

EXHIBIT 1

Cumberland Mine – Traffic Impact Overview

Two Primary Levels of Traffic Impacts

Peak Season

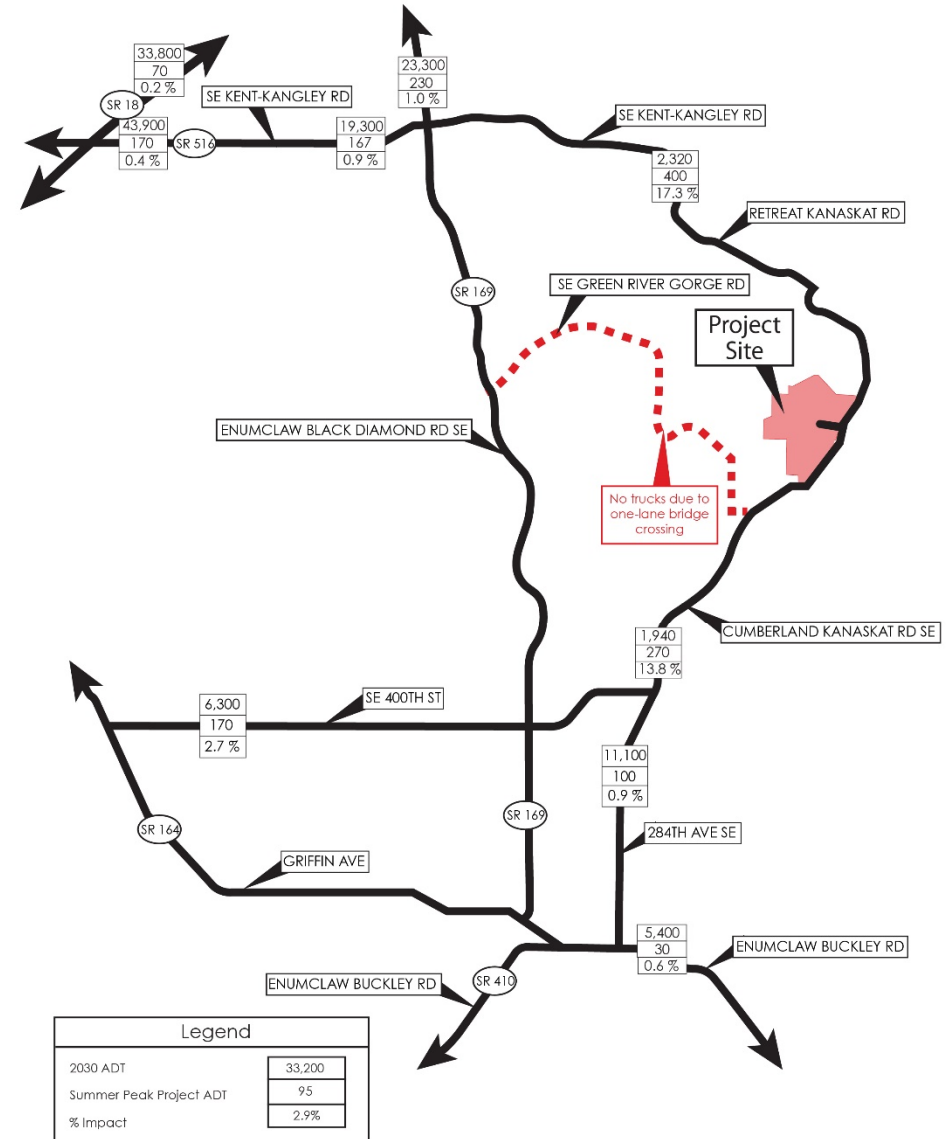
(During the General Peak of Construction Activities to Support Roadways and Large Buildings)

- Truck Trips – 550 per Day over 24-hour period. On average, 23 trucks per hour or 1 truck trip every 2.5 minutes.
- Passenger/Light Truck Trips – 118 per Day over 24-hour period.
- Period – Late-April to Mid-September.

Off Peak Season

(During Slower Construction Periods and Inclement Weather)

- Truck Trips – 200 per Day over 12-hour period. On average, 16 trucks per hour or 1 truck trip every 3.5 minutes.
- Passenger/Light Truck Trips – 98 per Day over 12-hour period.
- Period – Late September to Early April.

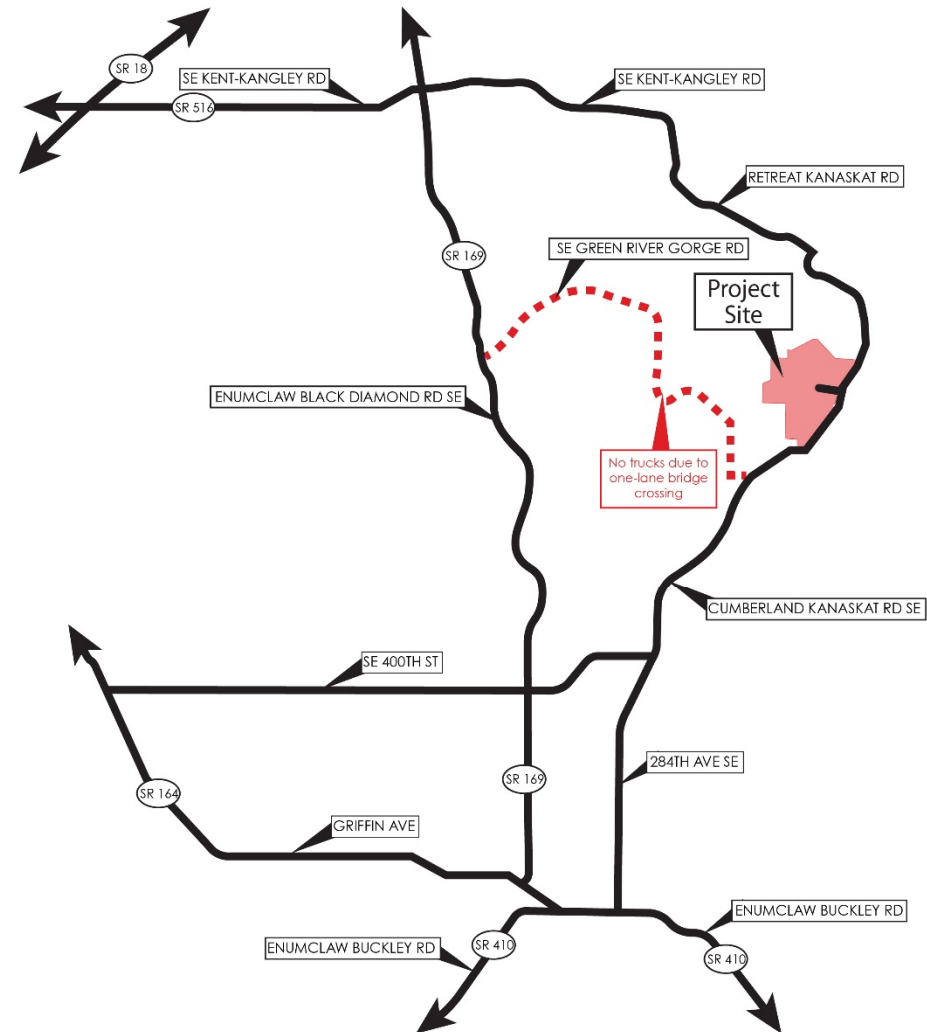


Cumberland Surface Mine: 2030 Project Daily Traffic Impacts

EXHIBIT 2

General Summary of Resultant Traffic Impacts

- Cumberland-Kanasket Road will receive the highest increase in both truck and general vehicle traffic.
- Existing traffic volumes on Cumberland-Kanasket Road peak with approximately 200 vehicles per hour and over 2,000 vehicles per day.
- When considering trip distribution, during peak traffic flow conditions, peak volumes on Cumberland-Kanasket Road would increase up to 25 percent or less with the project.
- Beyond Cumberland-Kanasket Road, the relative increase in peak traffic volumes would range from approximately 1 % to 7 % during PM peak hours of adjacent street traffic, when existing background traffic is at its highest levels.
- Impacts of daily traffic levels would range between 17.3% on Cumberland-Kanasket Road to 0.6% on the SR 410 highway.
- Key Finding: No significant adverse traffic impacts would occur as a result of the project, and nearby vicinity study intersections would operate at LOS C or better with the project.
- The Cumberland Mine project would be required to enter into a truck haul route and maintenance program with King County during the course of the mining operation to monitor and maintain truck routes impacted by increased truck loads. See **Exhibit 2** with haul routes.
- Site Access Mitigation would include separate left turn and right turn only lanes onto Cumberland-Kanasket Road with appropriate acceleration or deceleration areas to accommodate truck trailer combinations and maximize safety of entering/exiting vehicles.



Cumberland Surface Mine: Anticipated Haul Routes