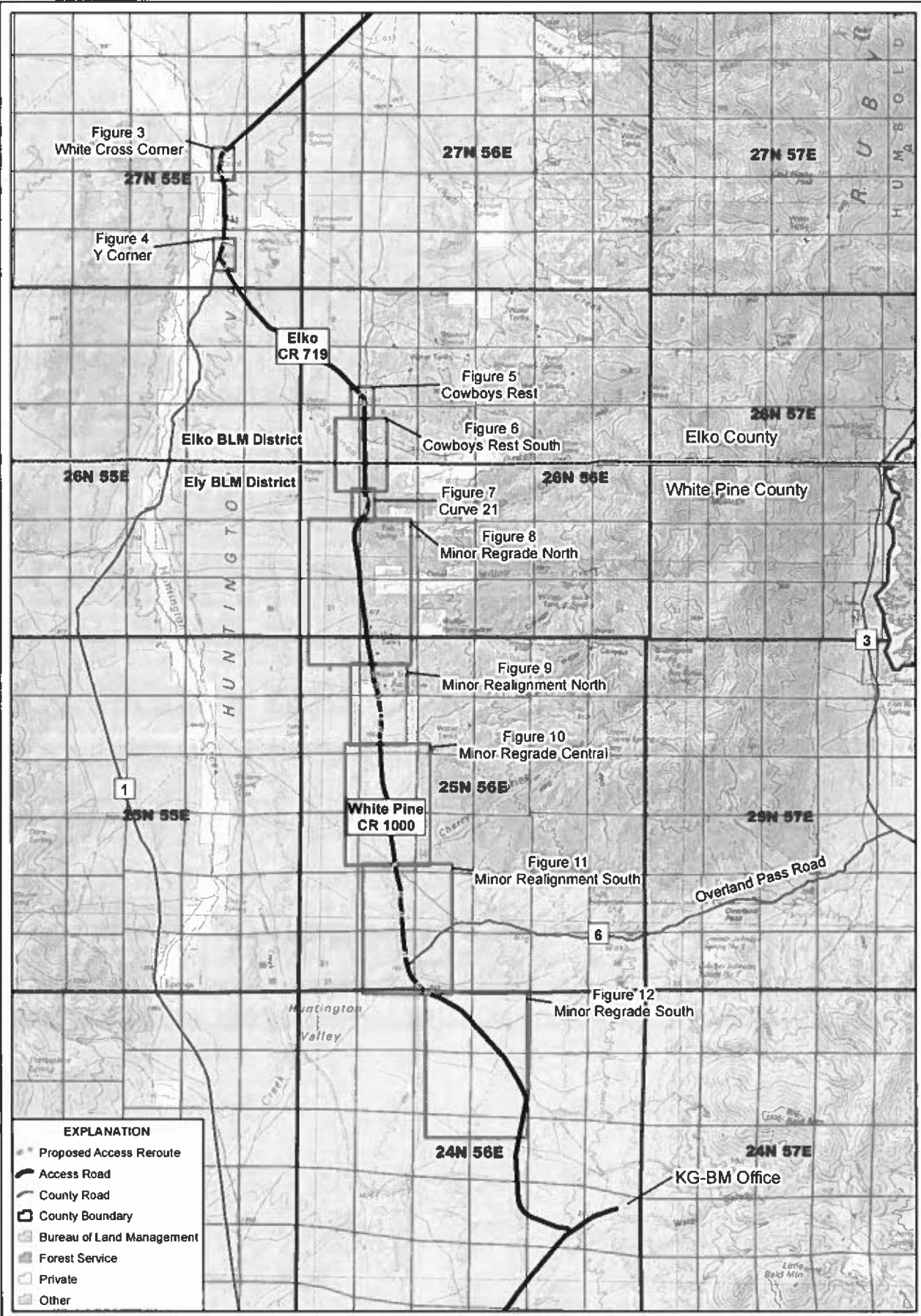
**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

JIGGS ACCESS ROUTE

SF-289 APPLICATION

DATE 2/13/2020
DRAWING NO. **FIGURE 1**

C



EXPLANATION

- Proposed Access Reroute
- Access Road
- County Road
- County Boundary
- Bureau of Land Management
- Forest Service
- Private
- Other



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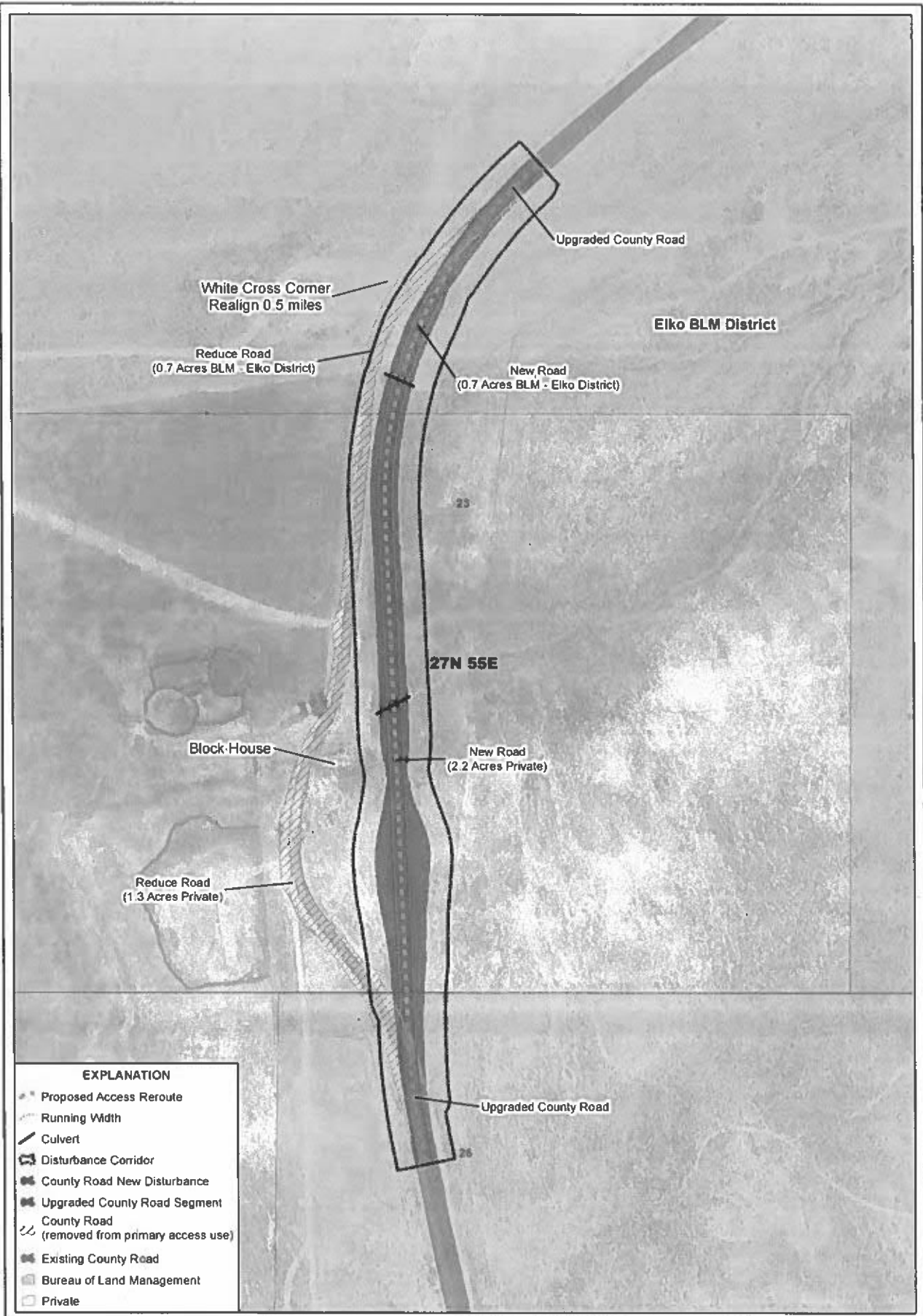
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(Bald Mountain) Inc.

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

**JIGGS ACCESS
ROAD OVERVIEW
SF-299 APPLICATION**

DATE 2/18/2020
REVISION NO. **C**

FIGURE 2



EXPLANATION

- Proposed Access Reroute
- Running Width
- Culvert
- Disturbance Corridor
- County Road New Disturbance
- Upgraded County Road Segment
- County Road (removed from primary access use)
- Existing County Road
- Bureau of Land Management
- Private

N

0 200 Feet

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SCALE 1 inch = 200 feet DESIGN BVB

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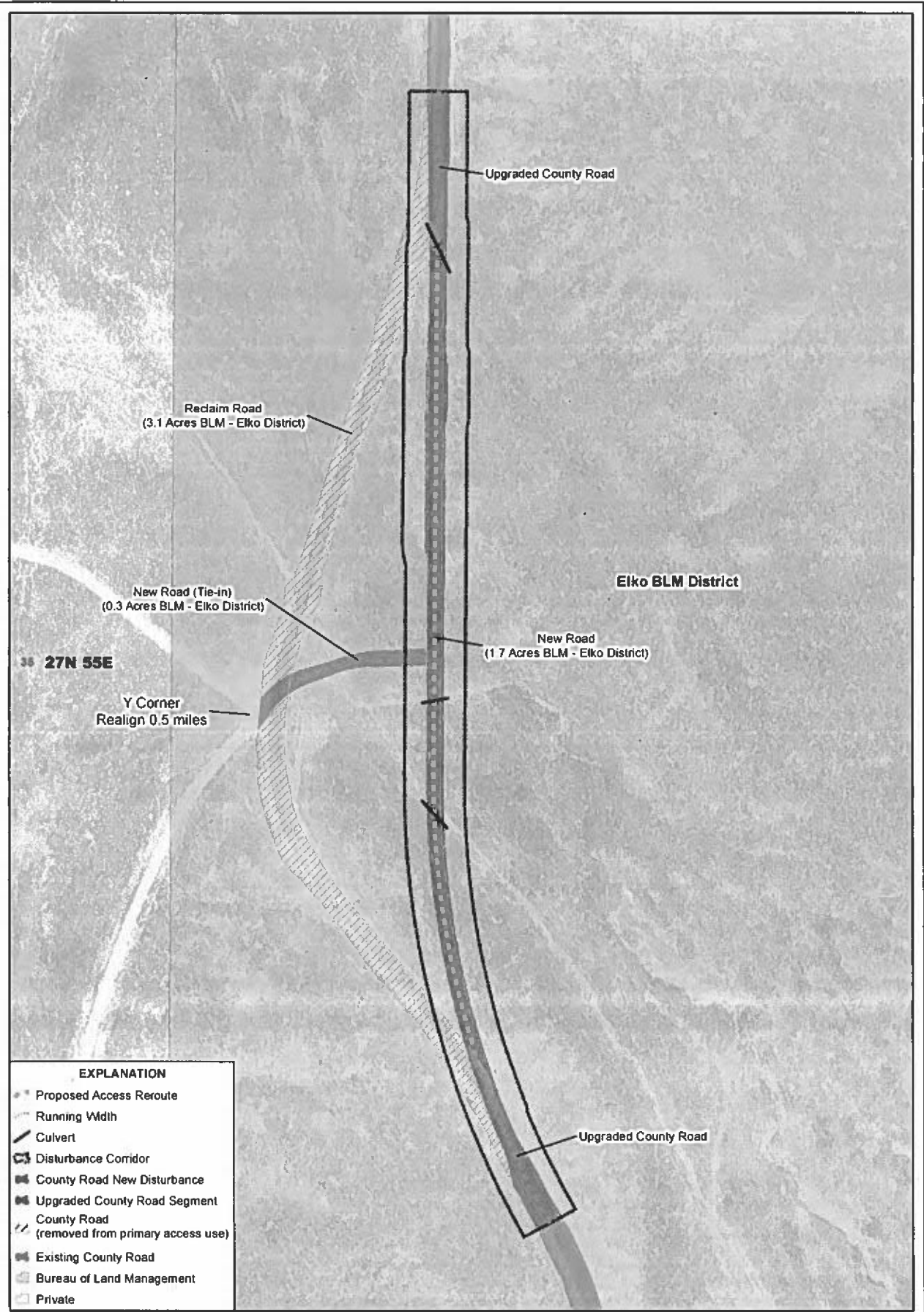
**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

**WHITE CROSS CORNER
SF-299 APPLICATION**

DATE 3/2/2020

DRAWING NO. FIGURE 3

REVISION NO. C



EXPLANATION

- Proposed Access Reroute
- Running Width
- Culvert
- Disturbance Corridor
- County Road New Disturbance
- Upgraded County Road Segment
- County Road (removed from primary access use)
- Existing County Road
- Bureau of Land Management
- Private

N

Feet

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Scale: 1 inch = 200 feet

Author: BVB

Title: SF_Fig2B_Map_Book_BVB_20200212.mxd

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(Bald Mountain) Inc.

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

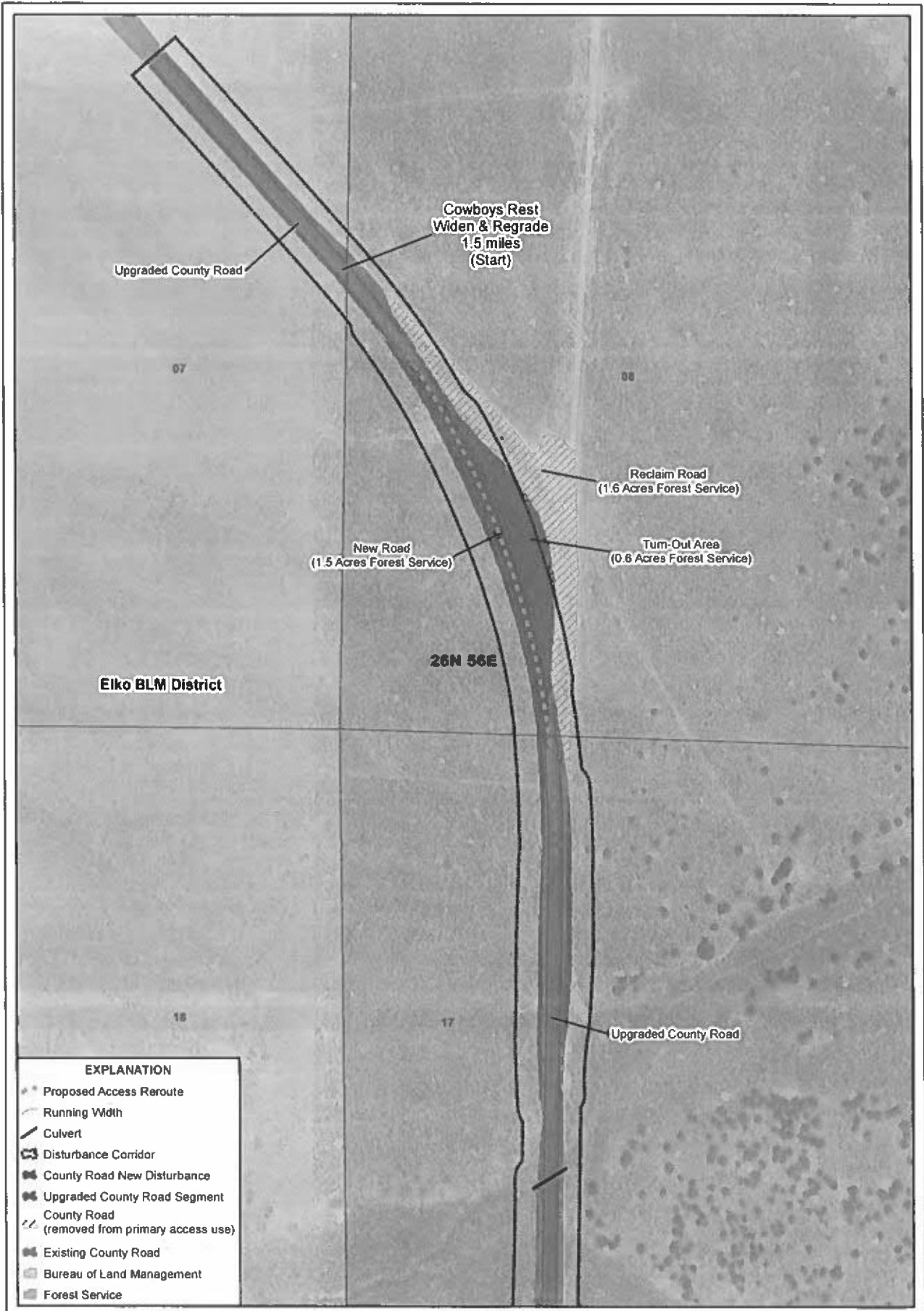
Y CORNER

SF-289 APPLICATION

DATE: 3/2/2020

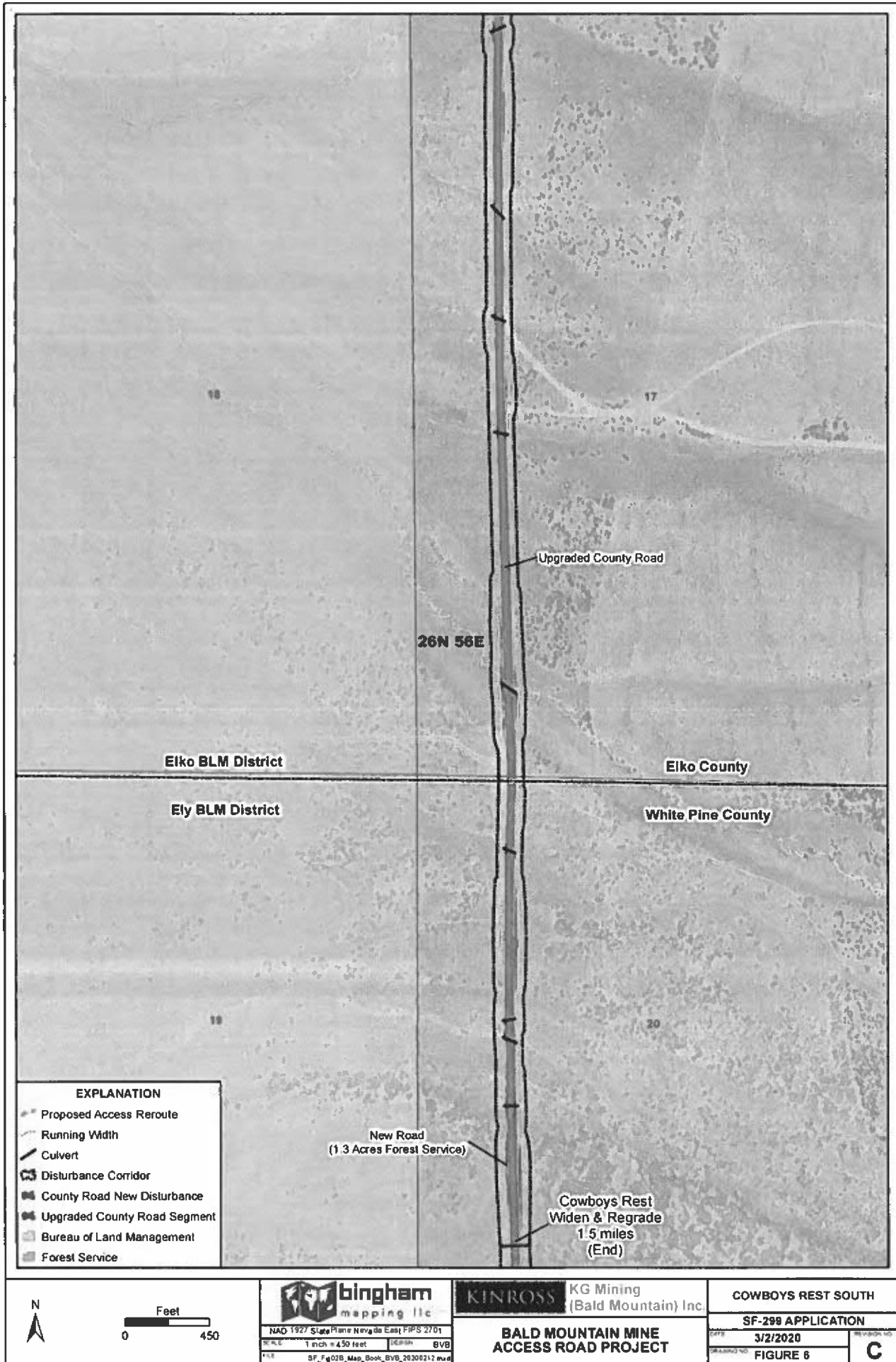
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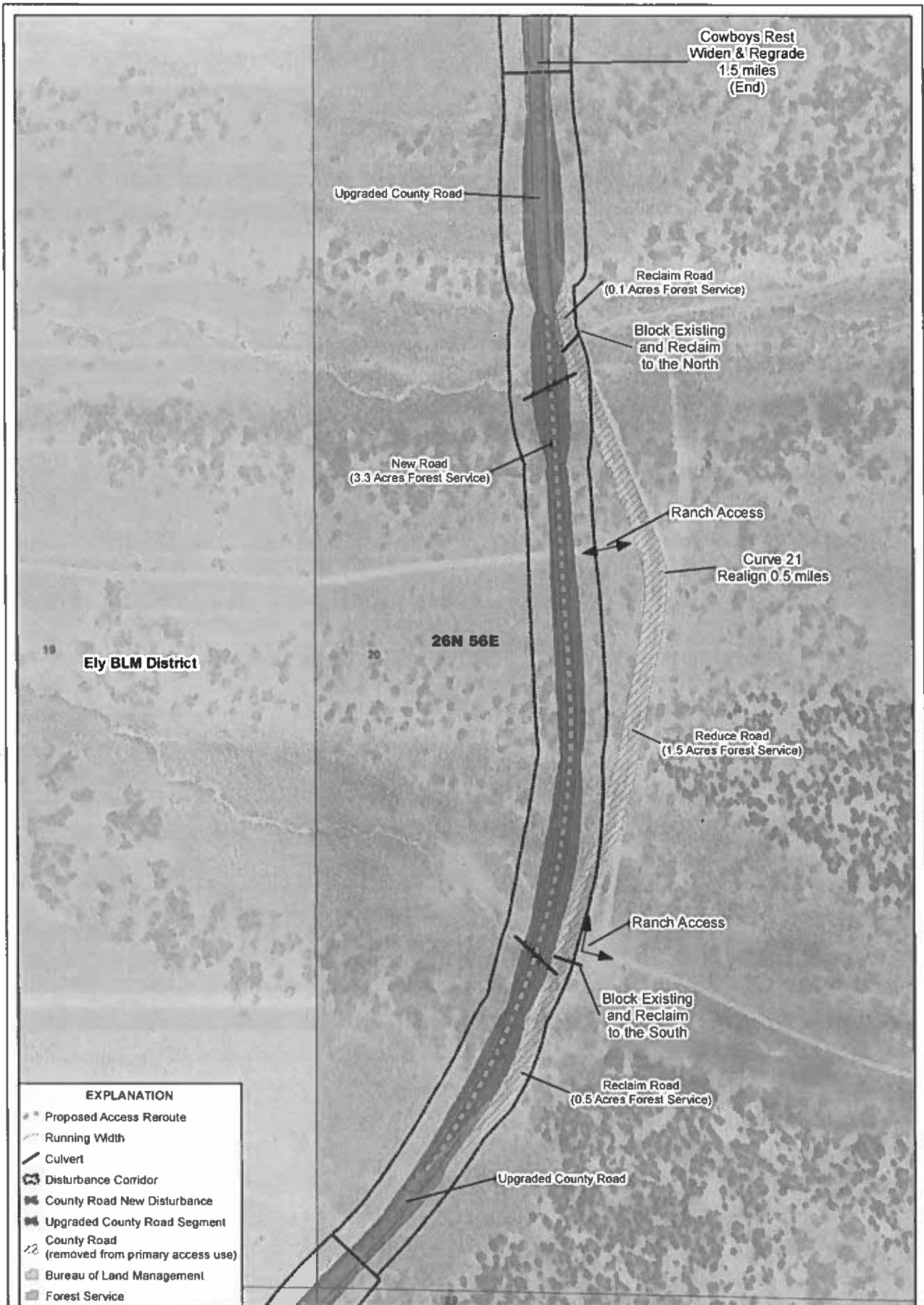
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EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	County Road (removed from primary access use)
	Existing County Road
	Bureau of Land Management
	Forest Service

				KG Mining (Bald Mountain) Inc.	COWBOYS REST	
					SF-299 APPLICATION	
NAD 1927 StatePlane Nevada East FIPS 2701 SCALE 1 inch = 200 feet DATE 3/2/2020 FILE SF_Fig028_Map_Book_BVB_20200212.mxd			BALD MOUNTAIN MINE ACCESS ROAD PROJECT		REVISION NO C	
					DATE 3/2/2020 DRAWING NO FIGURE 5	





EXPLANATION

- Proposed Access Reroute
- Running Width
- Culvert
- Disturbance Corridor
- County Road New Disturbance
- Upgraded County Road Segment
- County Road (removed from primary access use)
- Bureau of Land Management
- Forest Service



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SCALE 1 inch = 200 feet

DATE 3/2/2020

BY BVB

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(Bald Mountain) Inc.

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

CURVE 21

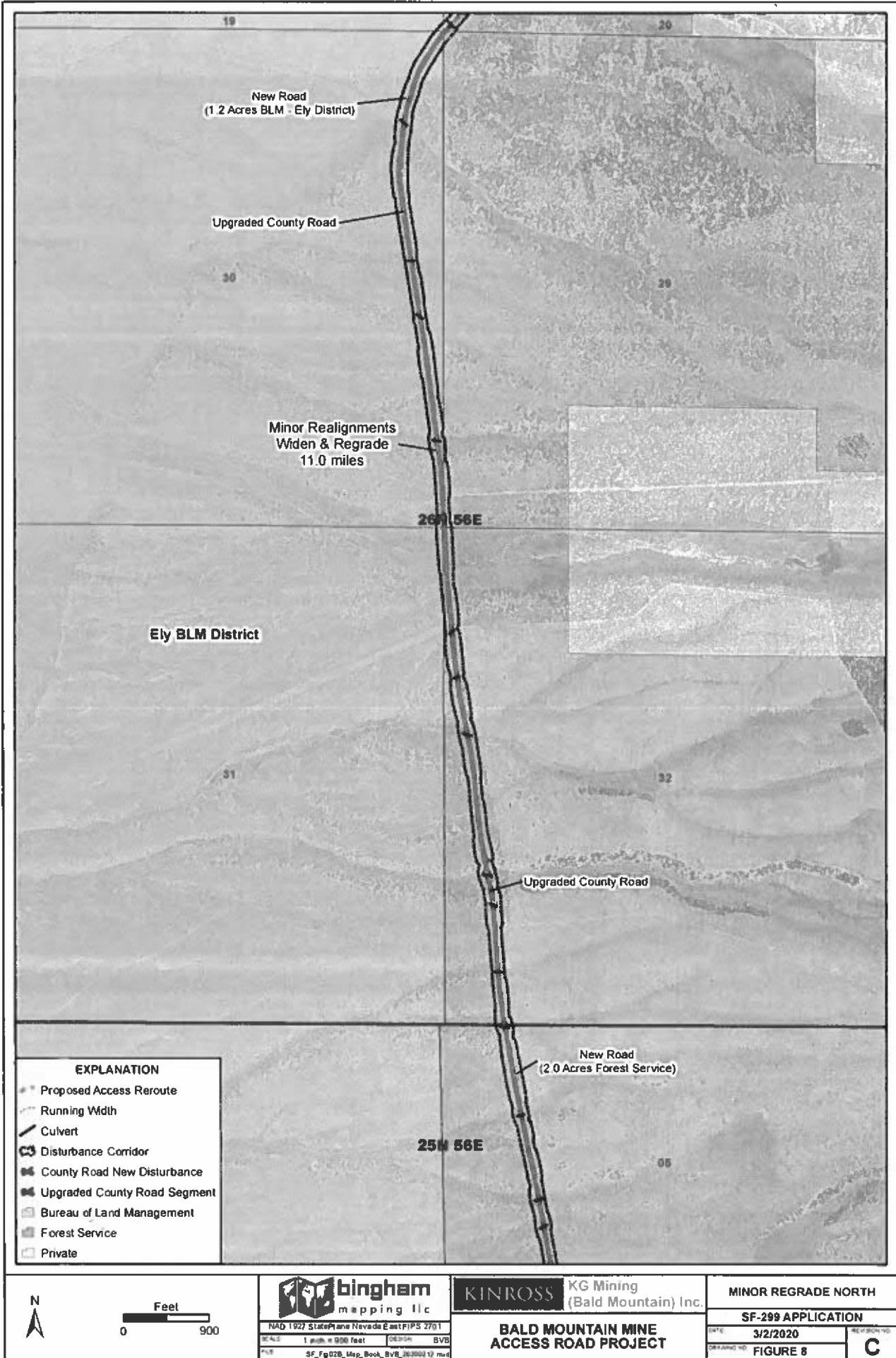
SF-289 APPLICATION

DATE 3/2/2020

BY BVB

FIGURE 7

C



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	Bureau of Land Management
	Forest Service
	Private



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(Bald Mountain) Inc.

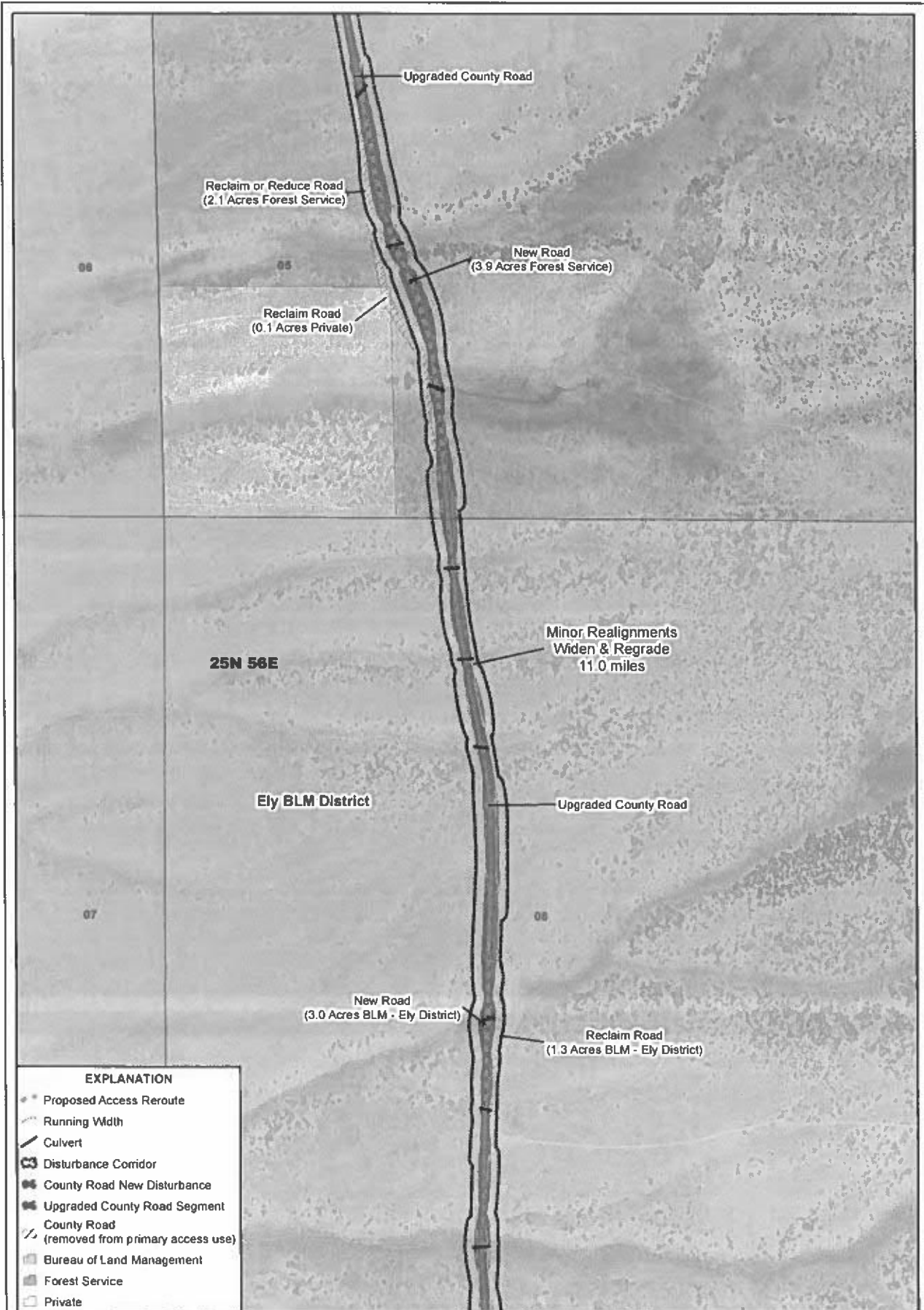
**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

MINOR REGRADE NORTH

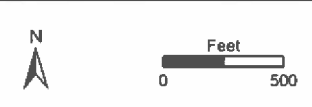
SF-299 APPLICATION

DATE: 3/2/2020
DRAWING NO: **FIGURE 8**

C



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	County Road (removed from primary access use)
	Bureau of Land Management
	Forest Service
	Private



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KINROSS KG Mining
(Bald Mountain) inc

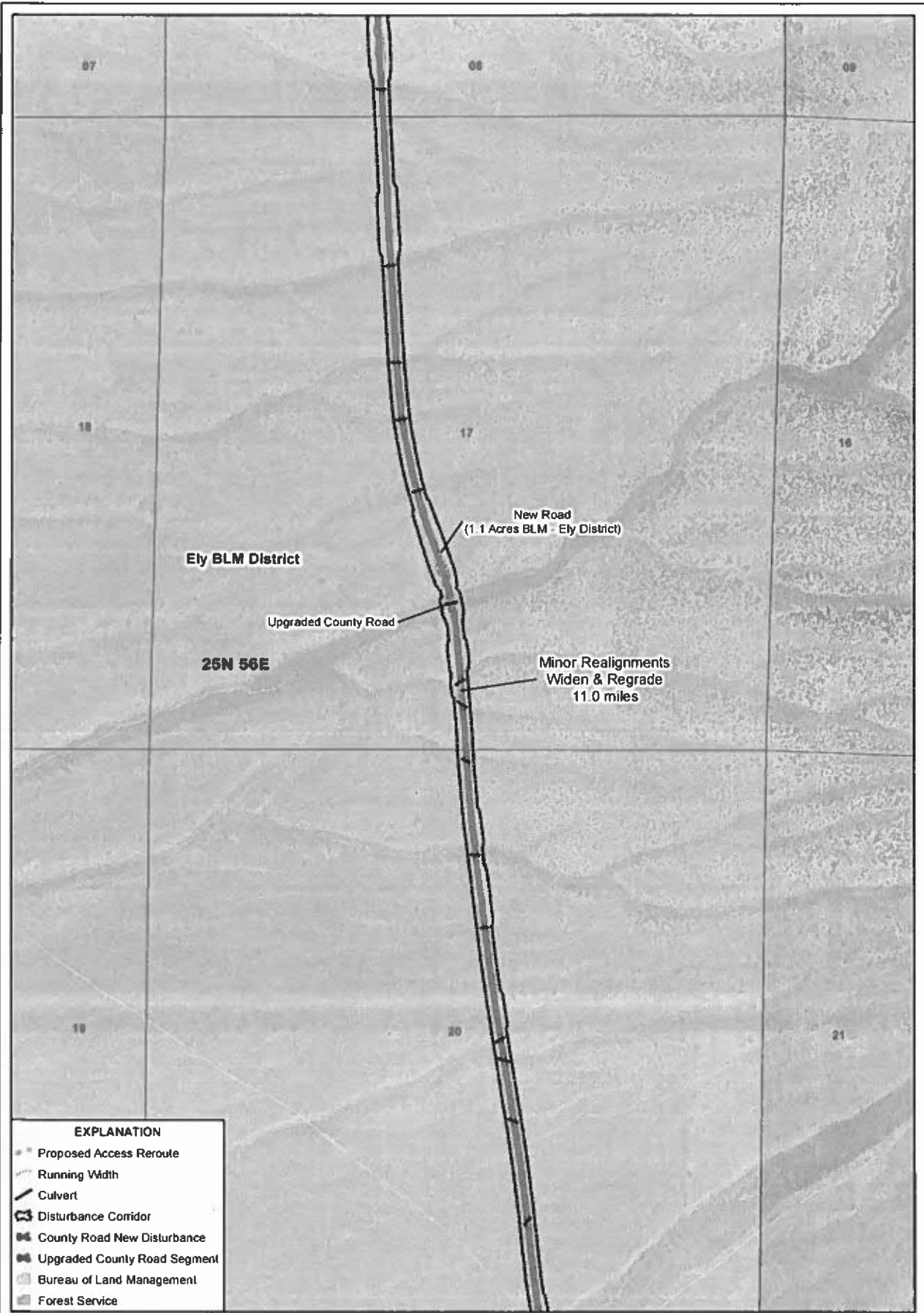
**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

MINOR REALIGNMENT NORTH

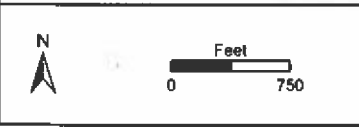
SF-299 APPLICATION

DATE 3/2/2020
JOB # (PROJECT) NO: FIGURE 9

C



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	Bureau of Land Management
	Forest Service



bingham
mapping llc

NAD 1927 StatePlane Nevada East FIPS 2701
SCALE 1 inch = 750 feet DESIGN BVB
FILE SF_Fig22B_Map_Book_BVB_20200212.mxd

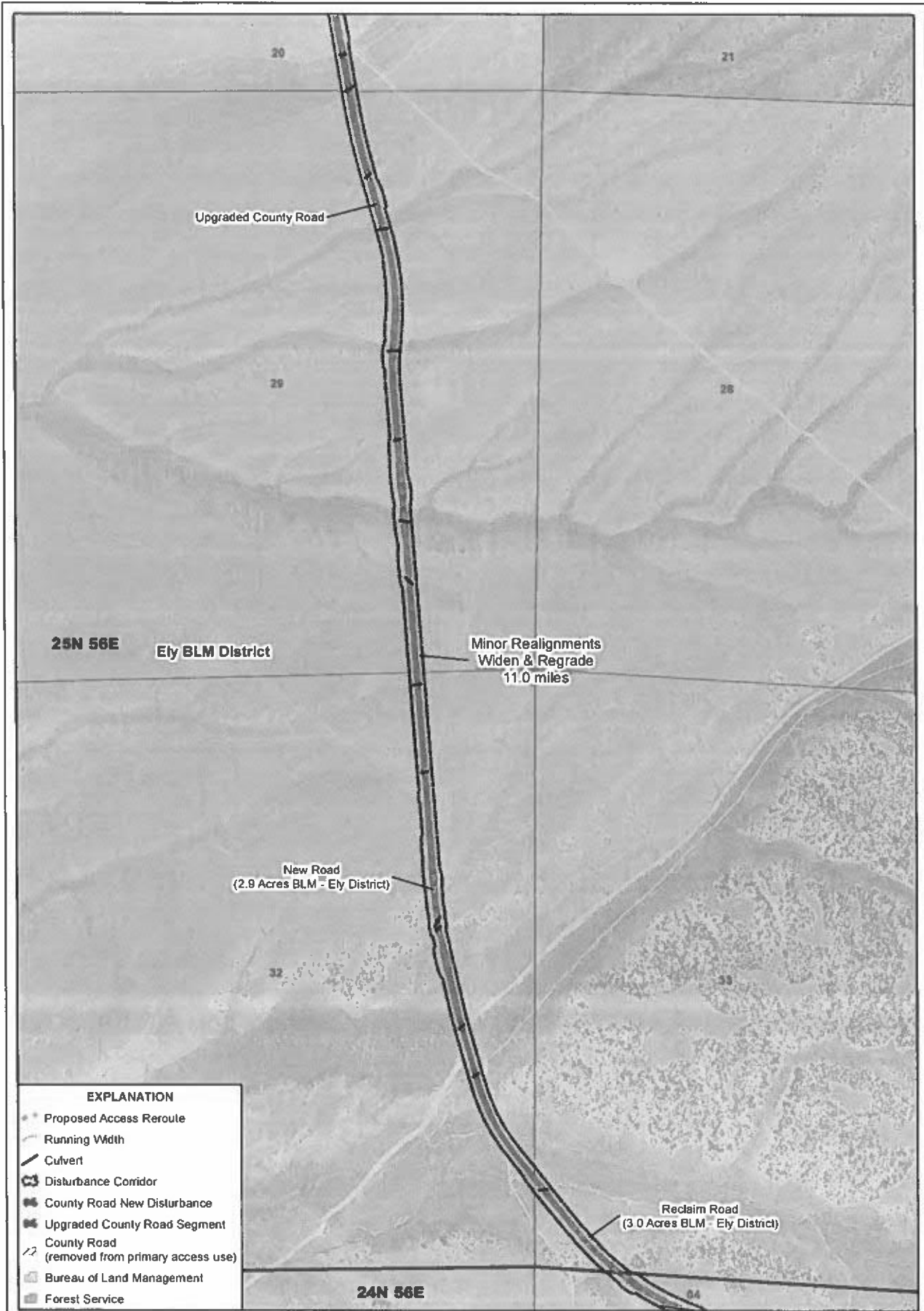
KINROSS KG Mining
(Bald Mountain) Inc

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

MINOR REGRADE CENTRAL

SF-299 APPLICATION

DATE 3/2/2020
DRAWING NO. FIGURE 10
REVISION NO. C



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	County Road (removed from primary access use)
	Bureau of Land Management
	Forest Service



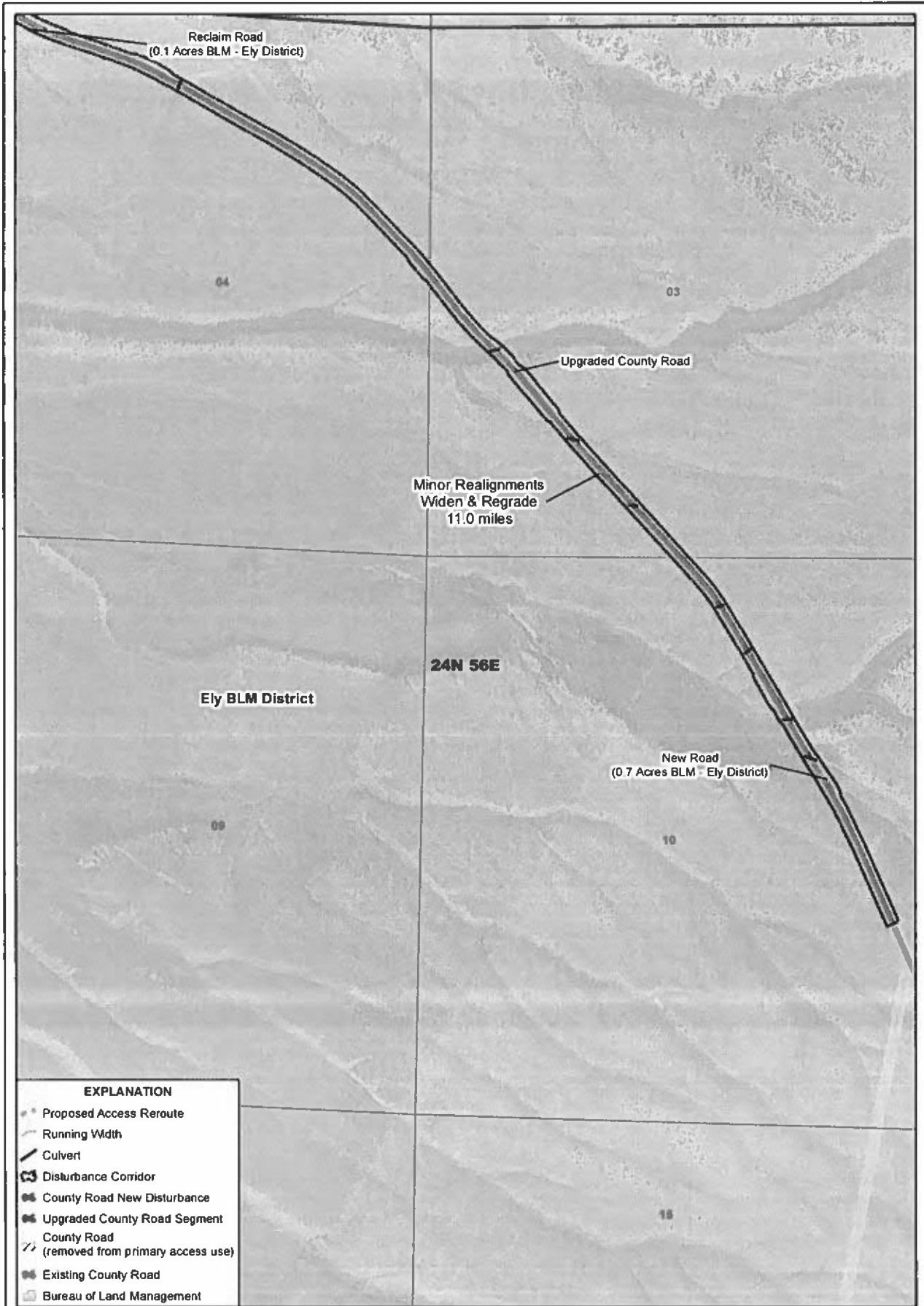
bingham
mapping llc

NAD 1927 State Plane Nevada East FIPS 2701
 SCALE 1 inch = 800 feet DESIGN BVB
 FILE SF_Fg028_Map_Geom_BVB_20200212.mxd

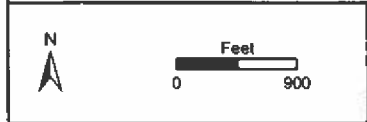
KINROSS KG Mining
(Bald Mountain) Inc

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

MINOR REALIGNMENT SOUTH	
SF-289 APPLICATION	
DATE	3/2/2020
DRAWING NO.	FIGURE 11
REVISION NO.	C



EXPLANATION	
	Proposed Access Reroute
	Running Width
	Culvert
	Disturbance Corridor
	County Road New Disturbance
	Upgraded County Road Segment
	County Road (removed from primary access use)
	Existing County Road
	Bureau of Land Management



bingham
mapping llc

NAD 1927 StatePlane Nevada East FIPS 2701

SCALE 1 inch = 900 feet

DRAWN BY BVB

FILE SF_Fg02B_Map_Box_BVB_20200112.mxd

KINROSS KG Mining
(Bald Mountain) Inc

**BALD MOUNTAIN MINE
ACCESS ROAD PROJECT**

MINOR REGRADE SOUTH	
SF-299 APPLICATION	
DATE	3/2/2020
DRAWING NO.	FIGURE 12
REVISION NO.	C

Date: April 23, 2020

To: Alicia Hankins – Land Law Examiner
Bureau of Land Management

From: Beth Ericksen -- Principal Advisor - Permitting
KG Mining (Bald Mountain) Inc.

Re: Amendment to APP-299: Request for Upgrade of County Roads 1000 and 719, White Pine County and Elko County, NV from KG Mining (Bald Mountain) Inc.

APP-299 and attachments submitted to the BLM March 23, 2020

This amendment addresses the potential for KG-BM (or their contractor) to install BLM-approved wild horse type fencing in the right of ways associated with the proposed road improvements for county roads 1000 and 719 as outlined below. Figures 3 through 12 showing the locations of the upgrades are located as part of the March 23, 2020 submittal package:

- **White Cross Corner** or Block House (see **Figure 3**). Reroute a road section through a private ranch to avoid ranch buildings facilities but continue to provide ranch access.
- **Y Corner** (see **Figure 4**). Eliminate a blind corner on BLM administered land (BLM Elko District) to improve traffic visibility and safety.
- **Cowboys Rest** (see **Figures 5 and 6**). Reroute a road section on Forest Service administered land to eliminate a bind curve and widen existing narrow road stretches to improve safety and traffic flow.
- **Curve 21** (see **Figure 7**). Eliminate a blind corner on Forest Service administered land to improve traffic visibility and safety, while still maintaining ranch access.
- **Minor Regrade North** (see **Figure 8**). Straighten several short segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Realignment North** (see **Figure 9**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Regrade Central** (see **Figure 10**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall

improvement of the sub-base of the road and widening/grading to improve road safety.

- **Minor Realignment South** (see **Figures 11**). Straighten several segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.
- **Minor Regrade South** (see **Figures 12**). Straighten several short segments of existing county road to improve traffic flow, in conjunction with overall improvement of the sub-base of the road and widening/grading to improve road safety.

The target would be to install the fencing in the most vulnerable areas as the need arises with notification to the BLM by KG-BM prior to installation of any length. It is expected to have stipulations in addition to the NEPA coverage.

Appendix C: White Pine County Road Maintenance Agreement

HC 33, Box 33203
78 McGill Highway
Ely, NV 89301
(775) 289-4767
(775) 289-1553 fax

WHITE PINE COUNTY PUBLIC WORKS DEPARTMENT

ROAD MAINTENANCE AGREEMENT BETWEEN WHITE PINE COUNTY AND KG MINING (BALD MOUNTAIN) INC.

THIS ROAD MAINTENANCE AGREEMENT (this "Agreement") is made effective as of the 22 day of March, 2017 (the "Effective Date") by and between WHITE PINE COUNTY, a political subdivision of the STATE OF NEVADA ("County"), and KG MINING (BALD MOUNTAIN) INC., a Delaware corporation ("KGBM").

- A. Whereas the parties understand that White Pine County Road 3 between US-50 and County Road 6 as well as White Pine County Roads 4, 6, 54, 1000, 1001, and 73 from SR-892 and to the intersection of the Standard section of 1006, the Standard section of 1006, and the Non-Standard section of 1006 from 54 to the south end of the Yankee heap leach pad (the "Subject Roads") are utilized in part to serve as access to the Bald Mountain Mine.
- B. Whereas the parties agree that it is in their mutual interests to conduct periodic maintenance on the Subject Roads as provided for in this agreement.
- C. The parties agree the obligations of County Ordinance 7.08.020 must be met and agree to create a working relationship between KG MINING (BALD MOUNTAIN) INC. and WHITE PINE COUNTY for the purpose of road maintenance and/or improvements.

NOW THEREFORE, for good and valuable consideration, including the mutual promises and covenants set forth herein, the parties hereby agree as follows.

1. **Maintenance/Administration.** County shall continue its current level of road maintenance activities on the Subject Roads, as set forth in more detail on Exhibit A attached hereto under the heading "White Pine County" (collectively, "County Activities"), and KGBM shall provide road maintenance and repairs on the Subject Roads, as reasonably determined by County and as set forth in more detail on Exhibit A under the heading "KGBM" (collectively, "KGBM Activities" and, together with County Activities, the "Road Work"). The Road Work performed

pursuant to this Agreement will be performed pursuant to the provisions of NRS 403.470. County will be the administrator of all of the Road Work performed pursuant to this Agreement.

2. **Commencement of Work.** After the effective date of the Agreement by the Parties, KGBM shall commence performing KGBM Activities.
3. **Maintenance and Repair Standards.** All Road Work shall be at the reasonable discretion of the County Road Department conforming to County Road Standards, following consultation with KGBM. Road Work performed by either party under this Agreement shall be consistent with "Standard Specifications for Public Works Construction" 1992 edition or subsequent editions, know as the "Orange Book". In addition, KGBM may develop additional specifications for KGBM Activities utilizing standards in the industry. KGBM shall submit such specifications, if any, to County for approval prior to their implementation.
4. **County Contributions.** County shall supply all permits, authorizations and easements ("Approvals"), personnel, materials, and equipment as necessary to perform County Activities. In addition, if County has personnel available to do so, it shall supply personnel to assist KGBM in the planning of KGBM Activities.
5.
 - A. **KGBM Contributions.** KG MINING (BALD MOUNTAIN) INC. shall provide funding and/or in kind services to perform road maintenance as reasonably determined by a designated County representative (Public Works Director/Road Superintendent) in consultation with KGBM. The County may perform maintenance activities on the roads impacted by KG MINING (BALD MOUNTAIN) INC. and require reimbursement for such maintenance and/or improvements. The County may also allow KG MINING (BALD MOUNTAIN) INC. to provide maintenance and/or improvements on such roads at the reasonable discretion of the County with location, safety and convenience being a deciding factor in any such activity.
 - B. **KGBM Obligations.** County will not create binding obligations for KGBM without consulting with and agreeing to work with KGBM on road maintenance. KGBM will prepare a budget item for road maintenance and consult with County on the budget items before seeking corporate approval.
 - C. **Consultation Obligations.** At the beginning of each Calendar Year KGBM and County will consult on work needed to maintain access roads, levels of use, speed and weight limits to be imposed during the subsequent 12 months. The agreed Calendar Year Work Plan will be attached to this Agreement as Exhibit B.
6. **Permits and Easements.** County shall, within the availability of funds and personnel, assist KGBM in obtaining all Approvals necessary or appropriate for KGBM to perform KGBM Activities.

7. **Term of Agreement and Termination.** This Agreement shall remain in effect for a period of five (5) years from the Effective Date, and may be renewed thereafter by mutual written consent of the parties. Either party may terminate this Agreement by giving written notice of such termination to the other party. Such voluntary termination shall be effective on the ninetieth (90th) day following receipt of the notice by the non-terminating party. Prior to termination, the terminating party shall be required to perform each and every of its obligations under this Agreement accrued to the effective date of termination.
8. **Indemnification by County.** County shall save, defend, indemnify and hold KGBM harmless from and against any and all claims, liabilities, injuries, and damages, of whatever nature and kind, whether or not now known or anticipated, asserted against KGBM by any person or entity which are related to performance of County Activities by County or the equipment, services, supplies, or materials supplied by KGBM pursuant to the provisions to this Agreement; provided, however that the forgoing indemnification obligations shall not apply to the extent any such claims liabilities, injuries, or damages were caused by the gross negligence or willful misconduct of KGBM. The obligations set forth in this Section shall survive the expiration or termination of the Agreement.
9. **General Provisions.**
 - a. **Binding Effect.** All of the covenants, conditions and terms of this Agreement shall be binding upon and inure to the benefit of the parties and their respective successors.
 - b. **Notices.** Unless otherwise provided in the Agreement, any notice or other correspondence required or permitted by this Agreement shall be deemed to have been properly given and delivered when made in writing and hand delivered to the party to whom directed, or when sent by certified mail with all necessary postage or charges fully prepaid, or when sent by electronic transmission, with written confirmation of delivery of transmission, and addressed or delivered to:

County:

White Pine County Road Superintendent
78 N. McGill Highway
Ely, Nevada 89301
Telephone No. (775) 293-6541

KGBM:

KG MINING (BALD MOUNTAIN) INC.
General Manager
PO Box 2706
Elko, Nevada 89303

Any party may change its address for the purpose of notices or communication by furnishing notice thereof to the other party in the manner provided in this Section.

c. Entire Agreement. This Agreement, along with the Exhibit attached hereto and made a part hereof, contains the entire agreement between the parties, and it shall supersede all prior discussions or negotiations between them. This Agreement may be modified only in writing signed by the parties.

d. Governing Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Nevada, excepting Nevada law pertaining to choice of law or conflicts of law.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the Effective Date.

WHITE PINE COUNTY

By: Richard Ason

Its: _____

KG MINING (BALD MOUNTAIN) INC.

By: John Buggroff

Its: KG Mining (Bald Mt)

Exhibit A
Duties under this Agreement

A. White Pine County

1. Inspect Subject Roads utilized by KGBM
2. Notify KGBM representative to establish a suitable maintenance plan.
3. Dust Suppressant

- A. Assess preparation and application plan.
- B. Coordinate the plan with KGBM.
- C. County will cease involvement at the Elko County line.

4. Snow Removal

A. The County does conduct snow removal on some of the Subject Roads, however, the Subject Roads may not be a priority for snow removal for White Pine County.

B. Coordinate a snow removal plan with KGBM.

5. Supervision: Provide supervision of its employees and/or contractors performing KGBM activities.

B. KGBM: Subject to annual maintenance plan.

1. Routinely grade and water the Subject Road as set forth in the agreed Annual Maintenance Plan filed with the County Road Department.
2. Maintain and keep ditches and back slopes free from obstructions.
3. Repair or replace permanent structures on the Subject Roads, such as cattle guards, bridges and culverts, which are damaged by or necessary for the road infrastructure for the purposes of KGBM's industrial use of the Subject Road.
4. Dust Suppressant
 - A. Plan for and provide all resources necessary to apply dust suppressant as deemed necessary by KGBM.

B. Mail copies of all arrangements made with the supplier (i.e., number of trucks, product to be supplied per day, concentration of product and application rate) to White Pine County.

5. Supply and/or grant access to construction water and materials to county in support of subject roads.

6. Snow Removal

A. Plan for and provide all resources necessary to carry out snow removal as deemed necessary by KGBM.

7. Perform reasonable repairs identified by White Pine County.

8. Supervision: Provide supervision of its employees and/or contractors performing KGBM activities.

Exhibit B
Calendar Year Work Plan

Road	Segment	Current KGBM Maintenance Tasks	Triggering Event	Future KGBM Maintenance Tasks
County Road 3 (CR3)	US50 to Mine Site	Snow removal and pre-approved reimbursement to county of materials for road maintenance	Add bus routes to this section and or increase trucking to more than 4 heavy trucks per day during normal operations	Duties as described in Exhibit A above
County Road 4 (CR4)	Entire section except the east-west route through "Rattlesnake"	Occasional maintenance and snow removal	Construction of improved section to access Vantage Mine site	Duties as described in Exhibit A above
County Road 6 (CR6)	From CR1000 on the west to CR3 on the east "Overland Pass"	Occasional maintenance and snow removal	None	No Change
County Road 54 (CR54)	Entire Section	None	Add bus routes to this section and or increase trucking to more than 4 heavy trucks per day during normal operations	Duties as described in Exhibit A above
County Road 1000	Entire Section	Duties as described in Exhibit A above	N/A	Duties as described in Exhibit A above
County Road 1001	Entire Section	Duties as described in Exhibit A above	N/A	Duties as described in Exhibit A above

County Road 1006	Entire Section	None	Add bus routes to this section and or increase trucking to more than 4 heavy trucks per day during normal operations	Duties as described in Exhibit A above
County Road 73	From SR892 to CR1000	Duties as described in Exhibit A above	N/A	Duties as described in Exhibit A above
County Road 73	CR1000 to CR1006	None	Add bus routes to this section and or increase trucking to more than 4 heavy trucks per day during normal operations	Duties as described in Exhibit A above

Appendix D: Elko County Road Maintenance Agreement

1 **ROAD MAINTENANCE AGREEMENT**
2 **BETWEEN COUNTY OF ELKO AND KG MINING (BALD MOUNTAIN) INC.**

3 **THIS ROAD MAINTENANCE AGREEMENT** (this "Agreement") is made
4 effective the 7th day of January, 2019 by and between the COUNTY OF ELKO, a political
5 subdivision of the STATE OF NEVADA (hereinafter referred to as "County"), and KG
6 MINING (BALD MOUNTAIN) INC. (hereinafter referred to as "the COMPANY").

7 **RECITALS**

- 8 A. Whereas the parties understand that Elko County Roads or a portion of Elko County
9 Roads: as described within Elko County Planning Application No. CR719 and the first 4
10 miles of CR717(Jiggs Highway), (the "Subject Roads"), may require minor maintenance
11 repairs such as pothole patching on CR717 and routinely grade and apply dust
12 suppressant to CR719 as a result of Company construction and private use activities
- 13 B. Whereas the parties agree that it is in their mutual interests that periodic
14 maintenance of the Subject Roads, be a combination of efforts between County and
15 the COMPANY.

16 **AGREEMENT**

17 For good and valuable consideration, including the mutual promises and covenants set forth
18 herein, the parties hereby agree as follows:

- 19 1. **Maintenance/Administration.** County shall continue its current level of road
20 maintenance activities on the Subject Road(s), as set forth in more detail on
21 Exhibit A attached hereto under the heading "Elko County" (collectively, "County
22 Activities"), and the COMPANY shall provide road maintenance and repairs on
23 the Subject Road, as determined through the consultation described in sections 3
24 and 7 below and as set forth in more detail on Exhibit A under the heading "the
25 COMPANY", (collectively, "COMPANY activities") together with County
26 Activities, the ("Road Work"). The Road Work performed pursuant to this
27 Agreement will be performed pursuant to the provisions of NRS 403.470. County
28 will be the administrator of all of the Road Work performed pursuant to this
Agreement.
2. **Commencement of Work.** After execution of this Agreement by the parties, The
COMPANY shall commence performing COMPANY activities as set forth in
Exhibit "A".
3. **Maintenance and Repair Standards.** Road Work performed by either party under
this Agreement shall be consistent with "Standard Specifications for Public Works
Construction" 1992 edition or subsequent editions, known as the "Orange Book".
If The COMPANY plans to make any repairs outside of the Orange Book, the

1 COMPANY shall submit such specifications/revisions, to County for approval
2 prior to their implementation. Road work performed by either party under this
3 Agreement shall be consistent with the current edition of the MUTCD (Manual of
4 Uniform Traffic Control Devices).

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4. **County Contributions.** County shall supply all permits, authorizations and easements (“Approvals”), personnel, materials, and equipment as necessary to perform County Activities. In addition, if County has personnel available to do so, it shall supply personnel to assist the COMPANY in the planning of COMPANY activities.
 5. **The COMPANY.** The COMPANY shall provide all approvals, materials, personnel, and equipment as necessary to perform COMPANY activities.
 6. **Permits and Easements.** County shall, within the availability of funds and personnel, assist the COMPANY in obtaining all approvals necessary or appropriate for the COMPANY to perform COMPANY activities on the subject roads.
 7. **Provision.** Prior to the COMPANY’s use of the subject roads, the COMPANY and Elko County will have an on-site inspection to determine the condition of the subject roads. At the conclusion of this inspection, both parties will sign off on a summary of the overall condition of the road. At the completion of the maintenance portion of the Road Work the COMPANY and County will schedule joint onsite meetings to inspect the Subject Roads to determine the extent and type of repairs, if any that will be necessary to return the roads as close as practical to conditions that existed immediately prior to use by the COMPANY (hereinafter referred to as “Prior Conditions”). It is understood that all repairs will be mutually agreed upon by the COMPANY and County. If the parties are unable to agree on the conditions of the repair work completed under Exhibit “A”, or repairs necessary to return the road to Prior Conditions, the parties will submit the dispute to mediation.
 8. **Term of Agreement and Termination.** This Agreement shall remain in effect for a period of five (5) years from the Effective Date, and may be renewed thereafter by mutual written consent of the parties. Either party may terminate this Agreement by giving written notice of such termination to the other party. Such voluntary termination shall be effective on the ninetieth (90th) day following receipt of the notice by the non-terminating party. Prior to termination, the terminating party shall be required to perform each and every of its obligations under this Agreement accrued to the effective date of termination.
 9. **Indemnification by County.** County shall save, defend, indemnify and hold the COMPANY harmless from and against any and all claims, liabilities, injuries, and damages, of whatever nature and kind, whether or not now known or anticipated, asserted against the COMPANY by any person or entity and related to performance

1 of County Activities by County or related to equipment, services, supplies or
2 materials supplied by the COMPANY pursuant to the provisions to this Agreement;
3 provided, obligations shall not apply to the extent any such claims, liabilities,
4 injuries, or damages were caused by the gross negligence or willful misconduct of
5 the COMPANY. The obligations set forth in this Section shall survive the
6 expiration or termination of this Agreement.

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10. General Provisions.

A. **Binding Effect.** All of the covenants, conditions and terms of this Agreement shall be binding upon and inure to the benefit of the parties and their respective successors.

B. **Notices.** Unless otherwise provided in this Agreement, any notice or other correspondence required or permitted by this Agreement shall be deemed to have been properly given and delivered when made in writing and hand delivered to the party to whom directed, or when sent by certified mail with all necessary postage or charges fully prepaid, or when sent by electronic facsimile transmission, with written confirmation of delivery of transmission, and addressed or delivered to:

County of Elko
Rob Stokes,
Elko County Manager
540 Court Street, Suite 101
Elko, Nevada 89801
Phone (775) 753-7073

County of Elko
Terry Lister,
Elko County Road Supervisor
994 River Street
Elko, NV 89801
Phone (775) 738-5036

**KG MINING (BALD
MOUNTAIN) INC.**
Dale Thompson
435 Jiggs Highway Unit 16
Spring Creek, NV 89815
Phone: (775) -934-4010

Any party may change its address for the purpose of notices or communication by furnishing notice thereof to the other party in the manner provided in this Section.

C. **Entire Agreement.** This Agreement, along with the Exhibit "A" attached hereto and made a part hereof, contains the entire agreement between the parties, and it shall supersede all prior discussions or negotiations between them. This Agreement may be modified only in writing signed by the parties.

1 **D. Governing Law.** This Agreement shall be governed by and interpreted in
2 accordance with the laws of the State of Nevada. Jurisdiction and venue shall
3 be in the Fourth Judicial District Court, County of Elko, in and for the State
4 of Nevada.

5 **IN WITNESS WHEREOF,** the parties hereto have executed this Agreement on the
6 Effective Date.

7 **COUNTY OF ELKO**

8
9 By:  _____
10 Rex Steminger, Elko County Commissioner Chair

11
12 **ATTEST**

13
14 By:  _____
15 Kris Jakeman, Clerk of the County of Elko

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17 **KG Mining (Bald Mountain) Inc.**

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19 By:  _____
20 Bruce H. Thieking, VP/GM Kinross Bald Mountain Mine

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Exhibit A: Duties under this Agreement

A. Elko County:

1. County shall continue its current level of road maintenance activities on the Subject Road(s) that at a minimum shall include, but not be limited to the following:
 - a. Undertaking Snow Removal for County Activities
2. Inspect COMPANY activities once initiated and completed by The COMPANY and/or its contractors and/or assignees. Work with The COMPANY representative to identify needed repairs pursuant to sections 3 and 7 as noted in the Agreement.
3. Supervision: Provide appropriate supervision of its employees, contractors, and/or assignees performing County Activities.

B. The COMPANY:

1. Grade and water the Subject Roads if needed to repair damage to the road surface caused by the COMPANY.
2. Maintain and keep ditches and back slopes free from obstructions caused by the COMPANY use of the subject roads grading under B-1 above. Repair or replace permanent structures on the Subject Roads, such as cattle guards, bridges and culverts, and roads to the extent necessary to repair damage caused by the COMPANY use.
3. Dust Suppressant Products:
 - A. Provide water and other chemical dust suppressants if necessary due to COMPANY use.
4. Snow Removal:
 - A. Provide primary snow removal from the Subject Road CR719
 - B. Provide secondary snow removal from the Subject Road CR717
 - C. Snow shall be removed to provide a safe driving surface for COMPANY activities
5. Post COMPANY use: Perform repairs identified pursuant to Exhibit A.2, above, and prior to termination of this Agreement as set forth in section 8. Supervision: Provide appropriate supervision of its employees and/or contractors performing COMPANY

activities.

6. Provide and install truck traffic warning signs on Subject Roads as identified in A and B of recitals.

Subject Roads

