



Highway 59 relocation

Environmental Overview Report and Feasibility Study

December 2014





Environmental Overview Report and Feasibility Study

Prepared for:



Prepared by:



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1.0 What is the Wyoming Highway 59 Relocation Project?

Alpha Coal West, Inc. (Alpha) submitted a proposal to the Wyoming Department of Transportation (WYDOT) to relocate approximately 4.35 miles of Wyoming Highway 59 (WYO 59) to allow mining operations in the vicinity of Eagle Butte Mine to continue (Figure 1). The project is known as the WYO 59 relocation project. Alpha is financially responsible for the cost associated with evaluating, designing, and constructing the relocated road. WYDOT is responsible for approving the location of the relocated road segment and overseeing design and construction. No federal or state of Wyoming (State) funds will be used to relocate the highway. To support the decision-making process associated with potentially relocating WYO 59, WYDOT completed an environmental review and engineering feasibility study of the proposed road relocation. The study included obtaining input from affected stakeholders and the residents of Campbell County. The results of the environmental review and associated stakeholder outreach are documented in this Environmental Overview Report and Feasibility Study.

2.0 Why is WYDOT Considering Relocating WYO 59?

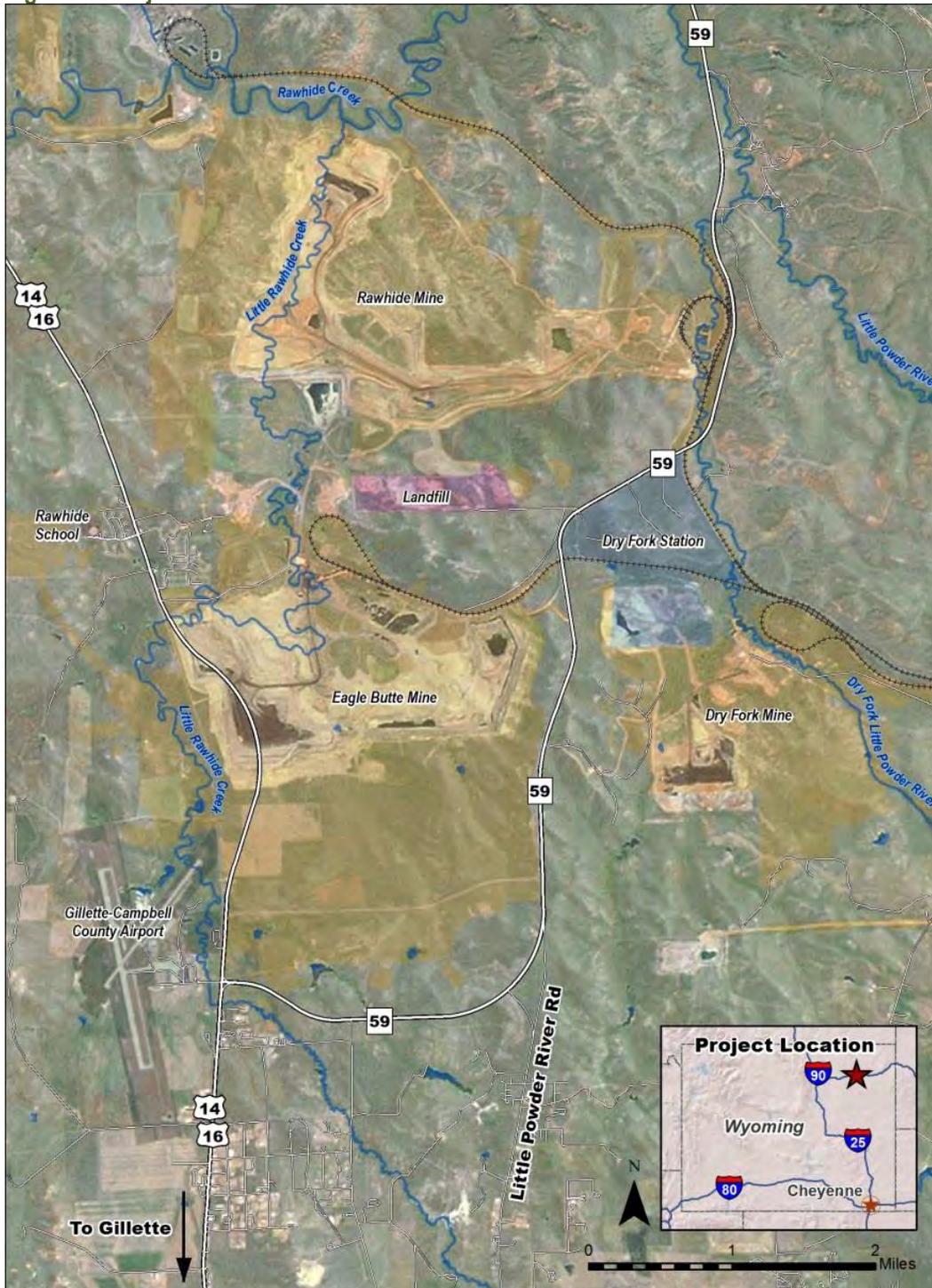
Alpha owns and operates the Eagle Butte Mine in Campbell County. The mining operations are currently restricted by the current location of WYO 59. To continue mining operations, as permitted by the State and the Bureau of Land Management (BLM), Alpha has requested WYDOT evaluate relocating a 4.35-mile segment of WYO 59. WYDOT responded to Alpha's request to conduct the evaluation; the results are documented in this Environmental Overview Report and Feasibility Study.

3.0 What Decision is WYDOT Making?

WYDOT is considering whether or not to relocate WYO 59. WYO 59 would be relocated from its current location south and east of Eagle Butte Mine to north of the Mine. Most of the current WYO 59 alignment would be abandoned and the land converted to mine operations. A small segment of WYO 59 would be maintained between US 14-16 and Little Powder Road. WYDOT is working with Campbell County to determine jurisdiction of this remaining road segment. Campbell County has expressed interest in the road segment as long as its condition meets County standards.

WYDOT requested public and agency comment on the proposed road relocation. WYDOT will use the public input and results of the Environmental Overview Report and Feasibility Study to decide whether or not to relocate WYO 59. The Build Alternative described in this report has been determined to be the best alignment for relocating WYO 59 north of Eagle Butte mine based on engineering and environmental considerations. If WYDOT determines that it is in the best public interest to relocate WYO 59, Alpha will proceed with design and construction of the road. WYDOT will provide oversight during the design and construction process to ensure the road meets WYDOT standards.

Figure 1. Project Location



4.0 What Alternatives Did WYDOT Consider?

WYDOT is considering Alpha’s proposal to relocate WYO 59 north of Eagle Butte Mine (Build Alternative) and a No-Build Alternative. Additional alternatives brought up during the stakeholder outreach and meetings were evaluated to determine their feasibility. All of the alternatives considered and the results of their evaluation are provided in Table 1. A description of the No-Build Alternative, the Build Alternative, and a proposed connecting route (Figure 3) to be considered in conjunction with the Build Alternative are described in this section.

Table 1. WYO 59 Relocation Alternatives Considered (including alternatives brought forward through stakeholder meetings)

Alternative	Description of Alternative
No-Build Alternative	Under this alternative, WYO 59 would not be relocated and Alpha would be unable to mine coal where restricted by existing WYO 59. This alternative does not satisfy Alpha’s stated purpose and need for the project.
Relocate WYO 59 (Build Alternative)	Under this alternative, 4.35 miles of WYO 59 would be relocated, and most of existing WYO 59 would be abandoned and the land converted to mine operations. This alternative would be sited along existing mining roads as much as possible to reduce surface disturbance impacts to environmental resources. A small segment of existing WYO 59 would be maintained between US 14-16 and Little Powder River Road. Jurisdiction of this remaining road segment would likely be transferred to Campbell County to serve local traffic. This alternative was carried forward for additional analysis as the Build Alternative to aid WYDOT in making a decision on whether or not to relocate WYO 59.
Eastern Alternative	During scoping, several comments were received regarding an eastern realignment of WYO 59 or a connection to Garner Lake Road. The connection to Garner Lake Road was again raised by several county residents following the second public meeting. It was identified as Alternative B by the public following the second public meeting. WYDOT did not adopt this nomenclature for discussing the alternative. WYDOT looked at possible eastern alternatives and/or connections for relocating WYO 59. The state transportation system consists of interstates and US highways connected by state highways. Any relocation of WYO 59 would need a connection to I-90 or US 14-16, which would need to be approved by the WYDOT Transportation Commission. The extensive mining operations in the area and land ownership patterns would result in a road that is twice as long as the existing WYO 59 or the proposed WYO 59 to maintain the necessary connection to the state highway system. This would be an unreasonable relocation and ongoing maintenance expense for WYO 59. Therefore, an eastern alternative for relocating WYO 59 is not feasible as a state highway and was not carried forward for additional analysis as an alternative for relocating WYO 59 However, the County initiated procedures to develop a connecting route between the proposed WYO 59 and Garner Lake Road to be completed in conjunction with the Build Alternative. The County project is discussed in Section 4.4.

**Table 1. WYO 59 Relocation Alternatives Considered
(including alternatives brought forward through stakeholder meetings)**

Alternative	Description of Alternative
Temporary Relocation Alternative	<p>Under this alternative, WYO 59 would be temporarily relocated north of Eagle Butte Mine in the same location as the Relocate WYO 59 (Build) Alternative. Once mining operations cease under the existing WYO 59 alignment, the highway would be relocated from its temporary location north of the mine to an alignment similar to the existing WYO 59 alignment. Because of the cost to site, design, and construct a roadway that meets American Association of State Highway Transportation Officials (AASHTO) and WYDOT standards, it would be financially prohibitive to repeat the process to move the road back to its current location following completion of mining operations. Additionally, building the road on reclaimed mine land would require extensive backfill compaction and other engineering considerations to ensure stable conditions for road construction.</p> <p>This alternative is not feasible and was not carried forward for additional analysis.</p>
Underpass and/or Tunnel Alternative	<p>This alternative would not relocate WYO 59 north of Eagle Butte Mine. Instead, a truck underpass and/or tunnel and conveyor belt would be constructed under existing WYO 59. Construction of these facilities would allow coal mining east of WYO 59 to proceed and coal to be transported to the coal crushing and load facilities. However, under this alternative, coal could not be recovered under existing WYO 59.</p> <p>This alternative would not meet the Alpha's stated purpose and need of the project and was not carried forward for additional analysis.</p>
Relocate WYO 59 Immediately West of Existing WYO 59 Alternative	<p>Alpha presented this alternative (Alternative C – nomenclature not adopted by WYDOT) to WYDOT following the second public meeting and comment period in response to alternatives brought forward by local residents (Relocate WYO 59 Immediately East of Existing WYO 59 and Eastern Alternative). Under this alternative, WYO 59 would be relocated west of its current location as mining operations cease and the mine pit is reclaimed. Connecting roads north of Eagle Butte Mine between existing WYO 59 and US 14-16 and between existing WYO 59 and Garner Lake Road would not be constructed. This route would require a large amount of fill and the moisture control to meet the standards for a permanent road. Additionally, this route could require up to three structures. WYO 59 would be closed for an extended period of time under this alternative.</p> <p>WYDOT and Alpha determined this alternative is not reasonable because of the fill, moisture control, cost for three structures and requirement to close WYO 59. It was not carried forward for additional analysis.</p>
Relocate WYO 59 Immediately East of Existing WYO 59 Alternative	<p>This alternative was presented by several county residents during the second public meeting as Alternative A; this is not nomenclature WYDOT used to describe the alternative. Under this alternative, WYO 59 would be relocated immediately east of existing WYO 59 but west of the Dry Fork Station Power Plant (in T51N, R71W, Sections 24, 25 and 36) and tie in to existing WYO 59 near Little Powder Road. This alternative would be located on land owned by Western Fuels Association, Inc. (Western Fuels) and permitted for coal mining. Therefore, the road would need to be relocated again as the Dry Fork Mine operations progressed west to the permit boundary.</p> <p>WYDOT did not consider this alternative reasonable because it would require another future relocation of WYO 59 to allow mining to continue at the Dry Fork Mine. It was not carried forward for additional analysis.</p>

4.1 No-Build Alternative

Under this alternative, WYDOT would not approve relocating WYO 59. WYO 59 would remain in its current location, and the two routes north of Gillette would be maintained. No immediate action would be taken to accommodate mine expansion, and Alpha would be unable to mine coal where it is restricted by the existing WYO 59. The impacts of the No-Build Alternative are not discussed in detail in this report. However, they include lost local tax revenue with the reduction in potential coal recovered. The advantage of this alternative is that residents would not have a change in their daily commutes with out-of-direction travel.

4.2 Relocate WYO 59 (Build Alternative)

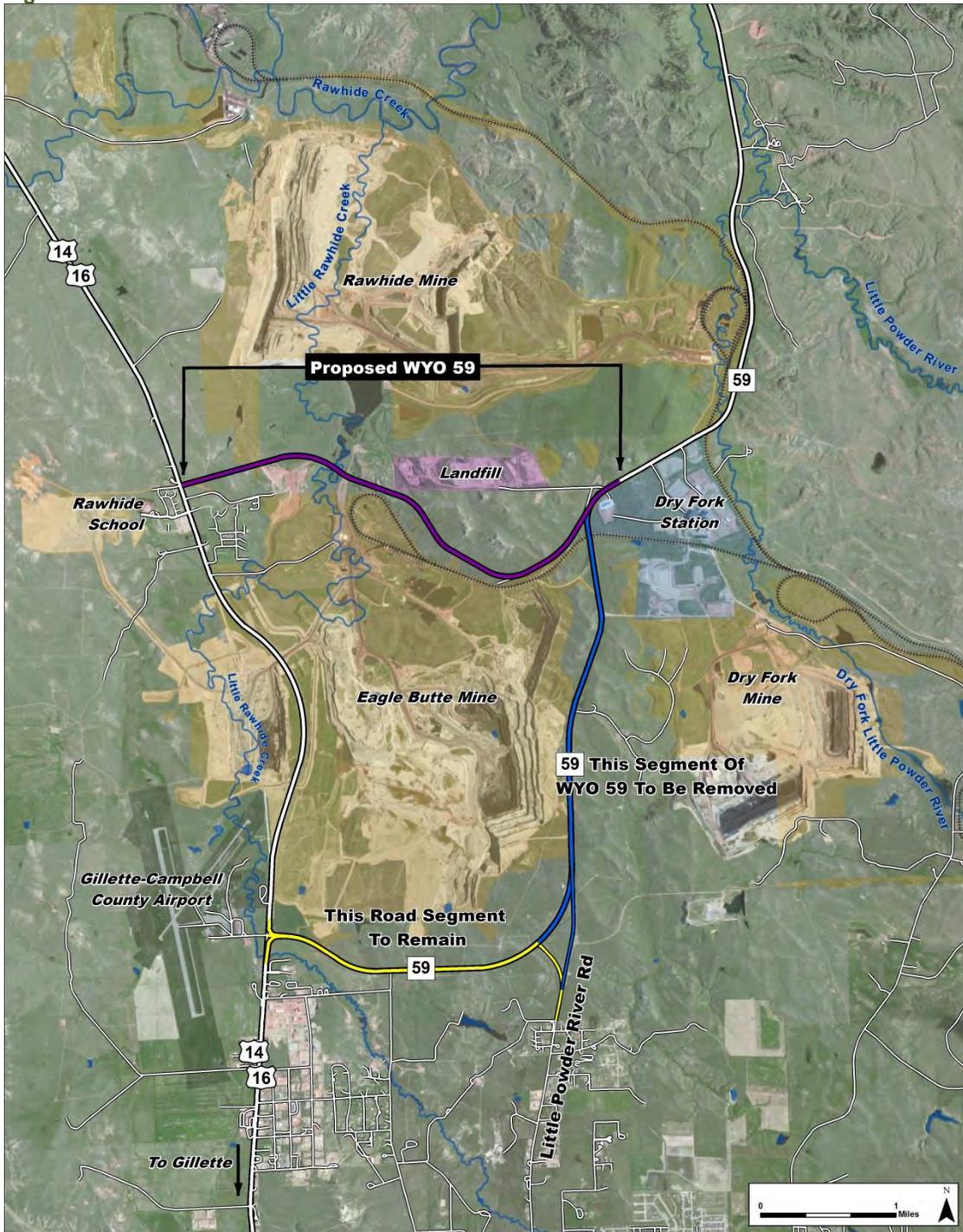
The Relocate WYO 59 (Build Alternative) was analyzed to aid WYDOT in making a decision on whether or not to relocate WYO 59. Under this alternative, 4.35 miles of existing WYO 59 along the eastern side of Eagle Butte Mine would be abandoned and relocated to north of the mine, as shown in Figure 2. The abandoned road area would be converted to mine operations.

The relocated segment of WYO 59 would depart from US 14-16 at the Stagecoach Drive and tie in with existing WYO 59 near the Dry Fork Station Power Plant. The approximate 4.35-mile segment of road would be located south of Rawhide Mine and north of the active mining operations of Eagle Butte Mine; it would be located south of the Campbell County landfill. The road would be sited along existing mining roads as much as possible to reduce surface disturbance impacts to environmental resources, including wetlands and floodplains.

The two-lane road would be constructed to WYDOT standards, which include 12-foot travel lanes and minimum 4-foot shoulders. Left and right turn lanes would be constructed at the intersections with US 14-16 and WYO 59. Shoulders would be widened from the intersection of US 14-16 and the relocated WYO 59 to the Eagle Butte Mine entrance. No additional travel lanes or improvements would be made to US 14-16. WYDOT analyzed traffic operations and crash history for US 14-16 and WYO 59 to make a decision that additional improvements were not warranted as part of this alternative. This information is discussed in the Transportation, Traffic, and Safety subsection in Chapter 5.0.

A small segment of existing WYO 59 would be maintained between US 14-16 and Little Powder River Road. Jurisdiction of this remaining road segment would likely be transferred to Campbell County to serve local traffic. WYDOT has discussed the transfer of jurisdiction of this road with County officials. As part of the transfer, an analysis of the existing road condition would need to be completed and the road improved, if necessary, to meet County standards.

Figure 2. Build Alternative—Relocate WYO 59



4.3 Alternatives Not Considered for Further Analysis

The three alternatives brought forward for consideration during scoping meetings (Eastern Alternative, Temporary Relocation Alternative, and Underpass and/or Tunnel Alternative) were determined not feasible or reasonable and were not analyzed further for the reasons detailed in Table 1.

Two additional alternatives brought forward during the second public meeting and comment period (Relocate WYO 59 Immediately West and Immediately East of WYO 59) were also determined not feasible for further consideration for reasons detailed in Table 1. The public again raised the desire for a road connection to the east. Responding to the local input received, the County initiated procedures to develop a connecting route between WYO 59 and Garner Lake Road. This connecting road project is being advanced as a separate County project and is discussed in Section 4.4.

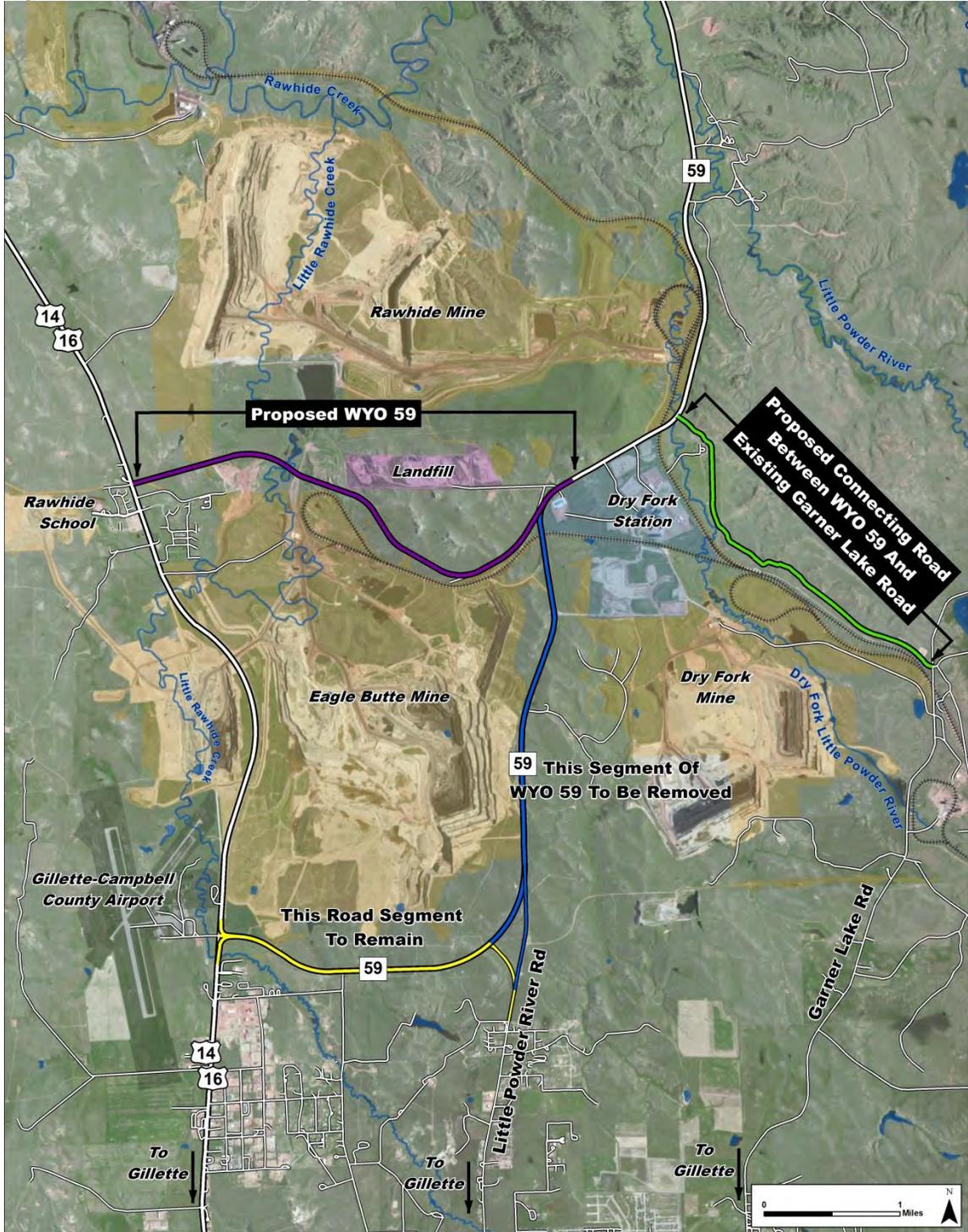
4.4 Proposed Connecting Route

During scoping, and again as part of the second stakeholder outreach and public meeting, a connection between WYO 59 and Garner Lake was proposed as an alternative to the Build Alternative. This connecting route was labeled Alternative B by local residents submitting comments but this nomenclature was not adopted by WYDOT or Campbell County. This connecting route would address public concerns related to impacts to travel along US 14-16, the need to maintain eastern mobility for motorists traveling from the north to designations on the east side of Gillette, and increased out-of-direction travel resulting from the Build Alternative. It would also maintain the two existing paved routes from Gillette to the north.

WYDOT determined this alternative was not reasonable as a stand-alone alternative (see Eastern Alternative in Table 1). However, as a separate connecting route, it is consistent with direction provided in the *Campbell County Coal Belt Transportation Study* (Campbell County 2010). Therefore, the connecting route is being considered by Campbell County and WYDOT as a County project that would be constructed in conjunction with the Build Alternative. During the stakeholder involvement process, the proposed connection was discussed with affected landowners.

Campbell County has initiated the procedures to develop this connecting route between WYO 59 and Garner Lake Road, as shown in Figure 3. The location shown is a general location. The specific route will be determined as Campbell County moves forward with project development. However, the route will need to follow the railroad track to eliminate the need to relocate the connecting road in the future as the mining operations at Dry Fork continue.

Figure 3. Proposed Connecting Route between Existing WYO 59 and Garner Lake Road



Campbell County would work with WYDOT, Alpha, and affected landowners to determine the specific route for the approximately 3-mile connecting road. The route would be evaluated for constructability. The route would be designed to meet County and WYDOT standards. Construction would begin following the construction of relocated WYO 59. The road would be a gravel road when it is first constructed and paved when funding is secured and budgeted. The total estimated cost for paving the connecting route would be between \$5 million and \$6 million (per Campbell County).

5.0 What Resources are in the Area and How Would They be Affected with the Relocation of WYO 59?

Biological, physical, economic, and social resources in the area of the Build Alternative were identified. If present, they were evaluated to assess potential impacts and, as necessary, identify mitigation measures to minimize any impacts¹.

The study area for the environmental analysis was defined by an area along the northern side of Eagle Butte Coal Mine where Alpha has proposed the relocation of WYO 59. The study area is approximately 1,200 feet wide on the west side near US 14-16, narrows at the crossing of Little Rawhide Creek to approximately 800 feet wide, and widens out on the eastern side near existing WYO 59 to 2,600 feet. The limits of the study area represent the areas that could be directly or indirectly affected by potential improvements. For some resources (for example, transportation and traffic), a larger area was considered to provide a complete analysis of potential impacts.

Figure 4 shows the potential area of impact of the Build Alternative. The limits of disturbance are based on conceptual engineering and may change slightly as design continues. It is anticipated that impacts to resources would be minimized with additional design. Design would only continue if WYDOT determines relocating WYO 59 is in the best public interest.

Table 2 lists the resources reviewed. The resources that have the potential to be affected are:

- Surface waters, floodplains and wetlands
- Vegetation and wildlife
- Threatened and endangered species
- Transportation and traffic
- Economics and mining operations
- Right-of-way

¹ Two types of impacts may result from the Build Alternative: direct impacts and/or indirect impacts. Direct impacts are those that occur at the same time and in the same place as the Build Alternative; for example, acquiring right-of-way so that the Build Alternative can be built. Indirect impacts occur later in time or are distant from the Build Alternative, such as a new road that will attract development to vacant land.

A description of those resources, followed by the potential impacts resulting from relocating WYO 59, is found in Section 5.1, Resources Present.

In some cases, resources are not in the study area or are not likely to be directly or indirectly affected by relocating WYO 59. A brief description of resources that would not be impacted or whose impacts would be negligible is presented in Section 5.2, Resources Present but not Affected.

Figure 4. Preliminary Construction Disturbance Associated with Relocated WYO 59 (based on conceptual design)

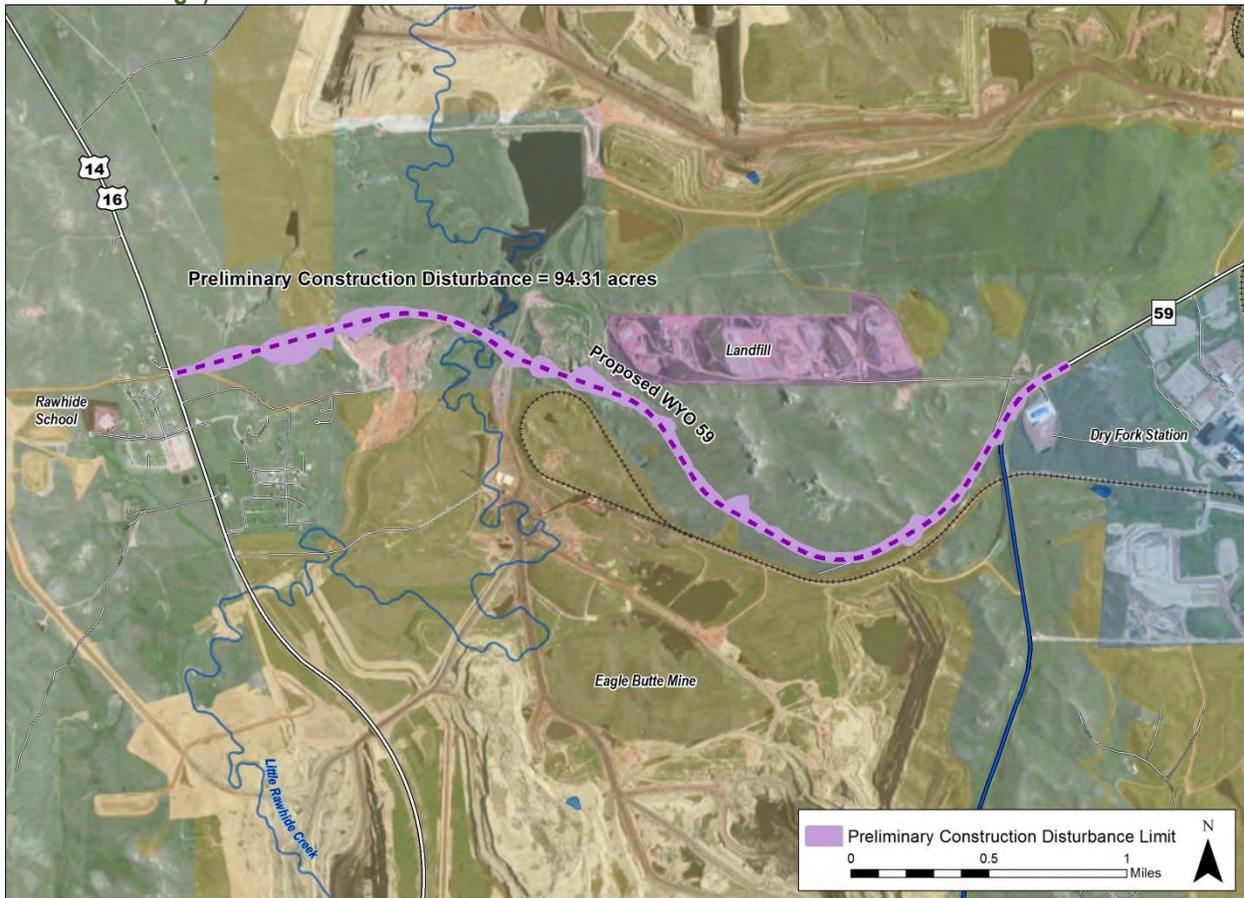


Table 2. Resources in the Study Area that Could be Potentially Impacted

Resource	Is This Resource Within Or Adjacent To The Study Area?	How Would This Resource Be Potentially Affected By The Build Alternative?	Detailed Analysis In This Document?
Environmental (Biological and Physical)			
Surface waters, floodplains, wetlands	Yes—Rawhide Creek	The Build Alternative was routed to have the least impact to Rawhide Creek, adjacent wetlands, and floodplains. Wells for the Rawhide subdivision would not be impacted.	Yes
Cultural	Yes	Four historic sites were identified. The sites are not eligible for the National Register of Historic Places and a No Effect determination has been made. Additional survey of unsurveyed areas will be completed if WYDOT approves relocating WYO 59.	No
Visual and aesthetics	Yes	The new road would be constructed where none exists and would be visible. However, creation of a new road is consistent with the industrial land use and visual character in the area.	No
Wildlife	Yes	Wildlife habitat would be removed to construct the road. However, the habitat is not considered high value habitat because of the existing mining activities in the area. The impact to wildlife species would be minor.	Yes
Vegetation	Yes	Vegetation would be removed to construct the road. However, the vegetation in the area has already been disturbed by existing mining activities and surface disturbance.	Yes
Threatened/ endangered species habitat	Yes	Marginal habitat for Ute ladies'-tresses orchid is present along Rawhide Creek. Surveys will be needed to determine if Ute ladies'-tresses orchids are present in the marginal habitat. No suitable habitat for northern long-eared bat or greater sage grouse was observed along the proposed route.	Yes
Air quality	Yes	Campbell County is in attainment with federal and state of Wyoming air quality regulations. No change is expected to attainment status for Campbell County resulting from construction or operation of the relocated road.	No

Table 2. Resources in the Study Area that Could be Potentially Impacted

Resource	Is This Resource Within Or Adjacent To The Study Area?	How Would This Resource Be Potentially Affected By The Build Alternative?	Detailed Analysis In This Document?
Prime and unique farmlands	No	No farmlands are in the area so the project would not impact farmlands.	No
Noise	Yes	Existing noise levels are below impact thresholds and are not expected to exceed these thresholds if WYO 59 is relocated.	No
Economic			
Transportation, traffic, and safety	Yes	Vehicles using relocated WYO 59 would have to travel up to an additional 5.5 miles to access the mines, landfill, or power plant; or to continue traveling north along WYO 59. The relocated road would be consistent with the future road build-out shown in the <i>Campbell County Coal Belt Transportation Study</i> (Campbell County 2010). The crash rate along US 14-16 is not expected to increase.	Yes
Land use and zoning	Yes	The relocated road would be consistent with existing land uses in the area. The area near the proposed road alignment is not regulated under the County zoning regulations.	No
Economics	Yes	There would be an economic benefit for the region resulting from additional mining revenues. Individual users of WYO 59 would have increased travel costs resulting from an additional travel distance along the relocated road.	Yes
Right-of-way	Yes	New right-of-way would be required to construct the relocated road segment.	Yes
Social			
Social conditions	No	The relocated road would not affect demographic characteristics of the area.	No
Hazardous materials	No	No areas with potential hazardous material concerns would be impacted.	No
Existing parks and recreation	Yes—in Rawhide subdivision	The park is located in the adjacent Rawhide subdivision and would not be impacted.	No

Table 2. Resources in the Study Area that Could be Potentially Impacted

Resource	Is This Resource Within Or Adjacent To The Study Area?	How Would This Resource Be Potentially Affected By The Build Alternative?	Detailed Analysis In This Document?
Section 4(f) (parks, wildlife preserves, historic properties)	Yes	There would be no transportation use of recreation or wildlife preserve Section 4(f) properties. There would be no transportation use of historic Section 4(f) properties. Additional cultural resources survey will be completed if WYDOT approves the relocation of WYO 59.	No

5.1 Resources Present

Surface Waters, Floodplains, and Wetlands

Description of Resources

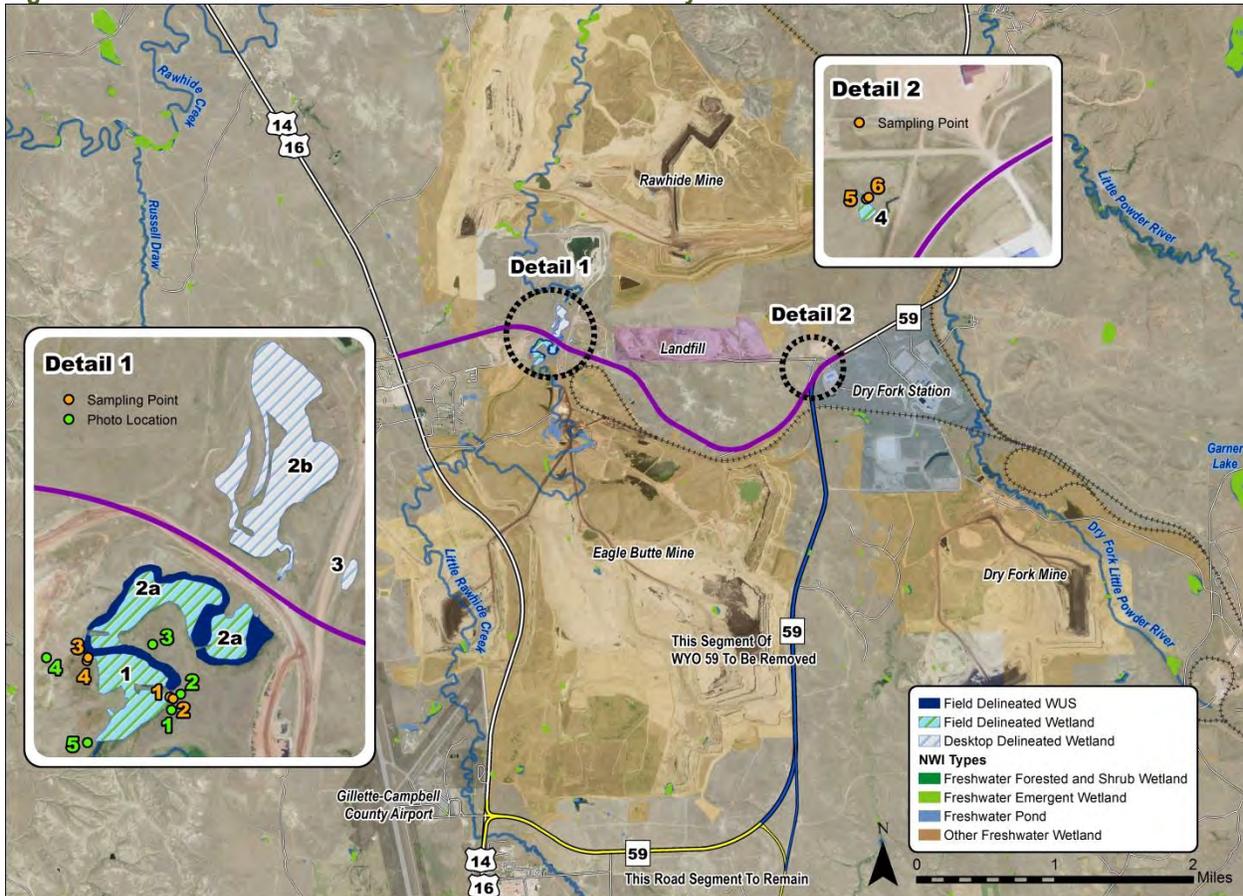
Little Rawhide Creek runs through the study area, as shown in Figure 5. Little Rawhide Creek (Class 3B) is a tributary to Rawhide Creek (Class 3B) which is a tributary to Little Powder River (Class 2ABww) (DEQ 2012). The creek has been reclaimed in the study area. Cottonwood Reservoir, located in T51N, R72W, Sections 15 and 16, is used to control the surface flow in Little Rawhide Creek. The clean water reservoir is permitted as a major impoundment by the Mine Safety and Health Administration (Peabody 2014). In particular, Rawhide Mine pumps water from the reservoir during rain events to keep water from entering the mine pit; water is discharged into Rawhide Creek downstream of the mine. The capacity of the reservoir is 1,983.76 acre-feet. Peabody Energy (Peabody), which operates Rawhide mine, has raised concerns about the high water limits of the reservoir and their effect on the proposed relocation of WYO 59 (Peabody 2014a).

There are multiple groundwater wells near the study area (SEO 2014). The closest groundwater wells are located on the Alpha property and are owned by Alpha. These wells will be surveyed by Alpha for their specific location. Groundwater wells are also located in the Rawhide Subdivision, south of the proposed relocated road segment; those wells are owned the residents in the subdivision. Basin Electric has four wells near the study area that provide water supply to the Dry Fork Station Power Plant.

Wetland resources are protected by Section 404 of the Clean Water Act and by Executive Order 11990 (42 FR 26961). Identification and mapping of wetlands in the study area were based on both a field and desktop delineation completed by HDR Engineering, Inc. (HDR) in 2013 (HDR 2014a). Existing wetlands include those associated with Little Rawhide Creek and isolated wetlands (Figure 5). The wetlands north of the relocation route were created as mitigation for wetlands impacted by mining operations (Peabody 2014). Waters of the

United States² include Little Rawhide Creek, which meanders south to north across the study area. The results of the delineation are found in Appendix A.

Figure 5. Surface Water Features and Wetlands in the Study Area



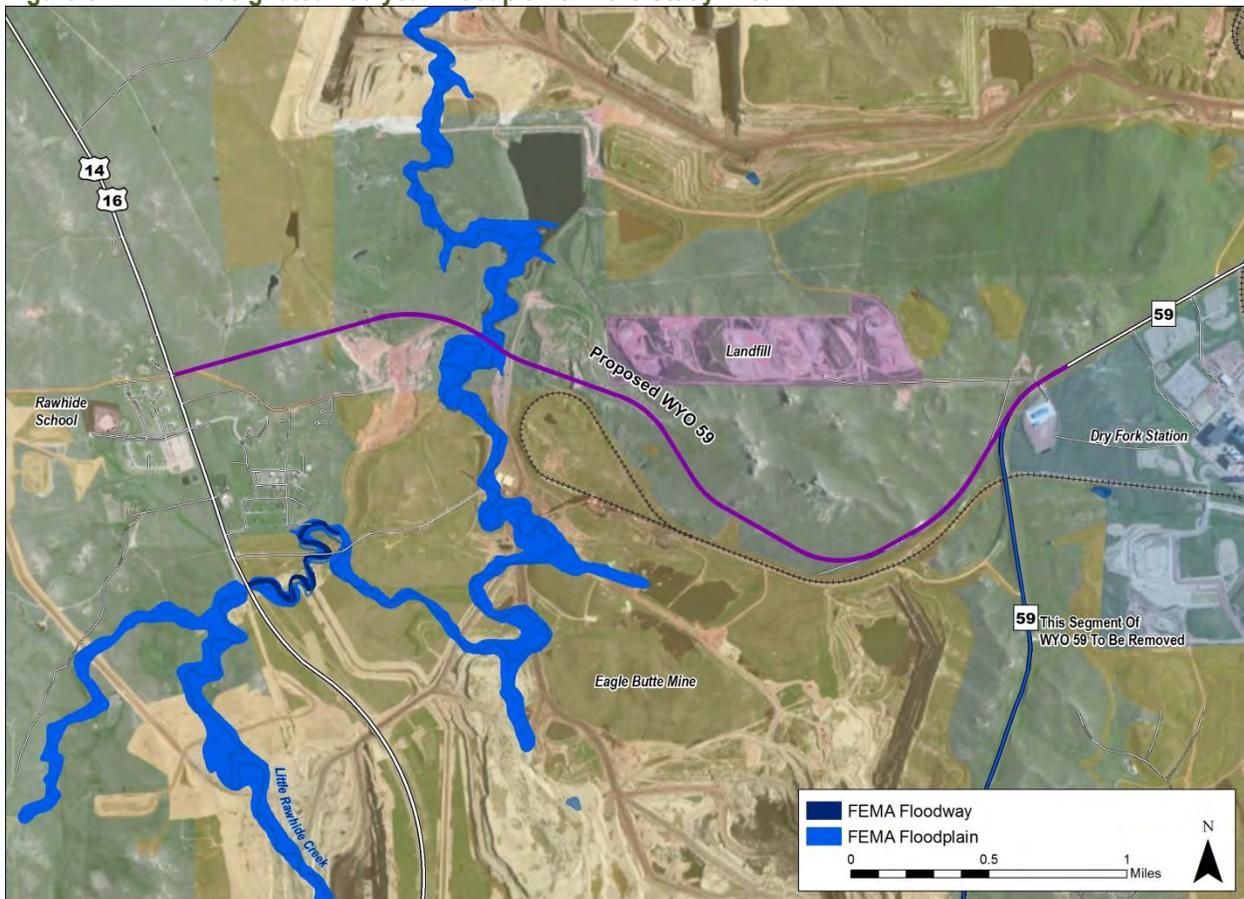
There are Federal Emergency Management Agency (FEMA) mapped floodplains crossing through the Eagle Butte Mine and continuing into the adjacent Rawhide Mine (Panel 56005C1219D, effective 1/2/2008) (FEMA 2008), as shown in Figure 6.

The Wyoming Legislature has delegated the responsibility for flood damage prevention to counties. Campbell County signed the Flood Damage Prevention Resolution on January 2, 2008. Accordingly, any structure within the floodplain would need to comply with the resolution in one of the following ways:

² Waters of the United States are wetlands, rivers, streams, and their tributaries that are regulated under the Clean Water Act. The Corps of Engineers has jurisdiction over these water bodies when they affect the chemical, physical, or biological integrity of a traditionally navigable river. A permit is required to place fill in these water bodies.

1. Install a structure that raises the floodplain by more than 1 foot and redefine the floodplain upstream with a FEMA letter of map revision (LOMR).
2. Install a structure that raises the floodplain by less than a foot upstream. This would meet Campbell County's current floodplain resolution (Article IV Section B #9).
3. Apply for a variance to the provisions of the resolution (Article IV Section D).

Figure 6. FEMA-designated 100-year Floodplains in the Study Area



Potential Impacts

Negative effects to surface water during construction will be minimized by implementing erosion control measures to protect surface waters. A stormwater management plan using best management practices to minimize erosion and sediment entering Little Rawhide Creek will be prepared. Prior to construction, a stormwater construction permit in compliance with the Wyoming Pollutant Discharge Elimination System program will be obtained.

No impacts to groundwater wells are anticipated.

Relocating WYO 59 would impact wetlands and waters of the United States associated with Little Rawhide Creek. Approximately 0.3 acre of wetland would be potentially affected based on the conceptual engineering. Wetland impacts were initially minimized by identifying an alignment that uses an existing mine road. It is anticipated that during final design, impacts to wetlands and waters of the United States could be further minimized by narrowing the cut/fill limits within the right-of-way.

The alignment would impact wetlands mostly north of the alignment. During the public meeting comment periods, Peabody commented on potential wetland impacts. They noted in their April 2014 letter to WYDOT that the potentially impacted wetlands were created as mitigation for impacts associated with the Rawhide Mine. During final design, it will be necessary for Alpha to include all practicable measures to minimize harm to wetlands and waters of the United States. Specifically, design refinements or slight alignment shifts will be needed to avoid or minimize impacts to restored wetlands north of the conceptual alignment while minimizing wetland impacts south of the conceptual alignment. Alpha will work with Peabody and the Corps of Engineers to mitigate any impacts to the wetlands that could not be avoided. Alpha will be responsible for obtaining a Section 404 permit. Any areas along Little Rawhide Creek resulting from design shifts that have not been surveyed will be delineated in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory 1987) and regional supplements.

Wetland mitigation is recommended to occur on Little Rawhide Creek because of its proximity to the improvements and its perennial nature. Partnering with the Campbell County Conservation District may also be a viable option because the District has expressed interest in providing a wetland mitigation easement site.

The Build Alternative would cross an area mapped as 100-year floodplain and potentially within the high water mark of Cottonwood Reservoir. If WYDOT decides the relocation of WYO 59 is in the public's best interest, Alpha would need to complete a hydraulics analysis during road design. This is typically done to ensure that the proposed fill in the floodplain poses no substantial risk to upstream or downstream land uses and would be used to determine affects associated with Cottonwood Reservoir. Alpha would be responsible for complying with the County Floodplain Resolution and obtaining the necessary documentation.

Wildlife and Vegetation

Description of Resources

The Wyoming Interagency Spatial Database & Online Management (WISDOM) System was queried for information on habitats and past species observations (2013). HDR used these data during the fieldwork as context for the reconnaissance survey. HDR biologists surveyed the study area on October 17-18, 2013. Vegetation communities and wildlife habitat were surveyed by driving through the study area. The report prepared for the survey is found in Appendix B. Unless otherwise noted, the information within this section is from the report

(HDR 2014b). The study area for the reconnaissance survey included probable alignments for the Build Alternative and along the existing WYO 59 that would be removed.

Vegetation

The study area lies in the Northwestern Great Plains Level III Ecoregion and on the edge of the Powder River Basin and Pine Scoria Hills Level IV Ecoregions just north of the City of Gillette and to the north and east of Eagle Butte Mine (Bailey et al. 1994). The Powder River Basin contains one of the largest coal deposits in the United States; coal mining is extensive, dramatically influencing the vegetation and wildlife habitat in the basin. The study area had both native (undisturbed) and reclaimed areas (disturbed from coal mining activities). Reclaimed and disturbed areas are found west of Little Rawhide Creek and about 0.5 mile east of Little Rawhide Creek, as well as the existing WYO 59 road alignment and along the original WYO 59 alignment (Figure 7). Three ecosystems are present in the study area, as noted in Table 3 (NatureServe 2013).

No concentrations of state-listed noxious weeds were observed in the study area; however, cheatgrass was observed in the east portion of the study area near the original WYO 59 alignment.

Figure 7. Vegetation communities within the vicinity of the Build Alternative

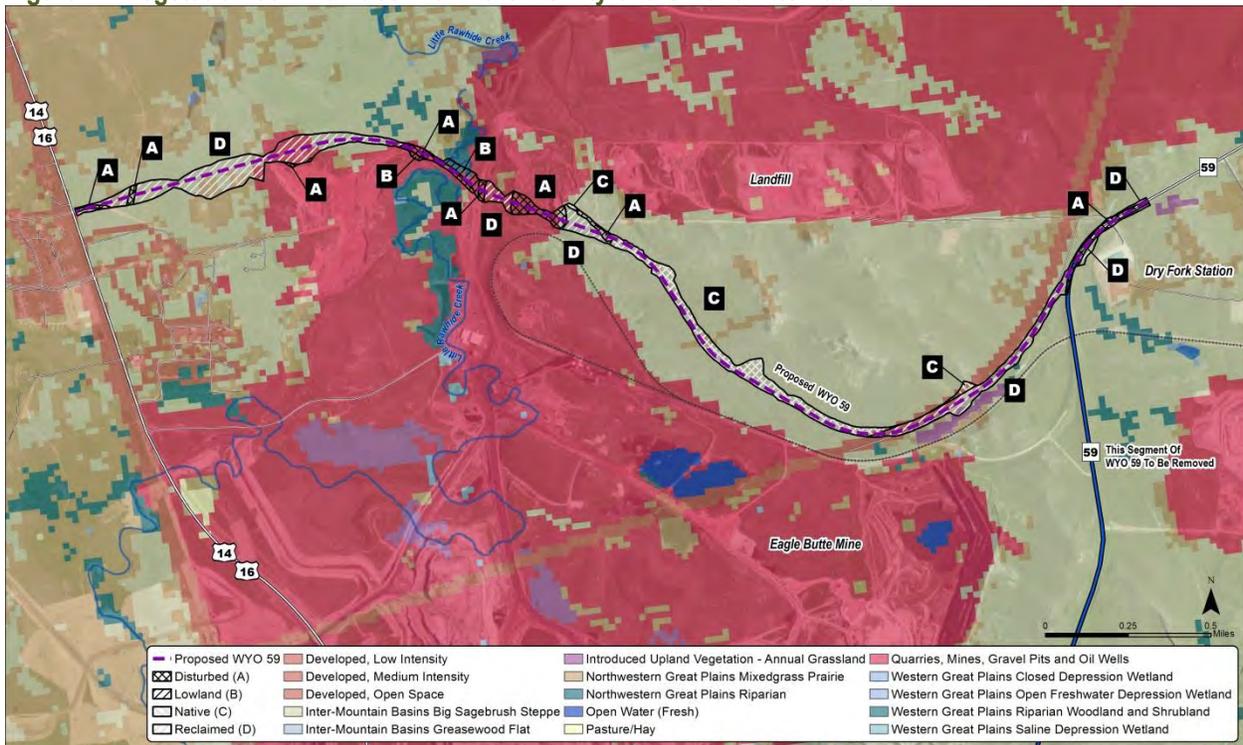


Table 3. Location of extent of ecosystems (dominant vegetation) within the study area

Ecosystem	Location
Inter-Mountain Basins Big Sagebrush Steppe	Occurs throughout much of the study area.
Northwestern Great Plains Mixed Prairie	Non-disturbed patches both west and east of Little Rawhide Creek within the Big Sagebrush Steppe ecosystem.
Northwestern Great Plains Riparian	Little Rawhide Creek

Raptors

WISDOM indicated no current or historic raptors nests within one mile of the study area. WISDOM has records of raptor observations overlapping the study area. There was one observation each for a bald eagle in 1997 and a short-eared owl in 1988. There have been 11 total observations of golden eagles with the most recent observation occurring in 1981.

Required nesting habitat for raptors, including eagles, is mostly associated with mature stands of trees, cliffs, buttes and other high vertical topographic features. Nesting habitat for raptors, including eagles, is relatively scarce within the study area because it does not include the rugged terrain or trees that are primary habitat associated with most raptors. No observations of raptors were made during the field survey.

Big Game

According to WISDOM and the Wyoming Game and Fish Department (WGFD) GIS Data (WGFD 2014), there is no crucial range, parturition areas, or migration routes located within the study area. There are, however, seasonal ranges that pass through the study area for mule deer, white tail deer, and antelope.

Aquatic Environments and Fisheries

Little Rawhide Creek is a Class 3B water and, therefore, does not have a use designation for game fish, non-game-fish, or fish consumption.

Potential Impacts

Vegetation

The study area has been disturbed by coal mining activities in the area. There is undisturbed vegetation within the area proposed for the realignment along Little Rawhide Creek and west of the current WYO 59 alignment that would be impacted. Vegetation would be removed under the new roadway, and areas disturbed during construction would be revegetated. The area under existing WYO 59 would be reclaimed after the mining activity has ceased and as part of the mine reclamation plan.

Raptors

Considering the level of development that has already occurred near the study area, the level of traffic and mining noise, and the current lack of raptor nest records within the study area,

it is very unlikely that the disturbance from the relocation would result in additional impacts to raptors. Raptor nesting has previously occurred in active mining and construction areas, and Alpha has successfully executed state-of-the-art mitigation techniques to protect nest productivity.

Big Game

WGFD stated in a letter received December 30, 2013, that the impacts are likely to be minimal because this area between the coal mines already experiences a great amount of activity. No substantial impacts to big game species are expected.

Aquatic Environment and Fisheries

The WGFD recommended in a letter received December 30, 2013, that the requirements outlined in WYDOT's March 2010 *Standard Specifications for Road and Bridge Construction* (WYDOT 2010) be followed to minimize impacts to aquatic resources. No substantial impacts to fisheries are expected.

Threatened and Endangered Species

Description of Resources

WISDOM was queried for information on habitats and past species observations. HDR used these data during the fieldwork to identify the habitats of locally known endangered, threatened, or rare animals and vegetative associations for known plants. HDR biologists drove through the study area on October 17-18, 2013, to conduct the survey. Vegetation communities, potential wetland crossings, and habitat potentially supporting threatened, endangered, or species were recorded. The survey report is found in Appendix B. Unless otherwise noted, the information in this section is from the report (HDR 2014b). The study area included probable alignments that Alpha was considering for the Build Alternative and along existing WYO 59 that would be removed.

Table 4 presents the results from the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System (IPac) project scoping report and letter received from the UFWS, which include the proposed, threatened, endangered, and candidate species within the study area.

Table 4. Proposed, Threatened, Endangered, and Candidate Species with the Potential to Occur in Campbell County, Wyoming

Common Name	Scientific Name	Status	Habitat	Habitat Present
Mammals				
Northern long-eared bat	<i>Myotis septentrionalis</i>	PE	Forested areas (preferably old growth) are used for summer roosting. Caves and mines are used for winter hibernacula.	N
Birds				
Greater sage grouse	<i>Myotis septentrionalis</i>	FC	Contiguous Sagebrush dominant habitats	N
Flowering Plants				
Ute ladies'-tresses	<i>Myotis septentrionalis</i>	FT	Seasonally flooded river terraces, subirrigated or spring-fed abandoned stream channels and valleys, and lakeshores.	Y

Notes: FT = Federally Threatened; FC = Federal Candidate; PE = Proposed Endangered; Y = Yes; N = No
Source: (IPaC, 2014)

Potential Impacts

Northern long-eared bat

The northern long-eared bat (*Myotis septentrionalis*) has a large range stretching from Florida to Louisiana to Montana to Maine. Summer roost habitat is widely located across its range; however, its presence is generally correlated with old-growth forests. The species relies on interior forest habitat with high connectivity and uneven forest structure consisting of old trees, standing snags, gaps, and woody debris (Caceres & Pybus 1997); it has been less commonly documented to use human-made structures (Waldien et al., 2000). The northern long-eared bat typically hibernates in caves or inactive mines. The species appears to favor small cracks or crevices in cave/mine ceilings where the air is cooler and more humid. Summer roosting habitat and winter hibernation areas for the northern long-eared bat are not present within the study area, and no impacts are expected to the species.

Ute ladies'-tresses

In Wyoming, Ute ladies'-tresses (*Spiranthes diluvialis*) is primarily found on low, flat floodplain terraces or abandoned oxbows near small perennial streams or rivers (Fertig 2000; Heidel 2007). Vegetation cover is typically 75 to 90 percent and is usually short (under 18 inches tall). No Ute ladies'-tresses were observed during the field survey, however, surveys were completed outside the flowering period. Potential habitat for the Ute ladies'-tresses is considered marginal adjacent to Little Rawhide Creek because the area has been colonized

by aggressive rhizomatous vegetation and its lack of disturbance (channel migration, grazing, etc.). Since the Ute ladies'-tresses is an early successional species, the late successional stage indicated by the thick vegetation adjacent to Little Rawhide creek inhibits colonization of the Ute ladies'-tresses in the absence of disturbance. While habitat is marginal, a survey for Ute ladies'-tresses should be completed during the blooming season to confirm the species is not present.

Greater sage grouse

The greater sage grouse (*Centrocercus urophasianus*) is currently considered a “candidate” species under the Endangered Species Act. In order to conserve the sage grouse and preclude the need for listing the bird as a threatened or endangered species, the State of Wyoming signed a Joint Resolution recognizing the “Greater Sage Grouse Core Area Strategy” (Wyoming 2008). Following USFWS approval of the “core area strategy,” Executive Order 2011-5 was issued to implement the strategy (Wyoming 2011). Executive Order 2011-5 protects identified sage grouse Core Areas and specifically includes a general stipulation for transportation stating that main roads used to transport production and/or waste products should be greater than 1.9 miles from the perimeter of occupied sage grouse leks.

The WISDOM records indicate that the study area is not located within a sage grouse Core Area or Connectivity Area (WISDOM 2013). Since the study area is located outside the sage grouse Core Area, recommended stipulations for surface disturbing activities to conserve sage grouse vary by the distance of surface disturbing activities from an occupied lek. No Surface Occupancy (NSO) is the current recommended stipulation for projects within 0.25 mile of an occupied lek. Timing stipulations should be used for projects within 2 miles of an occupied lek. WISDOM records did indicate one occupied sage grouse lek within 0.25 mile of the study area and two other occupied leks within 2 miles of the study area.

HDR reviewed WGFD sage grouse observation data (WGFD 2014). The three leks within 2 miles of the study area that are identified as occupied have been observed in inactive states in recent years. Three other leks are also located within 2 miles of the study area; however, these leks were classified as unoccupied by the WGFD GIS data. In a letter dated January 2, 2014, USFWS recommended that the WGFD be contacted to identify important greater sage grouse habitats, seasonal restrictions, and appropriate measures to minimize potential impacts to greater sage grouse habitat. WGFD confirmed in a letter received December 30, 2013, that there are no known occupied greater sage grouse lek sites within a 2-mile buffer of the study area and that the study area does not fall within sage grouse core area.

During the field survey, a lack of potential greater sage grouse habitat and habitat connectivity were noted, and no greater sage grouse observations were made. No impacts to the greater sage grouse are expected because the leks that are located within 2 miles of the study area have all been documented to be in inactive states in at least the last 5 years. However, if an occupied greater sage grouse lek is observed within 2 miles of the study area, timing stipulations will be used to prevent any disturbance to the greater sage grouse.

Transportation, Traffic, and Safety

Description of Resources

US 14-16 and WYO 59 provide travel routes from Gillette to northern Campbell County. Several coal mines, the Dry Fork Station Power Plant, and the Campbell County landfill are accessed from US 14-16 and WYO 59. Currently, residents can access the west side of town to the north via US 14-16. Residents accessing the east side of town to the north currently use Northern Drive and Little Powder Road to access WYO 59 or US 14-16. Some residents and businesses are located along WYO 59 between US 14-16 and Little Powder Road.

Current and projected traffic volumes for the segments of WYO 59 and US 14-16 in the study area are found in Table 5. Segments are shown in Figure 8. Several residents indicated during the public meetings that there has been an increase in traffic along US 14-16 and WYO 59 in recent years. These residents commented that US 14-16 should be four lanes. According to WYDOT Traffic Recorder Report (December 2013), yearly summary traffic on US 14-16 is down 11.22 percent and down 10 percent on WYO 59 from 2012. Comparing the monthly average daily traffic (MADT) information, between 2013 and 2014 there has been an increase in traffic; a year-end summary is not available (WYDOT 2013).

WYDOT reviewed existing crash and safety data for WYO 59 and US 14-16. Twenty-eight crashes occurred along US 14-16 over a 5-year period from 2009 to 2013. There were 17 property-damage-only crashes and 1 fatality. There were 15 crashes along WYO 59 in that same period, including 13 property-damage-only crashes, but no fatalities. A geometric issue has not been identified as the major cause for crashes along either road.

Compared to other road segments across the state, the crash type and frequency do not warrant additional travel lanes to US 14-16 under existing and future conditions if WYO 59 is not relocated.

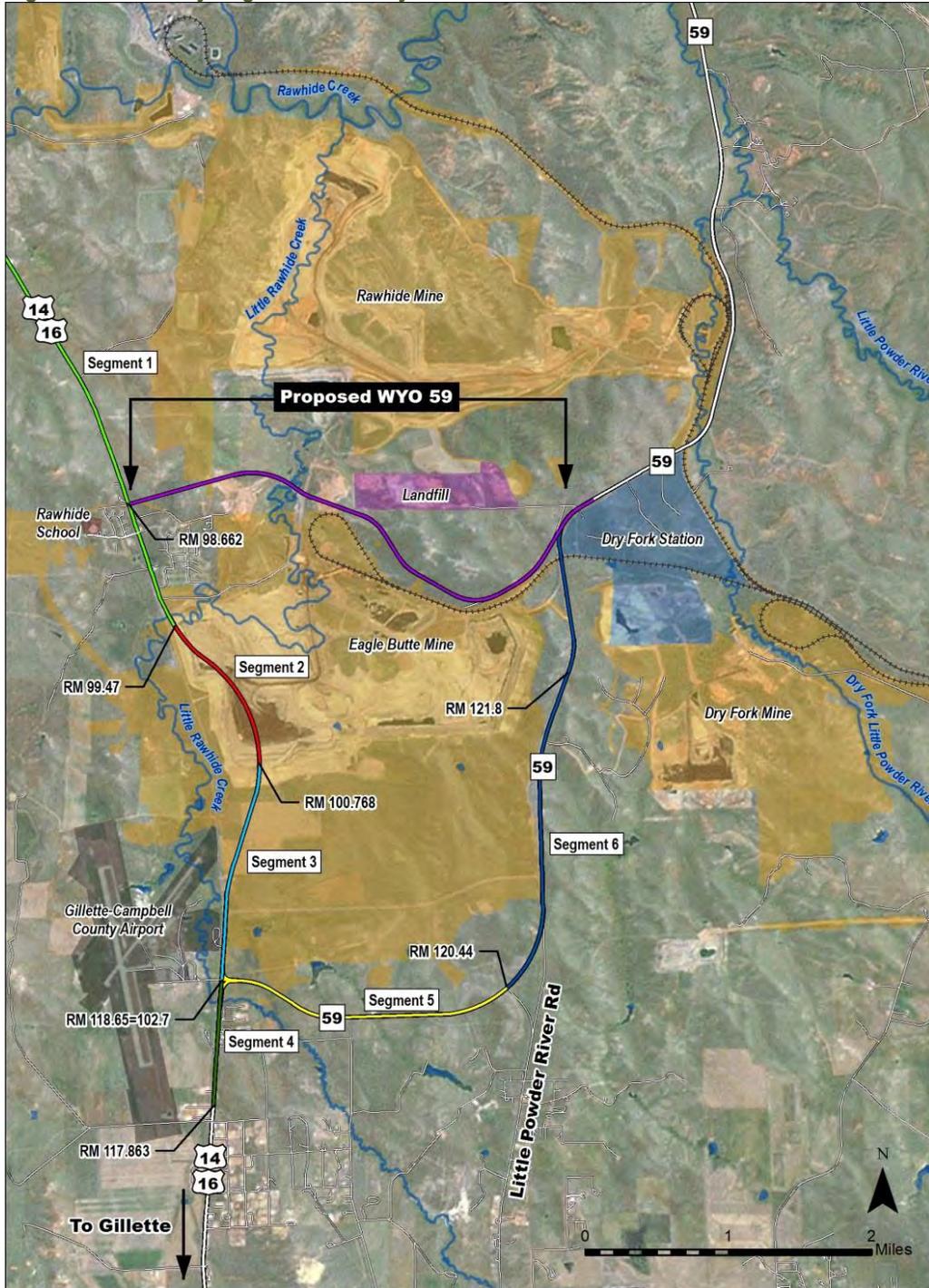
Table 5. Existing and Future Traffic Volumes along US 14-16 and WYO 59

Segment	Reference Marker		2014 Volume			2034 Volume		
	From	To	AADT	Trucks	%Trucks	AADT	Trucks	%Trucks
1	93.799	99.47	1424	180	13	1895	197	10
2	99.47	100.768	2887	299	10	4080	374	9
3	100.768	102.07	2911	322	11	3104	414	13
4	177.863	118.65	5068	508	10	6205	608	10
5	118.65	120.44	1270	200	16	1530	243	16
6	120.44	121.8	1739	243	14	2258	310	14

Source: WYDOT 2014

AADT—annual average daily traffic

Figure 8. Roadway Segments in Study Area



Potential Impacts

Table 6 shows the projected volume along US 14-16 in 2014 and the future volumes if WYO 59 were relocated. WYDOT anticipates that 1,739 additional cars per day would be added to US 14-16 if WYO 59 were relocated. This number is based on traffic counts and analysis completed by WYDOT. Based on these projected 2014 and future volumes, WYDOT has determined that additional travel lanes on US 14-16 are not necessary now or in the future. Because a geometric issue has not been identified as the major cause for crashes along US 14-16, a disproportionate increase in crashes or severity of crashes along US 14-16 is not expected if WYO 59 were relocated. The relocated segment of WYO 59 would be designed and constructed according to AASHTO and WYDOT safety standards.

Table 6. Projected 2014 and Future Traffic Volumes along US 14-16 if WYO 59 is Relocated

Segment	Reference Marker		2014 Volume			2034 Volume		
	From	To	AADT	Trucks	%Trucks	AADT	Trucks	%Trucks
1	93.799	99.47	3163	423	13	4153	507	12
2	99.47	100.768	4326	542	12	6338	684	11
3	100.768	102.07	4650	565	12	5362	724	14

Source: WYDOT 2014

AADT—annual average daily traffic

Left and right turn lanes would be designed and constructed at the intersections with US 14-16 and WYO 59. The turn lanes would accommodate large trucks, which was a desire expressed by the Campbell County Board of Commissioners and the Campbell County School District. Shoulders would be widened from the intersection of US 14-16 and relocated WYO 59 to the Eagle Butte Mine entrance. A small segment of WYO 59 would be maintained between US 14-16 and Little Powder Road to maintain access to residences and businesses along existing WYO 59 near US 14-16. WYDOT is working with Campbell County to determine jurisdiction of this remaining road segment. Campbell County has expressed interest in assuming jurisdiction of the road segment as long as the road condition meets County standards.

Residents shared concerns during the scoping meeting held in December 2013 and during the public meeting in April 2014 related to out-of-direction travel if WYO 59 were relocated. They expressed a desire to see a more direct route to the east side of Gillette. Depending on the direction of travel, a resident could experience about up to a 5.5-mile out-of-direction travel for each trip made. This would result in an increase of gas expenses and wear and tear on vehicles. The extra out-of-direction travel could be an additional 4,015 miles per year per vehicle if one round trip is made every day.

Additionally, residents expressed concern related to emergency access and the loss of redundancy of northern routes if WYO 59 were relocated. Most of the emergency services

are located on the west side of Gillette. Service would not be diminished and, in some instances, may be improved with the relocation of WYO 59. However, relocating WYO 59 does remove the current redundancy in routes from Gillette to the northern part of the county. If the relocated WYO 59 were closed for any reason, including required closures for coal blasting, emergency response would be diminished by the lack of a redundant northern route. In accordance with state of Wyoming and federal regulations, the coal mines are required to restrict traffic on public roads during blasting events to protect public safety.

Traffic may have to be stopped along WYO 59 for blasting events depending upon the type of blast and how far the blast is from the road. Road closures would be conducted according to existing WYDOT procedures and policies, which permit 15 minutes for each closure. However, on average, when traffic is stopped along other state highways and interstates for blasting events, the traffic is stopped approximately 5 minutes. WYDOT has not received complaints associated with these road closures.

The issue of traffic backing up on US 14-16 during periods of stopped traffic was raised. Alpha would need to complete a traffic safety and capacity analysis related to stop conditions and vehicle storage along relocated WYO 59 during blasting events. If any issues are identified through the analysis, Alpha will work with WYDOT to develop mitigation and incorporate the mitigation in the design plans accordingly.

As a result of feedback received about the eastern route to reduce out-of-direction travel and the need to maintain two redundant routes north of Gillette, WYDOT and Campbell County, in cooperation with Alpha and Western Fuels Association, Inc. (Western Fuels), have evaluated a separate project that would construct a connecting route between the proposed WYO 59 route and Garner Lake Road. Campbell County Board of Commissioners signed a resolution initiating the procedure to establish the connecting route. The relocation of WYO 59 and a separate connecting route are consistent with the *Campbell County Coal Belt Transportation Study* (Campbell County 2010). Construction of both projects addresses issues raised during the public meetings held in December 2013 and April 2014. Feedback received from residents during the August 2014 meeting was generally supportive of the two projects. Feedback from adjacent landowners is addressed in the Economics and Mining Operations subsection in this chapter.

The Campbell County School District requested that there be no significant delays during construction. Construction would occur primarily during the summer when school is not in session. WYDOT and Alpha will coordinate with the school district regarding the schedule.

Economics and Mining Operations

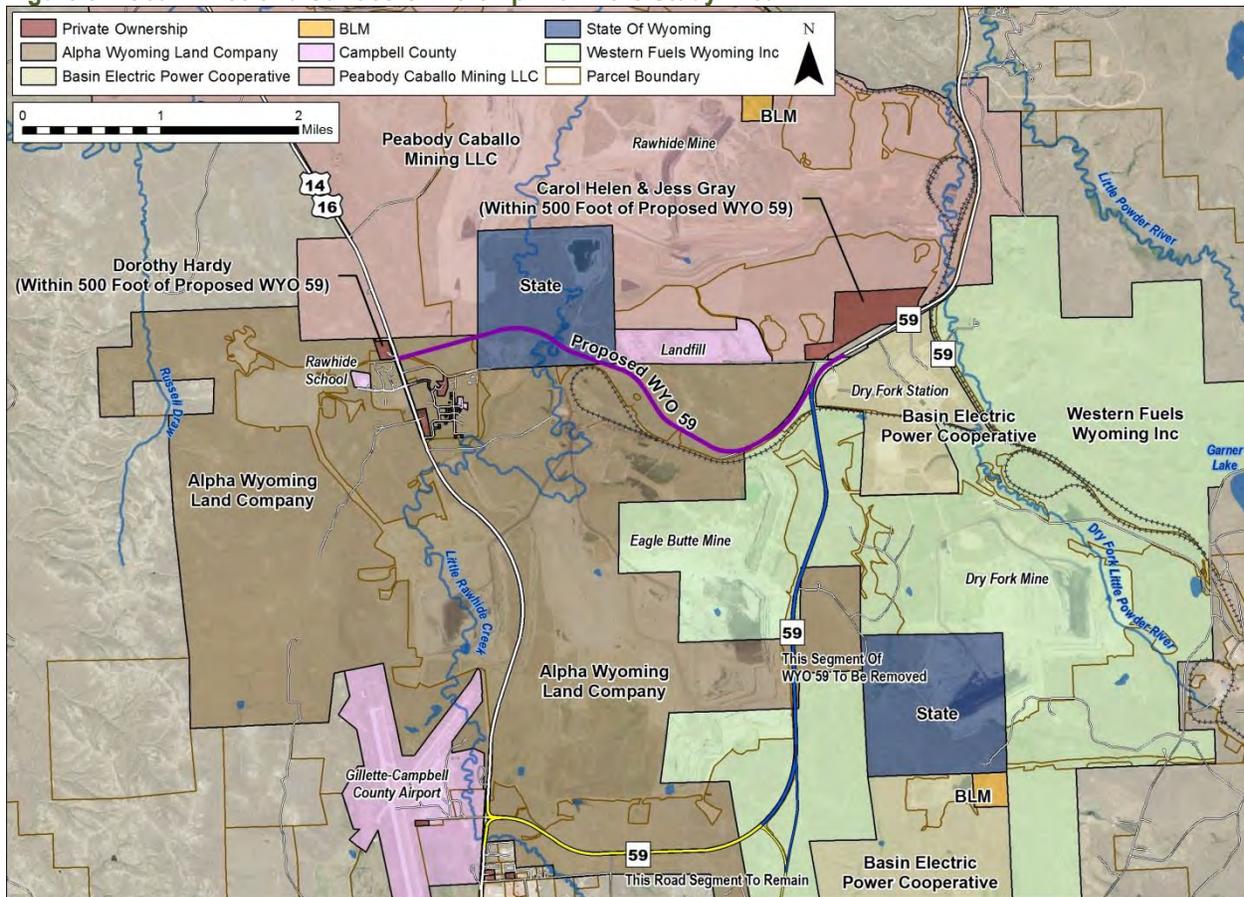
Description of Resources

Campbell County's economy depends on natural resource extraction, coal mining and oil and gas drilling. Five coal mines are located in northern Campbell County, including three that are within the study area—Rawhide Mine, Eagle Butte Mine, and Dry Fork Mine. As

shown in Figure 9, land in the study area is primarily owned by the three operating companies associated with these mines:

- Eagle Butte Mine—Alpha Natural Resources
- Rawhide Mine—Peabody Energy
- Dry Fork Mine—Western Fuels Association, Inc.

Figure 9. Coal Mines and Surface Ownership within the Study Area



Employment has increased significantly in Campbell County, growing 73.6 percent between 1999 and 2009. The highest job growth was seen in the Manufacturing sector (236 percent increase), followed by Construction at 132 percent. Mining jobs doubled in the same 10-year period. The Mining and Extraction industry grew from 27 percent of the County’s private sector jobs in 1999 to 31 percent in 2009 (U.S. Census 2010). The growth in Manufacturing and Construction is attributed in large part to the mineral extraction industries in the County. The resulting median family income in Campbell County is nearly \$23,000 more than the state of Wyoming, which is also higher than the median family income for the United States.

As noted in the Land Use and Zoning subsection in this chapter, Campbell County has identified a need to support coal mining as part of its future and long-range planning efforts. The *Campbell County 2013 Comprehensive Plan* (Campbell County 2013) notes that Campbell County's strong economic growth is related to its productive coal deposits and 16 coal mines, and the *Campbell County Coal Belt Transportation Study* (Campbell County 2010) outlines a plan for relocating County roads out of the path of future coal mine expansions. The study stated that "the government benefits greatly from having the coal mined. Not being able to mine coal under existing roads would cause a situation referred to as "sterilizing" the coal. Sterilized coal cannot be captured for the inherent energy and economic benefits mining it produces." (Campbell County 2010)

Potential Impacts

Relocating WYO 59 would be consistent with the *Campbell County 2013 Comprehensive Plan* (Campbell County 2013) goal to "accommodate the projected population and economic development growth of the County" by enabling expansion of coal mining at the Eagle Butte Mine. The proposed Garner Lake extension discussed in Section 4.4, Proposed Connecting Route, addresses public concerns for relocating WYO 59, while accommodating the expansion of coal mining at the Dry Fork Mine.

If WYO 59 is not relocated, Campbell County would lose a portion of the tax revenue from the coal under the road. According to information provided by Alpha employees, the resulting loss would be \$430 million in local, state, and federal revenue. Additionally, not mining the coal under existing WYO 59 would shorten the life of the Eagle Butte Mine by 10 to 12 years, which results in job losses sooner. The ripple effect of unemployment results in less money spent at other local businesses and less local tax revenue.

WYDOT received specific comments from the adjacent mines (Rawhide Mine and Dry Creek Mine) related to the relocation of WYO 59 and its potential impact to mining operations. Expressed concerns would need to be addressed by Alpha before WYO 59 can be relocated. Peabody submitted comments to WYDOT on April 15, 2014, and September 18, 2014. Western Fuels submitted comments on May 9, 2014. These comments are located in Appendix C.

WYDOT requested documentation from Alpha and adjacent mines that these concerns were addressed:

- The conceptual alignment shown at the public meetings crosses the southern corner of the Rawhide Mine permit boundary. Peabody would like the alignment shifted out of the mine permit boundary.
- The conceptual alignment could negatively impact flooding at Cottonwood Reservoir, which would affect mining operations at Rawhide Mine and could affect the stability of the relocated road segment.

- Relocating WYO 59 closer to Rawhide Mine could impact mining operations and create the need to revise existing mine permits and blasting plans in accordance with state and federal law, resulting in a financial burden to Peabody that would not occur if WYO 59 were not relocated.
- Relocating WYO 59 and construction of any route to Garner Lake could impact current or future mine operations at the Dry Fork Mine. Alpha would need to work with Campbell County and Western Fuels so that the connecting road between existing WYO 59 and Garner Lake road would be constructed without impacting current or future mining at Dry Fork Mine

Right-of-way

Description of Resources

As shown in Figure 9, relocating WYO 59 would primarily occur on lands owned by Alpha to minimize or avoid impacts to adjacent mining operations. A small portion of the road would cross school trust lands in Section 16, T51N, R72W, and a small portion of land owned by Western Fuels. Alpha has agreements in place with Western Fuels for the lands associated with current mining operations.

Potential Impacts

Approximately 94 acres of land would be disturbed to construct the relocation of WYO 59. About half (53 acres) would be on land that has been previously disturbed and reclaimed. If WYO 59 is relocated and after design is completed, the exact amount of required right-of-way would be determined. A portion of the road would cross lands owned by the Office of State Lands and Investments. Right-of-way application for Road Easement in Section 16, T51N, R72W would need to be completed to relocate WYO 59. Alpha would be responsible for providing the completed road easement application attachments, fees for submittal to Wyoming Office of State Lands and Investments, and any necessary post construction documentation.

5.2 Resources Present but not Affected

Cultural Resources

Ethnoscience completed an initial survey of the study area in the fall of 2013. Four sites were found during the survey: an historic site, an historic linear resource, and two prehistoric isolates. None of these sites were found to be eligible for the National Register of Historic Places. WYDOT determined that there would be no effect to historic properties on May 20, 2014. The State Historic Preservation Officer (SHPO) concurred with this determination of effect on June 12, 2014. A portion of the Build Alternative is outside of the original survey area. If WYDOT approves relocating WYO 59, the unsurveyed area would need to be surveyed to determine if there are historic properties within the alignment. If a site is discovered, the route would be redesigned to avoid or minimize impacts to the site.

WYDOT contacted Native American Tribes with a letter dated November 20, 2013, notifying them of the proposed road relocation. As noted in Section 6.2, Tribal Consultation, none of the tribes responded to the letter.

Visual and Aesthetics

The primary land use in the study area is industrial. The Rawhide Mine and the Campbell County landfill are immediately north of the Build Alternative. Eagle Butte Mine is immediately south. Dry Fork Station Power Plant and Dry Fork Mine are east of the Build Alternative. Much of the land has been disturbed and reclaimed with short grass prairie and sagebrush steppe, or it is currently being disturbed by these industrial uses. The new road would be constructed where none exists and would be visible. However, creation of a new road is consistent with the industrial land use and visual character in the area. The visual impacts of relocating the road would be negligible compared to the surrounding landscape alterations.

Air Quality

Campbell County is in attainment with federal and state of Wyoming air quality regulations. No change is expected to attainment status for Campbell County resulting from construction or operation of the relocated road. Mobile Source Air Toxics (MSAT) are expected to be negligible because of the traffic low volumes along WYO 59 and US 14-16.

Comments were raised regarding the potential impact of the connecting route between WYO 59 and Garner Lake Road on particulate levels and attainment status if the road is not paved. Campbell County is responsible for analyzing the potential impacts of the connecting route on environmental resources, including air quality.

Public comments were also raised during scoping related to the orange cloud produced during cast blasting at the Rawhide and Eagle Butte Mines. Concern was noted about the safety of motorists traveling along relocated WYO 59 because they would be closer to the blasting events. WYDOT asked for additional information from Alpha related to safety provisions during blasting events specific to the proposed relocation of WYO 59.

The Wyoming Department of Environmental Quality (DEQ) Land Quality Division, which oversees mining operations in Wyoming, responded to WYDOT's inquiry. DEQ indicated that WYDOT would not be liable for the health and safety of the public on relocated WYO 59 resulting from cast blasting. State of Wyoming and federal regulations hold each mine accountable for all actions that impact people and property outside the mine permit area. Blasting is the responsibility of each mine and is completed under State and federal regulations. DEQ responded that each mine is held accountable for all actions that impact people and property outside the permit area, including along public roadways. Rawhide and Eagle Butte Mines have operation and traffic control plans in place for cast blasting at the mines. Traffic is stopped during blasting events until the blasting cloud clears. Per the DEQ, the blasting plans for each mine would need to be amended to include the new location of WYO 59, if a decision is made to relocate the road.

Prime and Unique Farmlands

No prime or unique farmland soils were identified in or near the study area using the soil survey data for Campbell County (NRCS 2007). Further, the study area consists of primarily industrial uses associated with the adjacent coal mines and county landfill. Some portions of the mine property are leased for grazing.

Noise

Noise readings were taken at five locations along existing US 14-16 and WYO 59 near existing residences in March 2014. These readings were compared to the Federal Highway Administration noise abatement criterion (NAC) of 69 decibels (dB) for residential areas (FHWA 2013). The existing noise levels are well below the NAC ranging from 47 to 60 decibels.

A noise impact would occur if the existing or future noise levels approach or exceed the NAC or if future noise levels substantially (between 5 and 15 dB) exceed the existing noise level, even though predicted noise levels may not exceed the NAC (FHWA 2013). Generally, when modeled, traffic noise increases approximately 3 decibels when traffic doubles. Along US 14-16, traffic is expected to be no more than double the current traffic volumes. A noise impact is not expected if WYO 59 is relocated. Relocated WYO 59 would be closer to one residence located within a 300 feet of existing US 14-16 near the proposed intersection but the intersection of WYO 59 and US 14-16 would be approximately 600 feet from this residence. WYO 59 would be closer to residences in the Rawhide Subdivision but no closer than existing US 14-16.

Land Use and Zoning

Campbell County 2013 Comprehensive Plan states, “Land use planning also must work in tandem with the main economic engine that sustains the County’s economy by accommodating development, while also keeping a clear path for long term coal mining expansions. Land use planning in Campbell County must address these challenges in ways that are consistent with the views of the citizens, who call for the least amount of governmental regulations necessary” (Campbell County 2013). The Plan notes that Campbell County’s strong economic growth is related to its productive coal deposits and 16 coal mines.

The County adopted the *Campbell County Coal Belt Transportation Study* (Campbell County 2010) in 2010. The outcome of the study was a road plan that relocates county roads out of the path of future coal mine expansions. The study stated that “the government benefits greatly from having the coal mined.”

The Build Alternative would be consistent with existing industrial (coal mining, landfill and power plant) land uses and the direction laid out in the County’s planning documents. The Build Alternative would be consistent with the *Campbell County 2013 Comprehensive Plan’s* goal to “accommodate the projected population and economic development growth of the County” by enabling expansion of coal mining at the Eagle Butte Mine. It would be located in an area of the county that is not regulated under the County zoning regulations.

Additionally, according to the Campbell County Planner & Zoning Administrator, no buildings would need to be moved or adjusted except for buildings already associated with the mine. Upon completion of the relocation, the existing east to west portion of WYO 59 between US 14-16 and Little Powder River Road would be turned over to the County. Campbell County would name the new road and assign an address range (Nelms 2013.)

Social Conditions

The study area for social conditions and demographics was expanded to include the city of Gillette and northern Campbell County. The analysis of demographics in the study area indicates that there would not be a disproportionate impact to environmental justice populations resulting from the Build Alternative. According to the 2010 U.S. Census, the population of Campbell County was 46,133 including 29,087 in Gillette (U.S. Census Bureau 2010). Blocks 1, 2, and 3 of Census Tract 7 cover the area of Campbell County near Eagle Butte and Rawhide Mines. The population of the Census Tract in 2012 was 8,681 (U.S. Census Bureau 2010).

Gillette's composition is predominantly white (92.2 percent) with a small population of black/African American, Native Hawaiian/Pacific Islander, American Indian/Alaskan native, and Asian persons. The Hispanic population is the largest nonwhite demographic at 9.5 percent (U.S. Census Bureau 2010). The composition of the Census Tract in the study area has a higher percentage of white non-Hispanic populations (99 percent) compared to the City of Gillette (U.S. Census Bureau 2010).

Campbell County incomes are the highest in the State. The median family income in Campbell County in 2010 was \$76,441. For comparison, the median household income in 2010 for the entire state of Wyoming in 2010 was \$53,757; the U.S. median was \$50,046. In addition, per capita income in Campbell County increased from \$20,063 to \$32,622 between 2000 and 2010 (U.S. Census Bureau 2010).

Hazardous Materials

To determine the possible presence of hazardous substances within the corridor, a database search of the study area was obtained from Environmental Data Resources (EDR) for sites of potential environmental concern within and around the study area. The report, prepared February 14, 2014, is found in Appendix D. Typically, EDR databases are updated every 90 days. Additional information was obtained from Alpha's records.

One listed site was identified on the Eagle Butte Mine property but south of the road alignment. This site was identified in many of the databases searched but is located outside of the proposed road alignment for WYO 59. It is associated with the mine operations (EDR 2014). A convenience store used to be located at the intersection of US 14-16 and Prospector Parkway outside of the road alignment on a parcel of land now owned by Alpha. According to Alpha's land records, the tanks and pumps were never put into operation (Fisk 2014).

If any contaminated soils or site are discovered during construction, Alpha would be responsible for any necessary remediation and would coordinate with WYDOT and DEQ.

Soils and Geologic Hazards

The bedrock geology in the study area of the proposed relocated includes a mix of Qb (Baked and fused rock) and Tfl (Tongue River Member) units, surrounded by Tw (Wasatch Formation). Each of the units is associated with shales, siltstones, and coal beds (WSGS 2013). Soils in the study consist of Arwite-Vonalf-Moorhead and Ironbutte-Jay west-Rockybutte. Both soils are nearly level or strongly or steeply sloping and are made up coarse, medium and finely textured soils on hills, ridges, plateaus or alluvial fans (Arwite-Vonalf-Moorhead only) (NRCS 2007).

There are no mapped faults in the study area, but there are multiple inferred faults between 11 and 15 miles northwest of the study area. No earthquakes have been centered in the study area. Four earthquakes ranging from magnitude 2.8 to 4.6 have occurred within 30 miles of the study area between 1972 and 2012 (WSGS 2013). The area under the Build Alternative is considered a non-coal production area according to the *Campbell County Coal Belt Transportation Study* (Campbell County 2010).

Parks and Recreation

No parks are located in the study area. The nearest park is located in the adjacent Rawhide subdivision and would not be impacted.

Section 4(f) Properties

There are no wildlife preserves in or near the study area. There would be no transportation use of park located in the Rawhide subdivision. None of the historic properties identified would be affected, and there would be no transportation use of these properties. SHPO concurred with this determination on June 12, 2014. No properties protected under the Section 4(f) regulations would be impacted. If cultural resources are found in the additional surveys, the applicability of Section 4(f) would need to be reassessed.

6.0 Public Involvement and Agency Coordination

Stakeholder involvement is an important element of the project development. As part of this feasibility study, multiple opportunities for stakeholder comments were provided. During scoping, agencies with resource jurisdiction or special expertise were contacted, as were the Native American Tribes with an interest in the study area. Additionally, three public open house meetings were held. In addition to the formal comment periods, public and agency comments were taken throughout the study. The stakeholder involvement process is documented in this section.

6.1 Agency Coordination

The following agencies with jurisdiction or special expertise with resources present in or near the study area were contacted:

- Campbell County Conservation District*
- United States Fish and Wildlife Service *
- Wyoming Game and Fish Department*
- Wyoming State Lands and Investments*
- United States Army Corps of Engineers*
- Wyoming Department of Environmental Quality*
- Campbell County*
- Natural Resources Conservation Service
- Campbell County School District (Rawhide Elementary School)*

Responses received from agencies listed above and noted with an asterisk are included in Appendix C as part of the comments received during scoping. Table 7 provides a summary of the comments.

Table 7. Agency Responses

Agencies that Responded during Scoping	
Office of State Lands and Investments	Noted that the encroachment on state trust lands in Section 16, T51N, R72W will have to be filed for under a Road Easement Application. Additionally, the road will cost an estimated \$1.35 per foot of width per rod or the appraised value, whichever is greater.
Campbell County Planning and Zoning	Approves the proposed action as there are no addresses or buildings in the affected area that are not already associated with the mine. The County's only concern is that WYDOT work closely with the County so that new streets and address ranges are appropriately named.
Wyoming Game and Fish Department	Responded with several considerations related to wildlife in the study area. The project site falls within the Powder River Mule Deer and the Gillette Pronghorn herd units; however, the WGFD is expecting minimal impacts to these herds. WFGD also recommends that the environmental requirements outlined in WYDOT's March 2010 <i>Standard Specifications for Road and Bridge Construction</i> (WYDOT 2010) be followed to minimize impacts to aquatic resources of Little Rawhide Creek. To prevent the spread of aquatic invasive species (AIS) the Department requires equipment used in a high-risk infested water or any equipment entering the state by land between March and November, be inspected by an authorized aquatic invasive species inspector recognized by the state of Wyoming prior to its use in any Wyoming water.
Campbell County Conservation District	Concerned that the relocation will affect wetlands within the Little Powder River watershed, specifically along Little Rawhide Creek. The District is ready to work with the WYDOT and Alpha regarding any wetlands mitigation issues related to waters of the United States.

Table 7. Agency Responses

Agencies that Responded during Scoping	
U.S. Fish and Wildlife Service	Responded with recommendation for protective measures for threatened and endangered species, migratory birds, and wetlands. Impacts to riparian should be avoided, and unavoidable impacts to streams should be assessed in terms of their functions and values. No migratory bird nest manipulation is allowed without a permit. Protective measures for eagles and raptors should be implemented to ensure compliance with the MBTA and Bald and Golden Eagle Protection Act. Several endangered species habitats possibly occur in the study area. These species include the Ute ladies'-tresses, northern long-eared bat, and greater sage grouse.
Campbell County Board of Commissioners	Noted concerns surrounding the landfill, and asked that the new alignment prevent any portion of the landfill being seen from the roadway and that no encroachment onto the permitted landfill area be allowed for the new roadway right-of-way or temporary construction easements. Additionally, the Board would like the intersection of WYO 59 and US 14-16 be truck friendly, and include turning lanes with stacking room for two trucks. The Board would also like to have the excess topsoil from the project and is willing to supply soil for the construction work. The Board provided the requirements that must be fulfilled before the Board will consider assuming the jurisdiction of WYO 59 between Little Powder Road and US 14-16.
Campbell County School District	Asked that the safety of vehicles turning onto and off of US 14-16 in both directions be considered, and that the segment of WYO 59 between Little Powder River Road and US 14-16 remain open. The school district requested that no significant traffic delays occur on school bus routes during construction.
U.S. Army Corps of Engineers	Indicated they would provide specific comment when impacts to waters of the US have been identified.
Wyoming Department of Environmental Quality	Indicated that WYDOT would not be liable for the health and safety of the public on relocated WYO 59 resulting from cast blasting. State and federal regulations hold each mine accountable for all actions that impact people and property outside the mine permit area.

6.2 Tribal Consultation

The following Native American Tribes were contacted to inform them of the proposed changes to the highway:

- Northern Cheyenne
- Crow Tribe
- Oglala Sioux Tribe
- Rosebud Sioux Tribe of Indians
- Cheyenne River Sioux Tribe
- Eastern Shoshone Tribe
- Northern Arapaho Tribe
- Sisseton-Wahpeton Oyate

No responses were received from any of the above tribes.

6.3 Public Input

Responses received during the public comment periods are found by comment period in Appendix C. Summaries of the comments are provided in this section.

Public Scoping Meeting

A public open house was held on December 19, 2013 at the Best Western Towers West Lodge in Gillette, Wyoming, to discuss the possible relocation of WYO 59. The meeting was scheduled for December 3, 2013, but had to be rescheduled due to inclement weather. The original meeting was advertised in the Gillette News Record on November 19, 22, 26, 29, and December 2, 2013; and a radio spot ran from November 25, 2013, through December 3, 2013. The rescheduled meeting was announced in the newspaper on December 14, 16, and 18, 2013; and a new radio spot ran from December 9, 2013 through December 18, 2013. Postcards announcing the original meeting and rescheduled meeting were mailed to nearby land owners, community representatives, elected officials, and the Campbell County School District.

Public comments were taken from November 22, 2013, until January 3, 2014. To better inform agencies and stakeholders of the project, display boards were provided detailing the proposed action, purpose and need, and financial responsibility of the project. Representatives from the project team were available to answer questions about the project and take comments. Attendees were asked to submit comments about environmental resources and the potential for adverse effects of relocating WYO 59. Comments were taken by project staff, on comment forms submitted at the meeting or following the meeting, and via the e-mail address (dot-hwy-59@wyo.gov) set up for the project. A total of 21 people attended the public open house.

Ten comments from stakeholders concerning the relocation of WYO 59 were received. These comments were mixed, and the following issues were raised:

- Additional traffic, specifically congestion and potential accidents resulting from increased traffic activity on US 14-16.
- Longer commutes and increased fuel expenses.
- Lack of alternative routes in case of mine blasting or emergencies.
- Encroachment onto private property.
- Inconvenient out-of-direction travel and changed traffic patterns.
- Safety of vehicle traffic turning on to and off of US 14-16.
- Delay of school traffic including school busses.

Public Meeting #2

A second public open meeting was held on April 17, 2014, at the Best Western Towers West Lodge. The format was the same as the scoping meeting. Display boards were provided

detailing the proposed action, alternatives considered, and potential environmental impacts; a handout provided information responding to comments received during scoping. The meeting was advertised in the newspaper (April 9, 11, 14 and 16, 2014) and on the radio between April 9 and 17, 2014. Postcards were mailed to stakeholder similar to the scoping meeting. Public comments were taken from March 30, 2014 until May 9, 2014.

Twenty-five people attended the public open house, and 67 comments from stakeholders concerning potential impacts of relocating WYO 59 were submitted. Many of the comments were from northern county residents and were similar in content and format. The comments outlined concerns regarding:

- Diminished travel along US 14-16.
- Out-of -direction travel
- Providing eastern mobility to and from Gillette
- Maintaining two paved routes from Gillette

Many of the letters proposed two alternatives to relocating WYO 59 or to be constructed in conjunction with relocating WYO 59. As a result of the comments received during the comment period, WYDOT met with small group of northern resident and local officials to discuss the project and concern related to relocating WYO 59 on May 13, 2014, and again on August 5, 2014. WYDOT also met with the Campbell County Commissioners on July 3, 2014. Based on discussions at these meetings, Campbell County initiated procedures to establish a connecting route between existing WYO 59 and Garner Lake Road to be constructed and maintained by the County.

Public Meeting #3

A third public open meeting was held on August 20, 2014, at the Best Western Towers West Lodge. The meeting was a joint meeting presenting the WYO 59 relocation project and the connecting route between WYO 59 and Garner Lake Road. The format of the meeting was open house style, using boards and handouts to describe the two separate but related projects. Representatives from WYDOT, Alpha, and Campbell County were available to answer questions. The meeting was advertised in the newspaper (August 13, 15, 17, and 19, 2014) and on the radio between August 11, and August 20, 2014. Postcards were mailed to stakeholders. Public comments were taken from August 11, 2014 until September 19, 2014.

Thirty-six people attended the public open house. Eight comments were received at the public meeting with an additional 284 comments received during the comment period. Comments included continued concern from travel conditions on US 14-16, out-of-direction travel with the proposed relocation, travel conditions on Garner Lake Road if the connecting route were constructed, and support for the connecting route. Campbell County Commissioners reaffirmed their support of the relocation, including initiating procedures for the connection route between WYO 59 and existing Garner Lake Road.

The larger group of comments (284) was similar in content and format. The comments outlined:

- Support for relocating WYO 59 under the Build Alternative.
- Substantial economic impact to the County in lost tax revenue.
- Rationale for the proposed alignment, including cost, permanency, and emergency response.
- Factors that went into the proposed connecting route and the work of many entities to develop the route and address comments raised by northern residents.

WYDOT met with representatives of Peabody on August 27, 2014, to discuss their concerns related to relocating WYO 59 south of Rawhide Mine. The information discussed at the meeting and provided in two letters is included in the analysis of potential impacts in this report.

7.0 Conclusions

7.1 Engineering Feasibility

The alignment shown in this document is feasible to construct. It is located in a non-coal area between Rawhide and Eagle Butte Mines. It is consistent with the *Campbell County Coal Belt Transportation Study* (Campbell County 2010). The alignment avoids steep topography and the need for large cuts or fills to construct the road. It follows the existing mine roads and a portion of the original WYO 59 alignment to the extent possible and, therefore, minimizes impacts to wetlands and floodplains. The alignment avoids high-voltage transmission lines and pipelines to the extent possible. The alignment crosses one transmission line. The intersection with US 14-16 meets the standards for sight distance and is situated north of the intersection with Rawhide Elementary School to reduce turning conflicts. Access to the landfill would be maintained near the intersection of the relocated WYO 59 with existing WYO 59.

There is one small area of the route that would need to be shifted south to be located outside of the Rawhide Mine permit boundary. Additionally, prior to Campbell County agreeing to the transfer of jurisdiction for the segment of WYO 59 between US 14-16 and Little Powder River Road, Alpha, in conjunction with WYDOT, would need to complete the following:

- A pavement Overall Condition Index (OCI) analysis for the roadway using the County methodology.
- Any required maintenance (crack seal, chip seal, overlay, etc.) as evidenced by the OCI shall be planned and completed prior to the transfer of jurisdiction.

- A design and agreement for Alpha to reconstruct the connection of Little Powder River Road and WYO 59 (with a sweeping curve rather than a ninety degree intersection) would need to be executed.

7.2 Environmental Feasibility

As noted in Section 0, Campbell County would work with WYDOT, Alpha, and affected landowners to determine the specific route for the approximately 3-mile connecting road. The route would be evaluated for constructability. The route would be designed to meet County and WYDOT standards. Construction would begin following the construction of relocated WYO 59. The road would be a gravel road when it is first constructed and paved when funding is secured and budgeted. The total estimated cost for paving the connecting route would be between \$5 million and \$6 million (per Campbell County).

What Resources are in the Area and How Would They be Affected with the Relocation of WYO 59?, there are some unavoidable impacts associated with relocating WYO 59. Impacts would occur primarily to surface waters, including wetlands and floodplains; to vegetation and wildlife; and to mining operations of nearby mines. If WYDOT approves the relocation of WYO 59, it is likely that these impacts can be further minimized during design. The impacts that cannot be minimized will need to be mitigated, as noted in the identified resources in Section 5.1, Resources Present. None of the potential environmental impacts identified in this feasibility assessment would preclude WYDOT from approving the relocation of WYO 59 as proposed.

7.3 Stakeholder Input

WYDOT received many comments from a variety of stakeholders during the opportunities for public and agency input. The local residents expressed concern regarding out-of-direction travel and diminished travel conditions along US 14-16. Many suggested that any relocated route must provide eastern mobility to and from Gillette, as well as maintaining two paved routes north of Gillette. Overwhelming support was provided for an eastern route or connection between existing WYO 59 and Garner Lake Road. As a result of the input, WYDOT determined that relocating WYO 59 is feasible only if a connecting road between WYO 59 and Garner Lake Road is built. Campbell County signed a resolution on August 5, 2014, initiating the procedure to establish the connecting road, which will be a County road. This connecting road segment, if constructed, satisfies feasibility issues for relocating WYO 59 brought forward as part of the stakeholder engagement.

WYDOT has asked Alpha to coordinate with the adjacent mines directly to resolve their concerns and then to provide documentation on the resolution to WYDOT. These concerns are identified in the Economics and Mining Operations subsection in Chapter 0.

8.0 Next Steps

WYDOT has determined that relocating WYO 59 is feasible to construct only if a connecting road between WYO 59 and Garner Lake Road is built and the adjacent mines' concerns are addressed. Campbell County has signed a resolution initiating the procedure to

establish the connecting road, which will be a County road. As noted in Section 7.0, Conclusions, Alpha has been asked to address the resource and regulatory issues as well as stakeholder concerns associated with relocating WYO 59, including:

- Flooding concerns associated with Cottonwood Reservoir. Additional design and modeling will be necessary to ensure the relocated road segment does not affect and is not affected by the reservoir.
- Regulatory compliance associated with building the 100-year floodplain. Additional design and modeling will be necessary for Alpha to show compliance with the Campbell County floodplain regulations. Alpha will be responsible for obtaining the necessary approvals.
- A roadway easement for Section 16, T51N, R72W owned by the Wyoming Office of State Lands and Investments will be needed.
- Wetland impacts to restored wetlands north of the proposed alignment. Alpha will complete additional design work at Rawhide Creek to demonstrate that wetlands north of the proposed relocation can be avoided, or Alpha will work with Peabody and the U.S. Army Corps of Engineers to mitigate impacts to the wetlands and satisfy the conditions associated with Rawhide Mine's Section 404 permit approval. Alpha will be responsible for obtaining a Section 404 permit for any new wetland impacts south of the Build Alternative.
- Shifting the build alignment off of the Rawhide Mine permit boundary. Alpha will complete additional design to show the Build Alternative will not cross the Rawhide Mine permit boundary.
- Alpha will complete protocol surveys for Ute ladies'-tresses orchid prior to construction or will provide documentation with USFWS concurrence that surveys are not needed (e.g., previous mine surveys).
- Alpha will perform additional cultural resource studies for the segments of the roadway not completed during the initial Class III Cultural Resource Survey.
- Alpha will develop a plan to control fugitive dust during construction to minimize the contribution the road construction will have on particulate matter. This could include paving the connecting route being studied by Campbell County.
- Campbell County requirements for accepting the transfer of existing WYO 59 between US 14-16 and Little Powder River Road will be addressed, including an OCI.
- Blasting plans will be amended or an agreement in place to amend plans for blasting associated with relocating WYO 59. Alpha will work with Peabody related to any necessary amendments for the blasting plan at Rawhide Mine.

- Alpha will complete a traffic safety and capacity analysis related to stop conditions and vehicle store along WYO 59 during blast operations and develop the appropriate mitigation of identified issues.

A letter summarizing the issues identified in this report was provided to Alpha on October 1, 2014. The letter is included in Appendix E. WYDOT received a letter signed by Peabody and Alpha on November 14, 2014 addressing the concerns that were raised specifically by Peabody. Alpha provided additional information to WYDOT via email on November 25, 2014 regarding Cottonwood Reservoir. WYDOT will use this information to make its determination on relocating WYO 59.

If WYDOT determines that relocating WYO 59 is in the best public interest, WYDOT will enter into an agreement with Alpha for final design and construction associated with WYO 59.

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Appendix A. Wetland Delineation Report

Wetland Delineation Report

for the

Wyoming Highway 59 Relocation

Environmental Overview Report and Feasibility Study



Prepared for



Prepared by



November 2014

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I. Introduction

Alpha Coal West, Inc. (Alpha) has submitted a proposal to the Wyoming Department of Transportation (WYDOT) to relocate 4.35 miles of Wyoming Highway 59 (WYO 59) to allow mining operations in the vicinity of Eagle Butte Mine to continue in the vicinity of the roadway (see Figure 1).

Kendall Vande Kamp and Heidi Herrmann of HDR Engineering conducted the wetland delineation of the study area for the Project on October 17, 2013. The delineation was performed to identify wetlands within the study area of the alignments proposed by Alpha as the preferred alignment for the proposed WYO 59 relocation. Following additional review, WYDOT and Alpha shifted the alignment. This shift occurred after the field delineation was complete. Because it was outside of the growing season, additional wetland areas were determined using desktop techniques.

II. Methods

The field wetland delineation was conducted in accordance with the 1987 *Corps of Engineers Wetland Delineation Manual* (USACE, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region* (USACE, 2010). Wetland boundaries were determined by completing U.S. Army Corps of Engineers (USACE) Wetland Determination Data Forms for paired sampling points and observing vegetation and hydrology in the area.

The field review was conducted to determine the wetland boundaries within the study area. Hydric soil and National Wetland Inventory (NWI) wetlands were used as guidance during the field delineation. The USDA soil survey for Campbell County identified no hydric soils within the study area (USDA 2013) (see Figure 2). HDR surveyed the potential wetland areas for three wetland parameters: hydric soils, surface or subsurface hydrology, and hydrophytic vegetation. If all three indicators were present during the growing season then the area was identified as wetland.

Upland and wetland plot data were evaluated and recorded at representative and/or unique wetland sites. At such sites, a soil pit was dug for observation of soil and hydrologic characteristics. Hydric soil characteristics were identified using methods described in the 1987 *Corps of Engineers Wetland Delineation Manual* (USACE, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region* (USACE, 2010). Hydrology was described based on primary and secondary indicators (USACE, 2010). The vegetation was analyzed for species dominance. The wetland indicator status of plants was determined using the National Wetland Plant List: 2013 Wetland Ratings (Lichvar, 2013).

Sampling points and wetland boundaries were mapped using a global positioning system (GPS). Using Geographic Information Systems (GIS), an accurate delineation map was created from the GPS data providing a record of the wetland boundaries within the study area.

Desktop determined wetlands were determined by interpreting aerials from 2003, 2004, 2010, 2012, as well as 5-foot contour mapping of the area.

Figure 1. Project Location

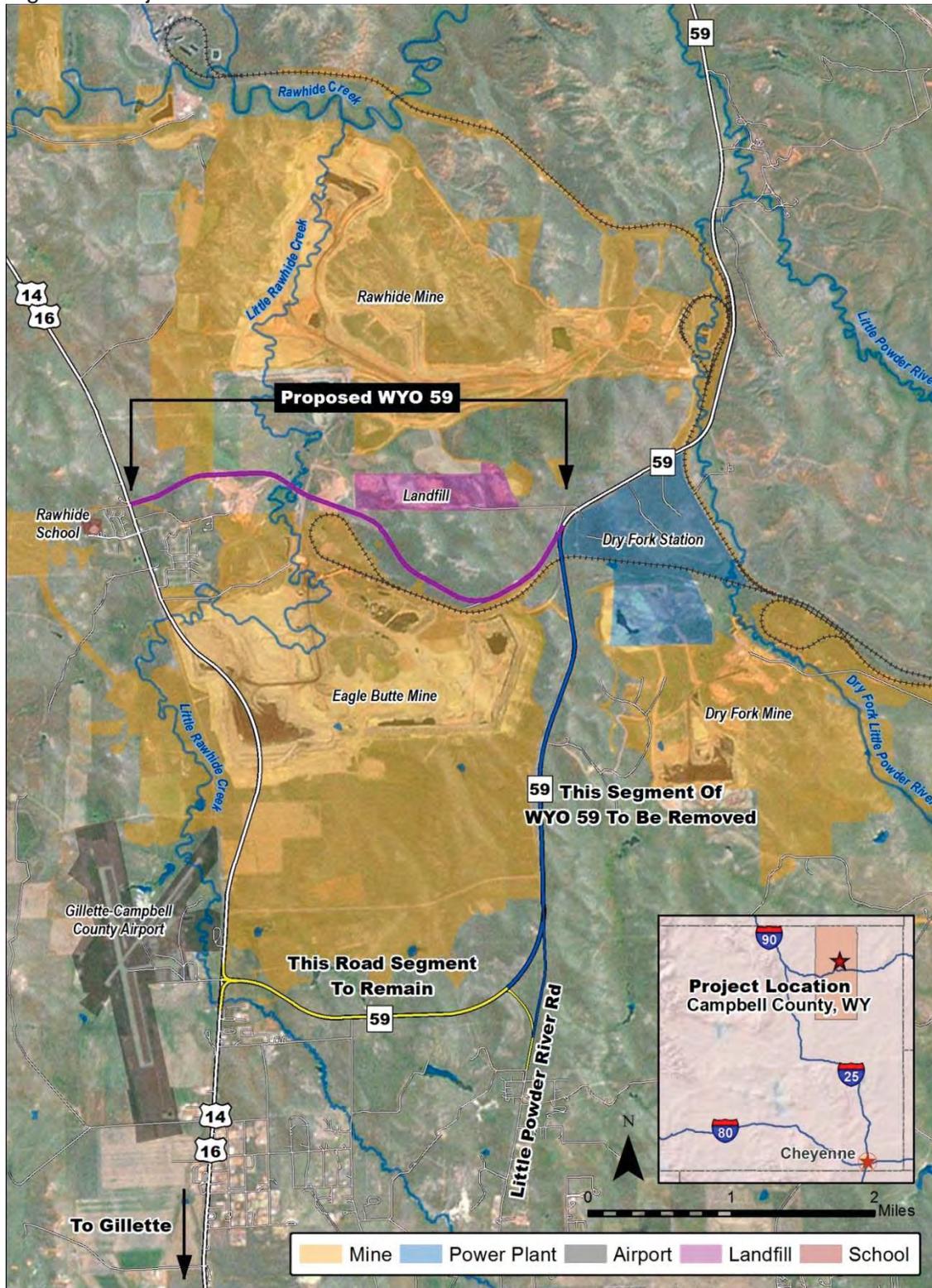
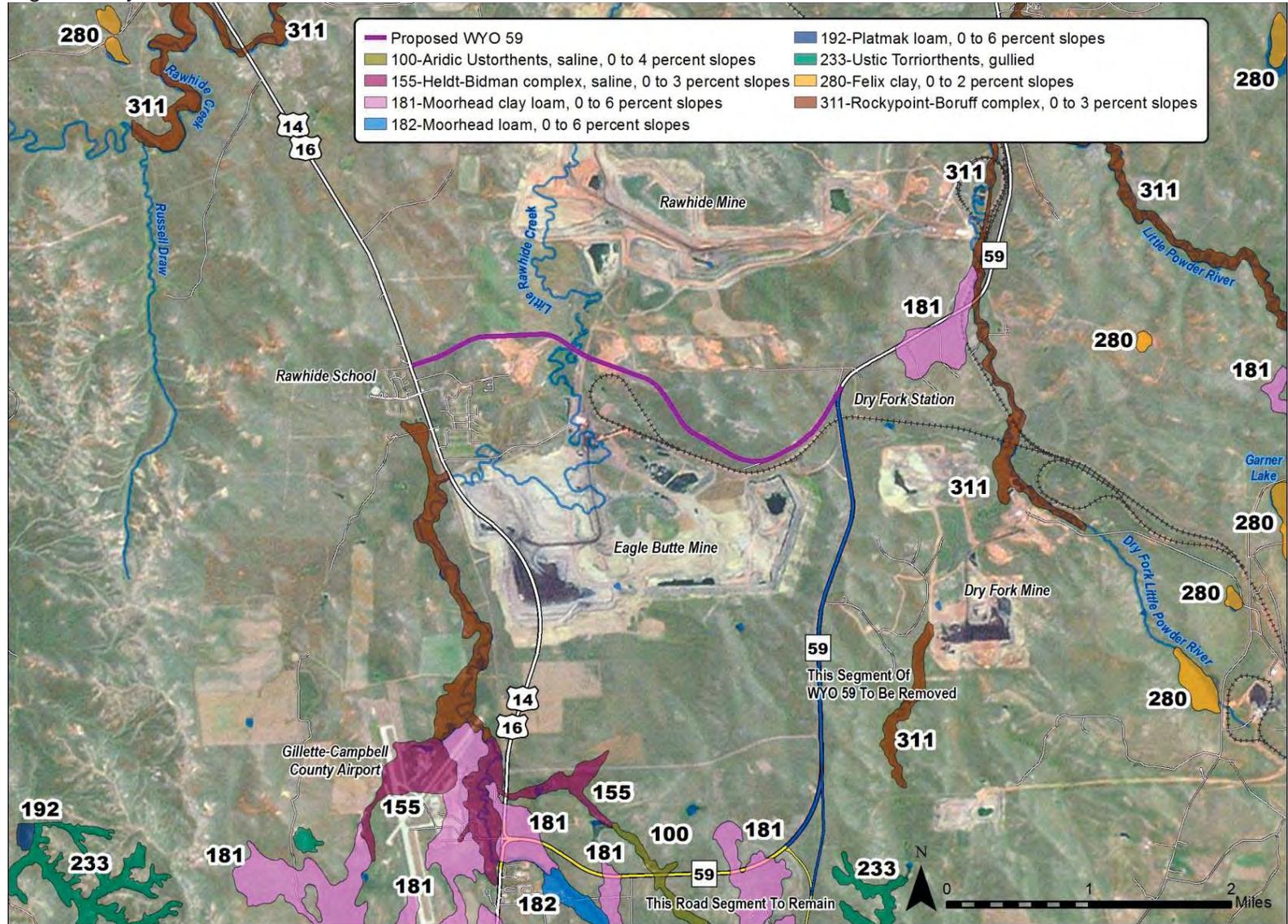


Figure 2. Hydric Soils.



III. Results

A summary of the wetland evaluation is presented in Table 1. Six wetland determination data sheets were completed for the study area (see Attachment A of this report). One other water of the U.S. (WUS), two adjacent riparian wetlands, and two isolated wetlands were identified. The wetland areas totaled 16.69 acres. Figure 3 displays the field delineated and desktop determined wetland and WUS boundaries, sample points, photo points, and National Wetland Inventory (NWI) wetlands. Table 2 displays the area for each delineated wetland within the study area. Photographs of the wetlands are presented in Attachment B of this report.

Table 1. Wetland Determination Data Sheet Summary

Sampling Point #	Dominant Vegetation	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Wetland ID
1	<i>Scirpus atrovinctus</i> (H) OBL 50% <i>Spartina pectinata</i> (H) FACW 50%	Yes	Yes	Yes	1
2	<i>Elymus trachyaulus</i> (H) FACU 50%	No	No	No	N/A
3	<i>Phalaris arundinacea</i> (H) FACW 50% <i>Scirpus atrovirens</i> (H) OBL 25% <i>Spartina pectinata</i> (H) FACW 25%	Yes	Yes	Yes	1
4	<i>Elymus smithii</i> (H) NI 95%	No	No	No	N/A
5	<i>Phalaris arundinacea</i> (H) FACW 20% <i>Spartina pectinata</i> (H) FACW 50%	Yes	Yes	Yes	4
6	<i>Bouteloua dactyloides</i> (H) FACU 50% <i>Nassella viridula</i> (H) NI 25%	No	No	No	N/A

Table 2. Wetland Area Summary

Wetland ID	Wetland Area (acres)	Delineation Method
1	3.02	Field
2a	4.30	Field
2b	8.92	Desktop
3	0.23	Desktop
4	0.22	Field

The following section describes the general features of wetland areas within the study area.

Waters of the U.S. Overview

The WUS within the study area are described below.

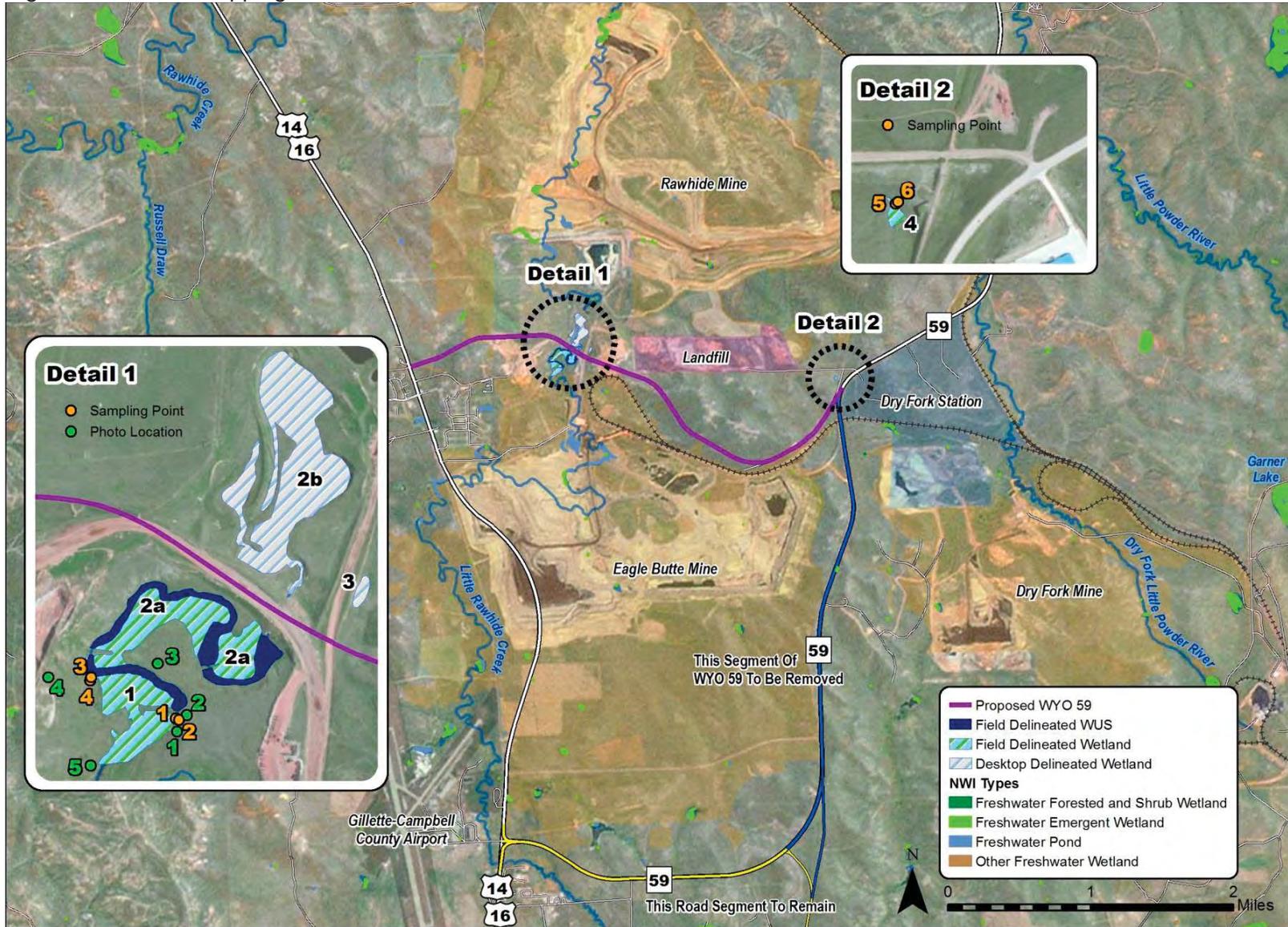
Wetland 1

Wetland 1 consists of a stock pond and overflow area located within Little Rawhide Creek. Wetland 1 is the result of the placement of a dam within Little Rawhide Creek (see Sampling Point 1 and 3).

Wetland 2

Wetland 2 consists of a riparian area adjacent to Little Rawhide Creek. Wetland 2 extends to the north of an existing gravel mine road via culvert. The portion to the north of the mine road is determined based on a desktop analysis, while the portions to the south of the roadway are field delineated (see Photo 4).

Figure 3. Wetland Mapping



Wetland 3

Wetland 3 is an isolated wetland that has formed due to water impounding to the east of a roadway embankment. Wetland 3 is determined based on a desktop analysis.

Wetland 4

Wetland 4 is an isolated wetland that consists of a stock pond in the eastern part of the study area (see Sampling Point 5).

WUS 1 (Little Rawhide Creek)

WUS 1 is located northeast of the drop structure for Little Rawhide Creek and east of the old scoria pit for Eagle Butte Mine and meanders south to north across the study area. Little Rawhide Creek (class 3B) is a tributary to Rawhide Creek (class 3B), which is a tributary to Little Powder River (class 2ABww) (WYDEQ, 2007). Primary uses in the Little Powder River Sub-basin include coal mining, coal bed methane development, and livestock grazing. The Little Powder River was monitored by Wyoming Department of Environmental Quality in 1999 and 2005, but aquatic life other than fish use support has not been determined. The Little Powder River near the Montana border has shown exceedances of the fecal bacteria criterion, and the river was placed on the 303(d) List (WYDEQ, 2012). Photos 2 and 4 display a close up view of the Little Rawhide Creek channel below the stock dam and a landscape view respectively.

This portion of Little Rawhide creek receives water that is diverted through the mine via artificial channels.

IV. Conclusions

Based on the field and desktop review, four wetland areas and one WUS within the proposed study area have been identified. Two of the wetland areas appear isolated. This report will be used to identify avoidance and minimization opportunities as well as to identify unavoidable wetland impacts for the Project. Alpha and WYDOT will work with USACE to obtain appropriate permits for the temporary and/or permanent impacts. Wetlands determined by desk analysis will be delineated in the field prior to permit applications being submitted. Permanent impacts to wetlands and WUS will be mitigated according to regulatory requirements.

V. References

- Lichvar, R.W. 2013. The National Wetland Plant List: 2013 wetland ratings. *Phytoneuron* 2013-49: 1–241. Published 17 July 2013.
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- U.S. Army Corps of Engineers (USACE). 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region, ed. J. S. Wakeley, R. W. Lichvar, and C. V. Noble. ERDC/EL TR-10-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.
- U.S. Department of Agriculture. USDA. 2013. Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/app>. Accessed [10/01/2013].
- Wyoming Department of Environmental Quality (WYDEQ). 2007. Renewal of WYPDES Permit WY0048607, CI Wings Project, Medallion Exploration. http://deq.state.wy.us/wqd/WYPDES_Permitting/WYPDES_PNs_and_appr_permits/WYPDES_PNs/WYPDES_PNs_2007/May_2007/WY0048607_DP_Renew-5-1-07%20may%20.pdf
- Wyoming Department of Environmental Quality (WYDEQ), Water Quality Division. 2012. Wyoming Water Quality Assessment and Impaired Waters List (2012 Integrated 305(b) and 303(d) Report).

Attachment A. Wetland Delineation Data Forms

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 1
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 16 T 51 R 72
 Landform (hillslope, terrace, etc.): Depression Local Relief (concave, convex, none): Concave Slope(%) 1
 Subregion (LRR): LRR F Lat: 44.393148 Long: -105.517422 Datum: NAD 83
 Soil Map Unit Name: Pits-Dumps Complex NWI Classification: PABFh

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland?	Yes <u>X</u> No <u> </u>
Hydric Soil Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>
Wetland Hydrology Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>

Remarks:
 Point taken to east of stock dam. Sampled area is within a wetland based on hydrophytic vegetation, hydric soil and wetland hydrology.

<p>VEGETATION - Use scientific names of plants.</p> <p><u>Tree Stratum</u></p> <p><u>Shrub Stratum</u></p> <p><u>Herb Stratum</u> (Plot size: <u>6 Ft</u>)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;"><u>Absolute % Cover</u></th> <th style="width: 15%; text-align: center;"><u>Dominant Species</u></th> <th style="width: 30%; text-align: center;"><u>Indicator Status</u></th> </tr> </thead> <tbody> <tr> <td><u>Scirpus atrovirens</u></td> <td style="text-align: center;">50</td> <td style="text-align: center;">Y</td> <td style="text-align: center;">OBL</td> </tr> <tr> <td><u>Spartina pectinata</u></td> <td style="text-align: center;">50</td> <td style="text-align: center;">Y</td> <td style="text-align: center;">FACW</td> </tr> <tr> <td></td> <td style="text-align: center;">100 = Total Cover</td> <td></td> <td></td> </tr> </tbody> </table> <p><u>Vine Stratum</u></p>		<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>	<u>Scirpus atrovirens</u>	50	Y	OBL	<u>Spartina pectinata</u>	50	Y	FACW		100 = Total Cover			<p>Dominance Test Worksheet:</p> <p>Number of Dominant Species That are OBL, FACW, or FAC: <u>2</u> (A)</p> <p>Total Number of Dominant Species Across all Strata: <u>2</u> (B)</p> <p>Percent of Dominant Species That are OBL, FACW, or FAC: <u>100.0%</u> (A/B)</p> <hr/> <p>Prevalence Index Worksheet:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Total % Cover of:</th> <th style="width: 15%; text-align: center;">Multiply by:</th> <th style="width: 30%;"></th> </tr> </thead> <tbody> <tr> <td>OBL species</td> <td style="text-align: center;">50</td> <td style="text-align: center;">x 1 =</td> <td style="text-align: center;"><u>50</u></td> </tr> <tr> <td>FACW species</td> <td style="text-align: center;">50</td> <td style="text-align: center;">x 2 =</td> <td style="text-align: center;"><u>100</u></td> </tr> <tr> <td>FAC species</td> <td style="text-align: center;">0</td> <td style="text-align: center;">x 3 =</td> <td style="text-align: center;"><u>0</u></td> </tr> <tr> <td>FACU species</td> <td style="text-align: center;">0</td> <td style="text-align: center;">x 4 =</td> <td style="text-align: center;"><u>0</u></td> </tr> <tr> <td>UPL species</td> <td style="text-align: center;">0</td> <td style="text-align: center;">x 5 =</td> <td style="text-align: center;"><u>0</u></td> </tr> <tr> <td>Column Totals:</td> <td style="text-align: center;"><u>100</u> (A)</td> <td></td> <td style="text-align: center;"><u>150</u> (B)</td> </tr> </tbody> </table> <p style="text-align: right;"><i>Prevalence Index = B/A =</i> <u>1.50</u></p> <hr/> <p>Hydrophytic Vegetation Indicators:</p> <p><u> </u> Rapid Test for Hydrophytic Vegetation</p> <p><u>X</u> Dominance Test > 50%</p> <p><u>X</u> Prevalence Index ≤ 3.0</p> <p><u> </u> Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet)</p> <p><u> </u> Problematic Hydrophytic Vegetation (Explain)</p> <p>Indicators of hydric soil and wetland hydrology must be present.</p> <hr/> <p>Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u></p>		Total % Cover of:	Multiply by:		OBL species	50	x 1 =	<u>50</u>	FACW species	50	x 2 =	<u>100</u>	FAC species	0	x 3 =	<u>0</u>	FACU species	0	x 4 =	<u>0</u>	UPL species	0	x 5 =	<u>0</u>	Column Totals:	<u>100</u> (A)		<u>150</u> (B)
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Column Totals:	<u>100</u> (A)		<u>150</u> (B)																																										

% Bare Ground in Herb Stratum

Remarks: (Include photo numbers here or on a separate sheet.)
 Hydrophytes are dominant throughout.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 to 10	2.5Y	5 / 1	80	10YR 5/6	20	C	M	SANDY CLAY LOAM
10 to 24	2.5Y	5 / 2	100					CLAY LOAM

¹Type: C=Concentration, D=Depletion, RM=Reduced Martix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) LRR F
- 1 cm Muck (A9) LRRF G, H
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 73 of LRR H)

Indicators for Problematic Hydric Soils: ³

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:
Soil meets hydric soil indicator F3 criteria.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Fauna (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres along Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imag.(C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes X No _____ Depth (inches): 0
 Saturation Present? Yes X No _____ Depth (inches): 0
 (includes capillary fringe)

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery

Remarks:
Both primary and secondary hydrology indicators are present.

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 2
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 16 T 51 R 72
 Landform (hillslope, terrace, etc.): Terrace Local Relief (concave, convex, none): Convex Slope(%) 15
 Subregion (LRR): LRR F Lat: 44.393121 Long: -105.517413 Datum: NAD 83
 Soil Map Unit Name: Pits-Dumps Complex NWI Classification: n/a

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is the Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			

Remarks:
 Point taken just upslope of wetland fringe.

VEGETATION - Use scientific names of plants.	<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>	
<u>Tree Stratum</u>				Dominance Test Worksheet: Number of Dominant Species That are OBL, FACW, or FAC: <u> 0 </u> (A) Total Number of Dominant Species Across all Strata: <u> 1 </u> (B) Percent of Dominant Species That are OBL, FACW, or FAC: <u> 0.0% </u> (A/B)
<u>Shrub Stratum</u>				
<u>Herb Stratum</u> (Plot size: <u>6 Ft</u>)				
Elymus trachycaulus	50	Y	FACU	
Bouteloua dactyloides	15	N	FACU	
Artemisia cana	10	N	FACU	
Agropyron cristatum	5	N	NI	
	80	= Total Cover		

<u>Vine Stratum</u>		Prevalence Index Worksheet:	
		Total % Cover of:	Multiply by:
		OBL species <u> 0 </u>	x 1 = <u> 0 </u>
		FACW species <u> 0 </u>	x 2 = <u> 0 </u>
		FAC species <u> 0 </u>	x 3 = <u> 0 </u>
		FACU species <u> 75 </u>	x 4 = <u> 300 </u>
		UPL species <u> 0 </u>	x 5 = <u> 0 </u>
		Column Totals: <u> 75 </u> (A)	<u> 300 </u> (B)
		<i>Prevalence Index = B/A =</i> <u> 4.00 </u>	

Hydrophytic Vegetation Indicators:
 Rapid Test for Hydrophytic Vegetation
 Dominance Test > 50%
 Prevalence Index ≤ 3.0
 Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation (Explain)
 Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? Yes No X

Remarks: (Include photo numbers here or on a separate sheet.)
 Hydrophytic vegetation is not present.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 to 4	2.5Y	3 / 2		100			LOAM	
4 to 26	10YR	4 / 3		100			LOAM	gravelly

¹Type: C=Concentration, D=Depletion, RM=Reduced Martix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
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Indicators for Problematic Hydric Soils: ³

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16)
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- High Plains Depressions (F16) (LRR H outside of MLRA 72 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:
No hydric soil indicators are present.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
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- Oxidized Rhizospheres along Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
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Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): _____
 Saturation Present? Yes _____ No X Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery

Remarks:
No indicators of wetland hydrology are present.

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 3
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 16 T 51 R 72
 Landform (hillslope, terrace, etc.): Depression Local Relief (concave, convex, none): Concave Slope(%) 4
 Subregion (LRR): LRR F Lat: 44.393755 Long: -105.519239 Datum: NAD 83
 Soil Map Unit Name: Pits-Dumps Complex NWI Classification: PEMA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland?	Yes <u>X</u> No <u> </u>
Hydric Soil Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>
Wetland Hydrology Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>

Remarks:
 Point taken in fringe wetland to the south of Little Rawhide Creek. Sampled area contains hydrophytic vegetation, hydric soil and wetland hydrology.

VEGETATION - Use scientific names of plants.	<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>																																	
<u>Tree Stratum</u>				Dominance Test Worksheet: Number of Dominant Species That are OBL, FACW, or FAC: <u>3</u> (A) Total Number of Dominant Species Across all Strata: <u>3</u> (B) Percent of Dominant Species That are OBL, FACW, or FAC: <u>100.0%</u> (A/B)																																
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FACU species	<u>0</u>	x 4 =	<u>0</u>																																	
UPL species	<u>0</u>	x 5 =	<u>0</u>																																	
Column Totals:	<u>100</u> (A)		<u>175</u> (B)																																	
<i>Prevalence Index = B/A=</i>			<u>1.75</u>																																	
Hydrophytic Vegetation Indicators: Rapid Test for Hydrophytic Vegetation <u>X</u> Dominance Test > 50% <u>X</u> Prevalence Index ≤ 3.0 Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet) Problematic Hydrophytic Vegetation (Explain) Indicators of hydric soil and wetland hydrology must be present.																																				
% Bare Ground in Herb Stratum				Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>																																

Remarks: (Include photo numbers here or on a separate sheet.)
 Hydrophytic vegetation is dominant.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)		Color (moist)	%	Type ¹	Loc ²		
0 to 8	7.5YR	3 / 1		100			CLAY LOAM	
8 to 24	10YR	5 / 2	7.5YR 5/6	85	15	C	M	CLAY LOAM
24 to 26	10YR	5 / 1	7.5YR 4/6	75	25	C	M	LOAMY SAND

¹Type: C=Concentration, D=Depletion, RM=Reduced Martix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

<p>Hydric Soil Indicators:</p> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) LRR F <input type="checkbox"/> 1 cm Muck (A9) LRRF G, H <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) <input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input checked="" type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 73 of LRR H)		<p>Indicators for Problematic Hydric Soils: ³</p> <input type="checkbox"/> 1 cm Muck (A9) (LRR I, J) <input type="checkbox"/> Coast Prairie Redox (A16) <input type="checkbox"/> Dark Surface (S7) (LRR G) <input type="checkbox"/> High Plains Depressions (F16) (LRR H outside of MLRA 72 73) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks) ³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> Restrictive Layer (if observed): Type: _____ Depth (inches): _____	<p>Hydric Soil Present? Yes <u>X</u> No _____</p>	
<p>Remarks: Soil meets hydric soil indicator F6 criteria.</p>		

HYDROLOGY

<p>Wetland Hydrology Indicators:</p> <p>Primary Indicators (minimum of one is required; check all that apply)</p> <input type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> High Water Table (A2) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) (where not tilled) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Other (Explain in Remarks)		<p>Secondary Indicators (minimum of two required)</p> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled) <input type="checkbox"/> Crayfish Burrows (C8) <input checked="" type="checkbox"/> Saturation Visible on Aerial Imag.(C9) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input checked="" type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<p>Field Observations:</p> Surface Water Present? Yes _____ No <u>X</u> Depth (inches): _____ Water Table Present? Yes <u>X</u> No _____ Depth (inches): <u>12</u> Saturation Present? Yes _____ No <u>X</u> Depth (inches): <u>8</u> (includes capillary fringe)	<p>Wetland Hydrology Present? Yes <u>X</u> No _____</p>	
<p>Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: Aerial imagery</p>		
<p>Remarks: Primary and secondary wetland hydrology indicators are present.</p>		

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 4
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 16 T 51 R 72
 Landform (hillslope, terrace, etc.): Plain Local Relief (concave, convex, none): None Slope(%) 2
 Subregion (LRR): LRR F Lat: 44.393755 Long: -105.519239 Datum: NAD 83
 Soil Map Unit Name: Pits-Dumps Complex NWI Classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is the Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			

Remarks:
 Point taken so the south of Little Rawhide Creek wetland fringe.

VEGETATION - Use scientific names of plants.

	<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>
<u>Tree Stratum</u>			
<u>Shrub Stratum</u>			
<u>Herb Stratum</u> (Plot size: <u>6 Ft</u>)			
<u>Pascopyrum smithii</u>	95	Y	FACU
<u>Sisymbrium altissimum</u>	5	N	FACU
	100 = Total Cover		
<u>Vine Stratum</u>			

Dominance Test Worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across all Strata: 1 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index Worksheet:

	Total % Cover of:		Multiply by:	
OBL species	<u>0</u>	x 1 =	<u>0</u>	
FACW species	<u>0</u>	x 2 =	<u>0</u>	
FAC species	<u>0</u>	x 3 =	<u>0</u>	
FACU species	<u>100</u>	x 4 =	<u>400</u>	
UPL species	<u>0</u>	x 5 =	<u>0</u>	
Column Totals:	<u>100</u> (A)		<u>400</u> (B)	
<i>Prevalence Index = B/A=</i>			<u>4.00</u>	

Hydrophytic Vegetation Indicators:

 Rapid Test for Hydrophytic Vegetation

 Dominance Test > 50%

 Prevalence Index ≤ 3.0

 Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet)

 Problematic Hydrophytic Vegetation (Explain)

Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? Yes No X

% Bare Ground in Herb Stratum

Remarks: (Include photo numbers here or on a separate sheet.)
 Hydrophytic vegetation is not present.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 to 10	7.5YR	4 / 3	100				CLAY LOAM	
10 to 28	7.5YR	4 / 3	90	10YR 4/1	10	C	M	CLAY LOAM gravel and salt threads present

¹Type: C=Concentration, D=Depletion, RM=Reduced Martix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- | | |
|--|--|
| <input type="checkbox"/> Histosol (A1) | <input type="checkbox"/> Sandy Gleyed Matrix (S4) |
| <input type="checkbox"/> Histic Epipedon (A2) | <input type="checkbox"/> Sandy Redox (S5) |
| <input type="checkbox"/> Black Histic (A3) | <input type="checkbox"/> Stripped Matrix (S6) |
| <input type="checkbox"/> Hydrogen Sulfide (A4) | <input type="checkbox"/> Loamy Mucky Mineral (F1) |
| <input type="checkbox"/> Stratified Layers (A5) LRR F | <input type="checkbox"/> Loamy Gleyed Matrix (F2) |
| <input type="checkbox"/> 1 cm Muck (A9) LRRF G, H | <input type="checkbox"/> Depleted Matrix (F3) |
| <input type="checkbox"/> Depleted Below Dark Surface (A11) | <input type="checkbox"/> Redox Dark Surface (F6) |
| <input type="checkbox"/> Thick Dark Surface (A12) | <input type="checkbox"/> Depleted Dark Surface (F7) |
| <input type="checkbox"/> Sandy Mucky Mineral (S1) | <input type="checkbox"/> Redox Depressions (F8) |
| <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) | <input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 73 of LRR H) |
| <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils: ³

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:
No hydric soil indicators are present.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Surface Water (A1) | <input type="checkbox"/> Salt Crust (B11) |
| <input type="checkbox"/> High Water Table (A2) | <input type="checkbox"/> Aquatic Fauna (B13) |
| <input type="checkbox"/> Saturation (A3) | <input type="checkbox"/> Hydrogen Sulfide Odor (C1) |
| <input type="checkbox"/> Water Marks (B1) | <input type="checkbox"/> Dry-Season Water Table (C2) |
| <input type="checkbox"/> Sediment Deposits (B2) | <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) (where not tilled) |
| <input type="checkbox"/> Drift Deposits (B3) | <input type="checkbox"/> Presence of Reduced Iron (C4) |
| <input type="checkbox"/> Algal Mat or Crust (B4) | <input type="checkbox"/> Thin Muck Surface (C7) |
| <input type="checkbox"/> Iron Deposits (B5) | <input type="checkbox"/> Other (Explain in Remarks) |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | |
| <input type="checkbox"/> Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imag.(C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): _____
 Saturation Present? Yes _____ No X Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery

Remarks:
No wetland hydrology indicators are present.

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 5
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 23 T 51 R 72
 Landform (hillslope, terrace, etc.): Depression Local Relief (concave, convex, none): Concave Slope(%) 2
 Subregion (LRR): LRR F Lat: 44.391718 Long: -105.478727 Datum: NAD 83
 Soil Map Unit Name: Moorhead-Leiter clay loams, 0 to 6 percent slopes NWI Classification: PEMCh

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	Is the Sampled Area within a Wetland?	Yes <u>X</u> No <u> </u>
Hydric Soil Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>
Wetland Hydrology Present? Yes <u>X</u> No <u> </u>		Yes <u>X</u> No <u> </u>

Remarks:
 Sampling point taken in isolated stock pond in the east portion of the Study Area.

VEGETATION - Use scientific names of plants.

	<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>
<u>Tree Stratum</u>			
<u>Shrub Stratum</u>			
<u>Herb Stratum</u> (Plot size: <u>6 Ft</u>)			
<u>Spartina pectinata</u>	50	Y	FACW
<u>Phalaris arundinacea</u>	20	Y	FACW
	70 = Total Cover		
<u>Vine Stratum</u>			

Dominance Test Worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across all Strata: 2 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index Worksheet:

	Total % Cover of:	Multiply by:
OBL species	<u>0</u>	x 1 = <u>0</u>
FACW species	<u>70</u>	x 2 = <u>140</u>
FAC species	<u>0</u>	x 3 = <u>0</u>
FACU species	<u>0</u>	x 4 = <u>0</u>
UPL species	<u>0</u>	x 5 = <u>0</u>
Column Totals:	<u>70</u> (A)	<u>140</u> (B)
<i>Prevalence Index = B/A = <u>2.00</u></i>		

Hydrophytic Vegetation Indicators:

 Rapid Test for Hydrophytic Vegetation

X Dominance Test > 50%

X Prevalence Index ≤ 3.0

 Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet)

 Problematic Hydrophytic Vegetation (Explain)

Indicators of hydric soil and wetland hydrology must be present.

% Bare Ground in Herb Stratum 30

Hydrophytic Vegetation Present? Yes X No

Remarks: (Include photo numbers here or on a separate sheet.)
 Hydrophytic vegetation is dominant.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 to 8	10YR 3 / 1	100					CLAY LOAM	
8 to 24	10YR 5 / 2	85	7.5YR 5/6	15	C	M	CLAY LOAM	

¹Type: C=Concentration, D=Depletion, RM=Reduced Martix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

<p>Hydric Soil Indicators:</p> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) LRR F <input type="checkbox"/> 1 cm Muck (A9) LRRF G, H <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) <input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input checked="" type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 73 of LRR H)		<p>Indicators for Problematic Hydric Soils: ³</p> <input type="checkbox"/> 1 cm Muck (A9) (LRR I, J) <input type="checkbox"/> Coast Prairie Redox (A16) <input type="checkbox"/> Dark Surface (S7) (LRR G) <input type="checkbox"/> High Plains Depressions (F16) (LRR H outside of MLRA 72 73) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks) ³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.	
<input type="checkbox"/> Restrictive Layer (if observed): Type: _____ Depth (inches): _____		<p>Hydric Soil Present? Yes <u>X</u> No _____</p>	
<p>Remarks: Soil meets hydric soil indicator F6 criteria.</p>			

HYDROLOGY

<p>Wetland Hydrology Indicators:</p> <p>Primary Indicators (minimum of one is required; check all that apply)</p> <input type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> High Water Table (A2) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) (where not tilled) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Other (Explain in Remarks)		<p>Secondary Indicators (minimum of two required)</p> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled) <input type="checkbox"/> Crayfish Burrows (C8) <input checked="" type="checkbox"/> Saturation Visible on Aerial Imag.(C9) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input checked="" type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)	
<p>Field Observations:</p> Surface Water Present? Yes _____ No <u>X</u> Depth (inches): _____ Water Table Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u> Saturation Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u> (includes capillary fringe)		<p>Wetland Hydrology Present? Yes <u>X</u> No _____</p>	
<p>Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: Aerial imagery</p>			
<p>Remarks: The stock pond contains sufficient primary and secondary wetland hydrology indicators.</p>			

WETLAND DETERMINATION DATA FORM - Great Plains Region

Project Site: Eagle Butte - Highway 59 Relocation City/County: Campbell County Sampling Date: 10/17/2013
 Applicant/Owner: Alpha Coal West State: WY Sampling Point: 6
 Investigators: Kendall Vande Kamp Heidi Herrmann Section, Township, Range S 23 T 51 R 72
 Landform (hillslope, terrace, etc.): Toe of Slope Local Relief (concave, convex, none): Convex Slope(%) 5
 Subregion (LRR): LRR F Lat: 44.391744 Long: -105.478674 Datum: NAD 83
 Soil Map Unit Name: Moorhead-Leiter clay loams, 0 to 6 percent slopes NWI Classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If No, explain in Remarks)
 Are Vegetation , Soil , Hydrology , significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , Hydrology , naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach a site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is the Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			

Remarks:
 Sampling point is located just upslope from isolated stock pond.

VEGETATION - Use scientific names of plants.

	<u>Absolute % Cover</u>	<u>Dominant Species</u>	<u>Indicator Status</u>
<u>Tree Stratum</u>			
<u>Shrub Stratum</u>			
<u>Herb Stratum</u> (Plot size: <u>6 Ft</u>)			
Nassella viridula	25	Y	NI
Bouteloua dactyloides	20	Y	FACU
Bouteloua curtipendula	10	N	NI
	55	=Total Cover	
<u>Vine Stratum</u>			

Dominance Test Worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across all Strata: 1 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index Worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0</u>	x 1 = <u>0</u>
FACW species <u>0</u>	x 2 = <u>0</u>
FAC species <u>0</u>	x 3 = <u>0</u>
FACU species <u>20</u>	x 4 = <u>80</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>20</u> (A)	<u>80</u> (B)
<i>Prevalence Index = B/A =</i> <u>4.00</u>	

Hydrophytic Vegetation Indicators:

Rapid Test for Hydrophytic Vegetation

 Dominance Test > 50%

 Prevalence Index ≤ 3.0

 Morphological Adaptations (Provide supporting data in Remarks or on a separate sheet)

 Problematic Hydrophytic Vegetation (Explain)

Indicators of hydric soil and wetland hydrology must be present.

Hydrophytic Vegetation Present? Yes No X

% Bare Ground in Herb Stratum 45

Remarks: (Include photo numbers here or on a separate sheet.)
 No hydrophytic vegetation is present.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of Indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 to 4	10YR	4 / 3	100				CLAY LOAM	
4 to 18	10YR	3 / 3	100				CLAY LOAM	
18 to 24	10YR	4 / 3	70				CLAY LOAM	
18 to 24	10YR	3 / 3	30				CLAY	clay films

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) LRR F
- 1 cm Muck (A9) LRRF G, H
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 73 of LRR H)

Indicators for Problematic Hydric Soils: ³

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:
No hydric soil indicators are present.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Fauna (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres along Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imag.(C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): _____
 Saturation Present? Yes _____ No X Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Aerial imagery

Remarks:
No wetland hydrology indicators are present.

Attachment B. Photos

Photo 1. Facing west toward the Wetland 1 and the stock dam structure.



Photo 2. Facing northwest toward Wetland 1 and WUS 1 downstream of the stock dam structure.



Photo 3. Facing south toward WUS 1 and Wetland 1.



Photo 4. Landscape view of Little Rawhide Creek.



Photo 5. Facing north toward wetland 1 just upstream from the stock dam.





Appendix B. Biological Survey Report

Biological Survey Report

for the

Wyoming Highway 59 Relocation

Environmental Overview Report and Feasibility Study



Prepared for



Prepared by



November 2014

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I. Introduction

Alpha Coal West, Inc. (Alpha) has submitted a proposal to the Wyoming Department of Transportation (WYDOT) to relocate approximately 4.35 miles of Wyoming Highway 59 (WYO 59) to allow Eagle Butte mining operations to continue in the vicinity of the roadway (see Figure 1). WYDOT is conducting an environmental review and feasibility study of the proposed road relocation. The results of the biological resources survey and review are documented in this report.

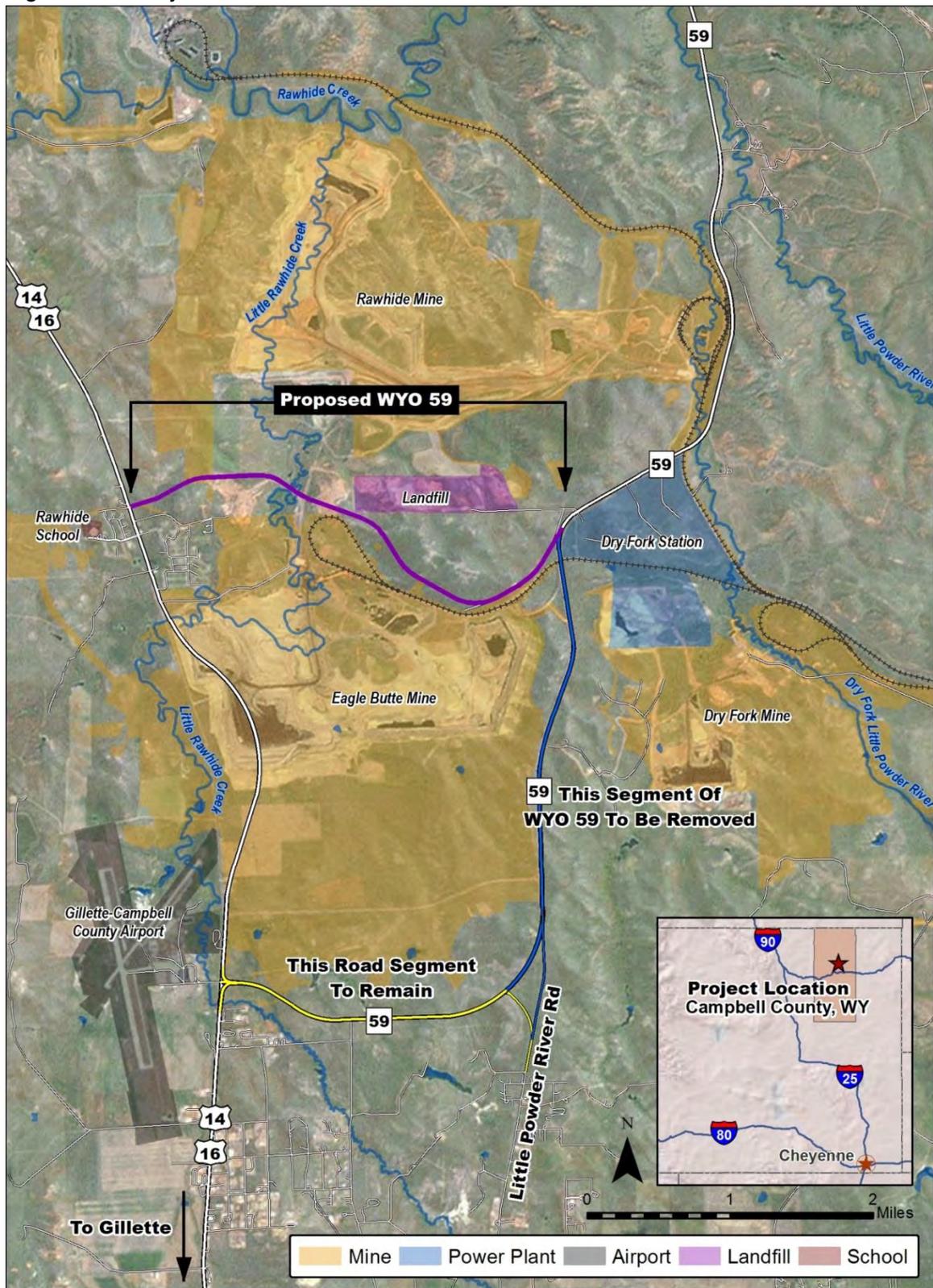
II. Environmental Setting

Ecoregions

Ecoregions represent geographic areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources. Characteristics used to describe ecoregions include geology, physiography, vegetation, climate, soils, land use, wildlife, and hydrology. A hierarchical scheme ranging from I – IV (low – high resolution) has been adopted for different levels of ecological regions. There are 7 level III ecoregions and 39 level IV ecoregions in Wyoming (Bailey et al., 1994).

The study area lies in the Northwestern Great Plains Level III Ecoregion and on the edge of the Powder River Basin and Pine Scoria Hills Level IV Ecoregions just north of the City of Gillette and to the north and east of Eagle Butte Mine. The Powder River Basin contains one of the largest coal deposits in the United States, and coal mining is extensive. Mule deer, pronghorn antelope, and sage grouse share the plains with livestock. However, oil, gas, and coal deposits are ubiquitous throughout the ecoregion, and mining has a dramatic landscape influence. The Pine Scoria Hills are a rugged landscape containing open ponderosa pine-Rocky Mountain juniper forest or ponderosa pine savanna. Savanna and extensive grasslands are found in areas with less available moisture. The study area is typical of these ecoregion descriptions, although it does not contain woodland.

Figure 1. Project Location



Ecosystems

Ecosystems are ecological communities of interactive living and non-living components. Ecosystems can be differentiated most easily by the dominant vegetation. Three ecosystems are present within the study area (Table 1) (NatureServe, 2013).

Table 1. Location and extent of ecosystems within the study area

Ecosystem *	Location
Inter-Mountain Basins Big Sagebrush Steppe	Occurs throughout much of the study area.
Northwestern Great Plains Mixed Prairie	Non-disturbed patches both west and east of Little Rawhide Creek within the Big Sagebrush Steppe ecosystem.
Northwestern Great Plains Riparian	Little Rawhide Creek

Inter-Mountain Basins Big Sagebrush Steppe

This ecosystem occurs throughout much of the Columbia Plateau and northern Great Basin, east into the Wyoming Basins, central Montana, and north and east onto the western fringe of the Great Plains in Montana and South Dakota. Perennial grasses and forbs dominate this ecosystem while shrub cover is moderately dense (10-40% cover). In Montana and Wyoming, stands contain more grass and have less shrub diversity than stands farther west. The study area is dominated by big sagebrush (*Artemisia tridentata ssp. Wyomingensis*) with western wheatgrass (*Pascopyrum smithii*). In addition, Japanese brome (*Bromus japonicas*) and cheatgrass (*Bromus tectorum*) frequent areas that have been disturbed (NatureServe, 2013).

Northwestern Great Plains Mixed Prairie

This ecosystem extends from northern Nebraska into southern Canada and westward through the Dakotas to the Rocky Mountain Front in Montana and Wyoming. Soil texture (which ultimately affects water availability) is the defining environmental descriptor; soils are primarily fine and medium-textured and do not include sands, sandy soils, or sandy loams. This system occurs on a wide variety of landforms and in proximity to a diversity of other ecosystems.

Graminoids include buffalo grass (*Bouteloua dactyloides*), needle-and-thread grass (*Heterostipa comata*), blue grama (*Bouteloua Species*), and fescue (*Festuca* spp.). Shrub species, such as prairie sagewort (*Artemisia frigida*) and silver sagebrush (*Artemisia cana*) may also occur. With intensive grazing, cool-season exotics, such as bluegrass (*Poa* spp.), smooth brome (*Bromus inermis*), and fringed brome (*Bromus ciliatus*) can increase in dominance (NatureServe, 2013).

Northwestern Great Plains Riparian

This ecosystem lies along the riparian areas of medium and small rivers and streams throughout the northwestern Great Plains. The riparian areas typically have alluvial soils and are found in highly variable landscape settings, from deep cut ravines to wide, braided streambeds. Hydrologically, these riparian areas tend to have less developed floodplains than on larger rivers, and are typically dry completely for some portion of the year. Communities within this system range from riparian forests and shrublands to gravel and sand flats.

Dominant species include plains cottonwood (*Populus deltoides*), *balsam poplar* (*Populus balsamifera ssp. Trichocarpa*), Willow (*Salix spp.*), silver sagebrush (*Artemisia cana ssp.*), and western wheatgrass. These areas are often subjected to heavy grazing and/or agriculture and can be heavily degraded (NatureServe, 2013).

III. Survey Methods

Literature Search and Analysis

The Wyoming Interagency Spatial Database & Online Management (WISDOM) System was queried for information on habitats and past species observations. HDR used these data during the fieldwork to identify the habitats of locally known endangered, threatened, or rare (ETR) animals and vegetative associations for known ETR plants.

The National Wetlands Inventory (NWI) and Natural Resources Conservation Service (NRCS) Web Soil Survey maps were reviewed to determine the presence of potential wetlands and hydric soils in the study area.

Geospatial Data

Prior to field work, HDR GIS specialists created study area maps projecting route alternatives, NWI data, and property boundaries. These data were also uploaded to sub-meter accurate GPS units providing the biologists a high degree of survey specificity.

Field Work

HDR Environmental Scientists, Kendall Vande Kamp and Heidi Herrmann, surveyed the study area on October 17-18, 2013. Vegetation communities, potential wetlands, and habitat potentially supporting threatened, endangered or rare species were recorded. A field survey was conducted along the probable routes, and a windshield survey was conducted along the existing WYO 59 that would be removed.

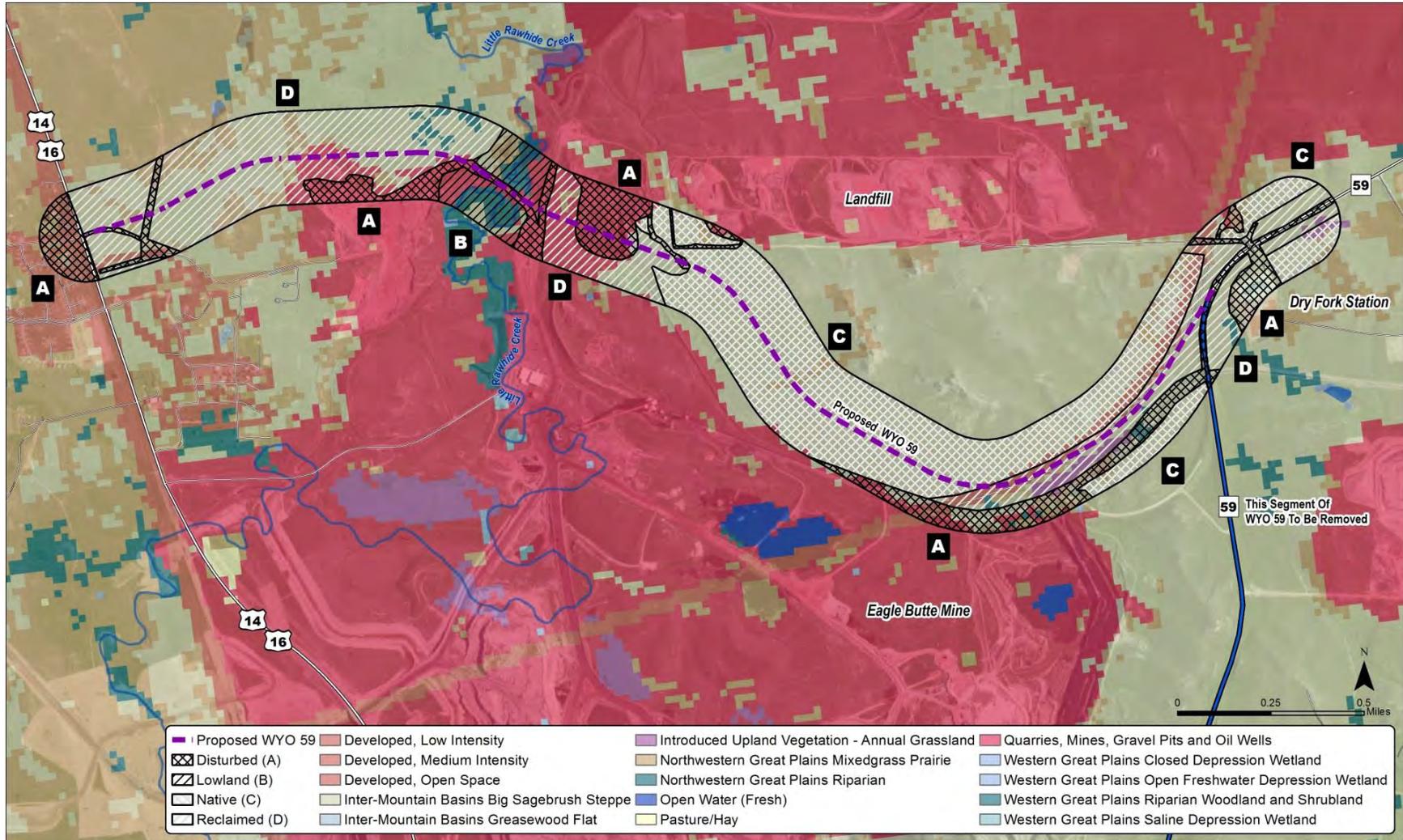
A formal wetland delineation was conducted throughout the study area. The results of the wetland delineation are documented in the wetland delineation report (HDR, 2014).

IV. Habitat Description

Vegetation

The study area had both native (undisturbed) and reclaimed areas (disturbed from coal mining activities). Reclaimed and disturbed areas are found west of Little Rawhide Creek and about 0.5 mile east of Little Rawhide Creek, as well as the current WYO 59 road alignment and along the previous WYO 59 alignment (Figure 2).

Figure 2. Vegetation communities within the vicinity of the study area



Nearly contiguous native undisturbed lands extend approximately 1.5 miles to the west from the current WYO 59 road alignment. The native, undisturbed land contains vegetation communities that are highly correlated with topography and aspect. In general, all native areas contained a mix of western wheatgrass (*Agropyron smithii*), sideoats grama (*Bouteloua curtipendula*), buffalo grass (*Bouteloua dactyloides*), green needle grass (*Nassella viridula*) and little blue stem. Northern aspects contained big sagebrush (*Artemisia tridentata*), little sagebrush (*Artemisia arbuscula*) and fringed sagebrush (*Artemisia frigida*) (see Figure 3). Southern aspects contained yucca (*Yucca glauca*) and little bluestem (*Schizachyrium scoparium*) in higher densities than other aspects, but also contained more bare ground than was found elsewhere (see Figure 4).

Figure 3. Typical sagebrush steppe community found on northeastern aspects containing high densities of sagebrush.



Figure 4. Typical sagebrush steppe community found on southern aspects containing yucca.



Wyoming Natural Diversity Database GAP Data

The Wyoming Natural Diversity Database (WYNDD) vegetation cover GAP Analysis Program (GAP) data were obtained for this project. GAP data are derived from a statewide vegetation mapping effort by the U.S. Geological Service (USGS) and University of Wyoming, Laramie (see Figure 2). Typical vegetation cover in the GAP data includes inter-mountain basins big sagebrush steppe, northwestern great plains mixed prairie, and northwestern great plains riparian.

Endangered, Threatened, or Rare Plants

Table 2 contains plants considered ETR by the United States Fish and Wildlife (USFWS) or are considered imperiled according to the WYNDD classifications; these plants have potential to grow in the study area. None of the species below were observed during the 2013 field survey.

Table 2. ETR plants potentially occurring in Campbell County, Wyoming

Common Name	Scientific Name	Status	Habitat	Habitat Present/Where
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	FT	Seasonally moist soils, wet meadows of drainages < 7,000'	Yes, a riparian wetland is adjacent to Little Rawhide Creek.
Cut-leaved evening-primrose	<i>Oenothera laciniata</i>	S1	Fields, pastures, stream valleys, open woodlands, prairie ravines, and waste places. Wyoming populations are found on dry open sandy ponderosa pine slopes, plains, and prairie dog towns at 3500-4200 feet.	No ponderosa pine slopes, plains, or prairie dog towns observed in study area.
Woolly twinpod	<i>Physaria lanata</i>	S2	Shallow, stony soils of exposed limestone, sandstone or shale outcrops; and is typically found on ridges, rims, buttes, and knolls.	Yes, a few isolated buttes are located in the study area.
Whorled milkwort	<i>Polygala verticillata</i>	S1	Dry grassy ridgetops, grassy draws, sagebrush grasslands, and open Ponderosa pine woodlands at 3800-4500 feet.	Yes, in areas of native vegetation communities.
Water-thread pondweed	<i>Potamogeton diversifolius</i>	S1	Rooted in shallow ponds and marshes. Wyoming populations are found in cattail ponds and reservoirs within pine woodlands or sagebrush grassland.	Yes, a riparian wetland is adjacent to Little Rawhide Creek.
Slender bulrush	<i>Schoenoplectus heterochaetus</i>	S1	Margins of freshwater sloughs, marshes, ponds, and roadside ditches	Yes, a riparian wetland is adjacent to Little Rawhide Creek.
Sea purslane	<i>Sesuvium verrucosum</i>	S1	Saline and alkaline soils around lakes, creek bottoms, mud flats, and clay dunes. Wyoming populations are found on heavy clay soils associated with alkaline flats and playas at 4680-4700 feet.	No, alkaline flats or playas are not within the study area.

FT=Federally Threatened; S1=State Critically Imperiled; S2=State Imperiled; Source (WYNDD, 2012).

Noxious Weeds

Wyoming contains 30 state-listed noxious weeds (USDA, 2014). No concentrations of state-listed noxious weeds were observed; however, cheatgrass was observed along proposed alignment of the original WYO 59 alignment to in the east portion of the study area.

Wetlands

A field and desktop wetland delineation was completed within the study area. One water of the U.S., two associated riparian wetlands, and two isolated wetlands were identified. The vegetation in the wetland/riparian area consists of bulrush (*Scirpus* spp.), cordgrass (*Spartina* spp.), canary grass (*Phalaris* spp.), and sedge (*Carex* spp.). The riparian wetlands are associated with Little Rawhide Creek and provide wildlife habitat. This portion of Little Rawhide Creek (Class 3B) receives water that is diverted through the mine via artificial channels. A wetland delineation report has been completed and submitted to WYDOT.

V. Database and Reconnaissance Results

Proposed, Threatened, Endangered, and Candidate Species

Table 3 presents the results from the USFWS Information, Planning, and Conservation System project scoping report and letter received from the UFWS, which include the proposed, threatened, endangered, and candidate species within the study area.

Table 3. Proposed, threatened, endangered, and candidate species with the potential to occur in Campbell County, Wyoming

Common Name	Scientific Name	Status	Habitat	Habitat Present
Mammals				
Northern long-eared bat	<i>Myotis septentrionalis</i>	PE	Forested areas (preferably old growth) are used for summer roosting. Caves and mines are used for winter hibernacula.	N
Birds				
Greater sage grouse	<i>Centrocercus urophasianus</i>	FC	Contiguous Sagebrush dominant habitats	N
Flowering Plants				
Ute ladies'-tresses	<i>Spiranthes diluvialis</i>	FT	Seasonally flooded river terraces, subirrigated or spring-fed abandoned stream channels and valleys, and lakeshores.	Y

Notes: FT = Federally Threatened; FC = Federal Candidate; PE = Proposed Endangered; Y = Yes; N = No
Source: (IPaC, 2014)

The northern long-eared bat (*Myotis septentrionalis*) has a large range stretching from Florida to Louisiana to Montana, to Maine. Summer roost habitat ranges widely across its range; however, its presence is generally correlated with old-growth forests. The species is reliant on interior forest habitat with high connectivity and uneven forest structure consisting of old trees, standing snags, gaps, and woody debris (Caceres & Pybus, 1997), and less commonly have been documented to utilize human-made structures (Waldien et al., 2000). Winter hibernacula of the northern long-eared bat typically consist of caves or inactive mines. The species appears to favor small cracks or crevices in cave/mine ceilings where the air is cooler and more humid. Summer roosting habitat and winter hibernacula for the northern long-eared bat are not present within the study area.

In Wyoming, Ute ladies'-tresses are primarily found on low, flat floodplain terraces or abandoned oxbows near small perennial streams or rivers (Fertig, 2000; Heidel, 2007). Vegetation cover is typically 75-90% and is usually short (under 45 cm tall). No Ute ladies'-tresses were observed during the field survey; however, surveys were completed outside the flowering period. Potential habitat for the Ute ladies'-tresses is considered marginal adjacent to Little Rawhide Creek due to the area being colonized by aggressive rhizomatous vegetation and lack of disturbance (channel migration, grazing, etc.). Since the Ute ladies'-tresses is an early successional species, the late successional stage indicated by the thick vegetation adjacent to Little Rawhide creek inhibits colonization of the Ute ladies'-tresses in the absence of disturbance.

The greater sage grouse (*Centrocercus urophasianus*) is currently considered a "candidate" species under the Endangered Species Act. In order to conserve the sage grouse and preclude the need for listing the bird as a threatened or endangered species, the State of Wyoming signed a Joint Resolution recognizing the "Greater Sage Grouse Core Area Strategy" (Wyoming, 2008). Upon review, the USFWS responded that the "core area strategy" was a sound framework to conserve the greater sage grouse in Wyoming. Following USFWS approval of the "core area strategy", Executive Order (EO) 2011-5 was issued to implement the strategy (Wyoming, 2011). EO 2011-5 protects identified sage grouse Core Areas and specifically includes a general stipulation for transportation stating that main roads used to transport production and/or waste products should be > 1.9 miles from the perimeter of occupied sage grouse leks.

The WISDOM records indicate that the proposed study area is not located within a sage grouse Core Area or Connectivity Area. Since the study area is located outside the sage grouse Core Area, recommended stipulations for surface disturbing activities to conserve sage grouse vary by the distance of surface disturbing activities from an occupied lek. No Surface Occupancy (NSO) is the current recommended stipulation for projects within 0.25 mile of an occupied lek. Timing stipulations should be used for projects within 2 miles of an occupied lek. WISDOM records did indicate one occupied sage grouse lek within 0.25 mile of the study area and two other occupied leks within 2 miles of the study area (see Figure 5).

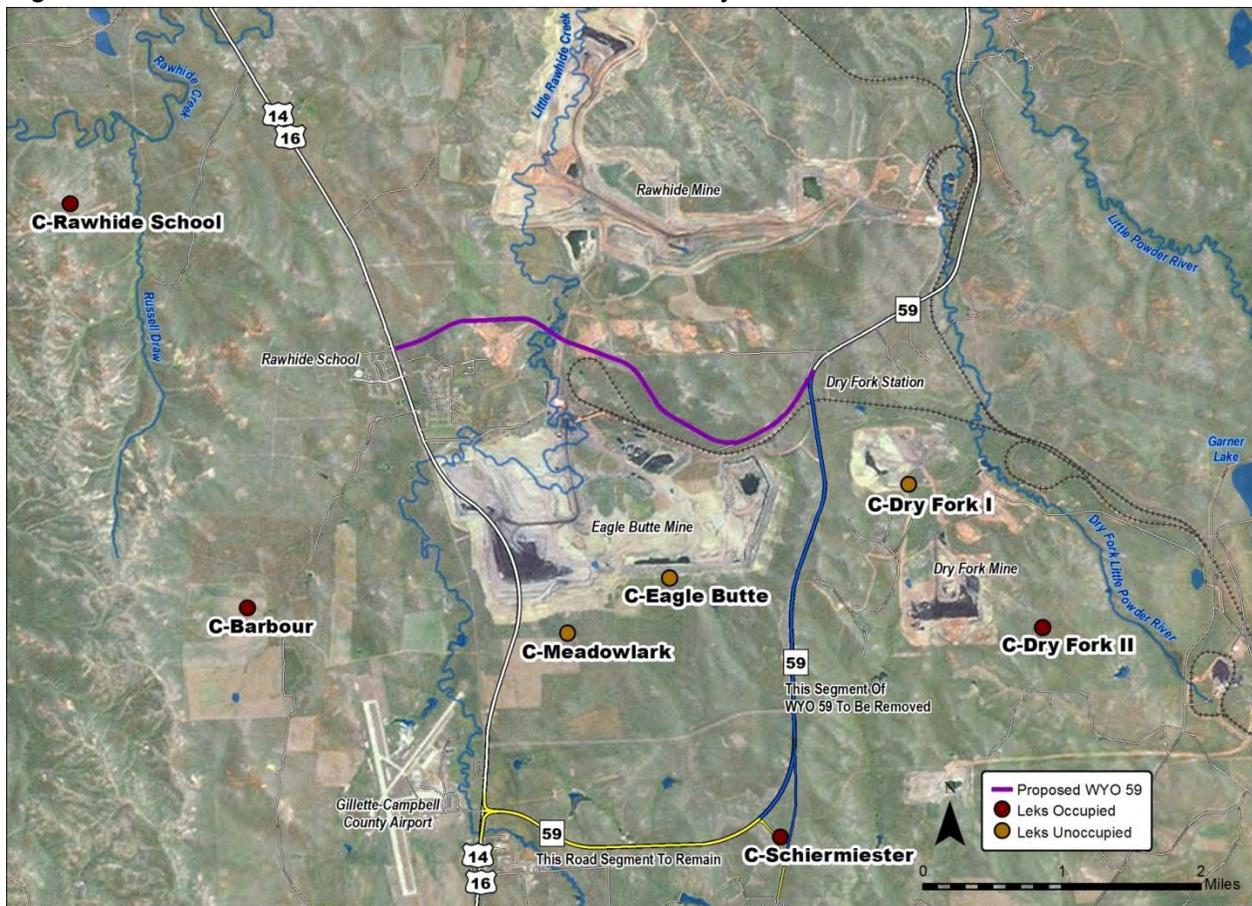
HDR reviewed Wyoming Game and Fish Department (WGFD) sage grouse observation data, and the three leks within 2 miles of the project that are identified as occupied have been observed in inactive states in recent years. Schiermiester Lek is located within 0.25 mile of the proposed project; it is located near the segment of the study area where the current WYO59 would be removed. This lek has been observed since 1988 and has been observed in active, inactive, and unknown states. Since 2007, the Schiermiester Lek has been observed 37 times and each time it has been inactive. The leks located within 2 miles of the study area are the Barbour and Dry Fork II Leks. Like the Schiermiester Lek, they are located within the Barbour Complex. The Dry Fork II Lek has been observed since 1999 and the last seven observations have been recorded as inactive. The Barbour Lek has been observed since 1984 and has been observed in active, inactive, and unknown statuses. Since 2009, this lek has been observed 15 times and each time it has been inactive. The Rawhide

School Lek has been observed from 1979-1987 and from 2001-2013. The lek was last observed in an active state in 2004.

Three other leks are also located within 2 miles of the study area; however, these leks were classified as unoccupied by the WGFD GIS data. These three leks are the Dry Fork I, Eagle Butte and Meadowlark Leks. All three of these leks were located in an area where mining has occurred and are no longer active (see Figure 5). In a letter dated January 2, 2014, USFWS recommended that contact be made with the WGFD to identify important greater sage grouse habitats, seasonal restrictions, and appropriate measures to minimize potential impacts to greater sage grouse habitat. WDGf confirmed in a letter received December 30, 2013, that there are no known occupied greater sage grouse lek sites within a 2-mile buffer of the study area and that the study area does not fall within sage grouse core area.

During the field survey, a lack of potential greater sage grouse habitat was noted due to the lack of habitat connectivity, and no greater sage grouse observations were made. No impacts to the greater sage grouse are expected as the leks that are located within 2 miles of the study area have all been documented to be in inactive states in at least the last 5 years. However, if an occupied greater sage grouse lek is observed within 2 miles of the study area, timing stipulations will be used to prevent any disturbance to the greater sage grouse.

Figure 5. Documented leks within 2 miles of the study area.



Raptor Nesting Habitat

The raptor species expected to occur in suitable habitats in the general analysis area include the golden eagle (*Aquila chrysaetos*), ferruginous hawk (*Buteo regalis*), red-tailed hawk (*Buteo jamaicensis*), Swainson's hawk (*Buteo swainsoni*), roughleggedhawk (*Buteo lagopus*), northern harrier (*Circus cyaneus*), American kestrel (*Falco sparverius*), prairie falcon (*Falco mexicanus*), great horned owl (*Bubo virginianus*), burrowing owl (*Athene cunicularia*), and short-eared owl (*Asio flammeus*). The bald eagle (*Haliaeetus leucocephalus*) is a migrant and winter resident.

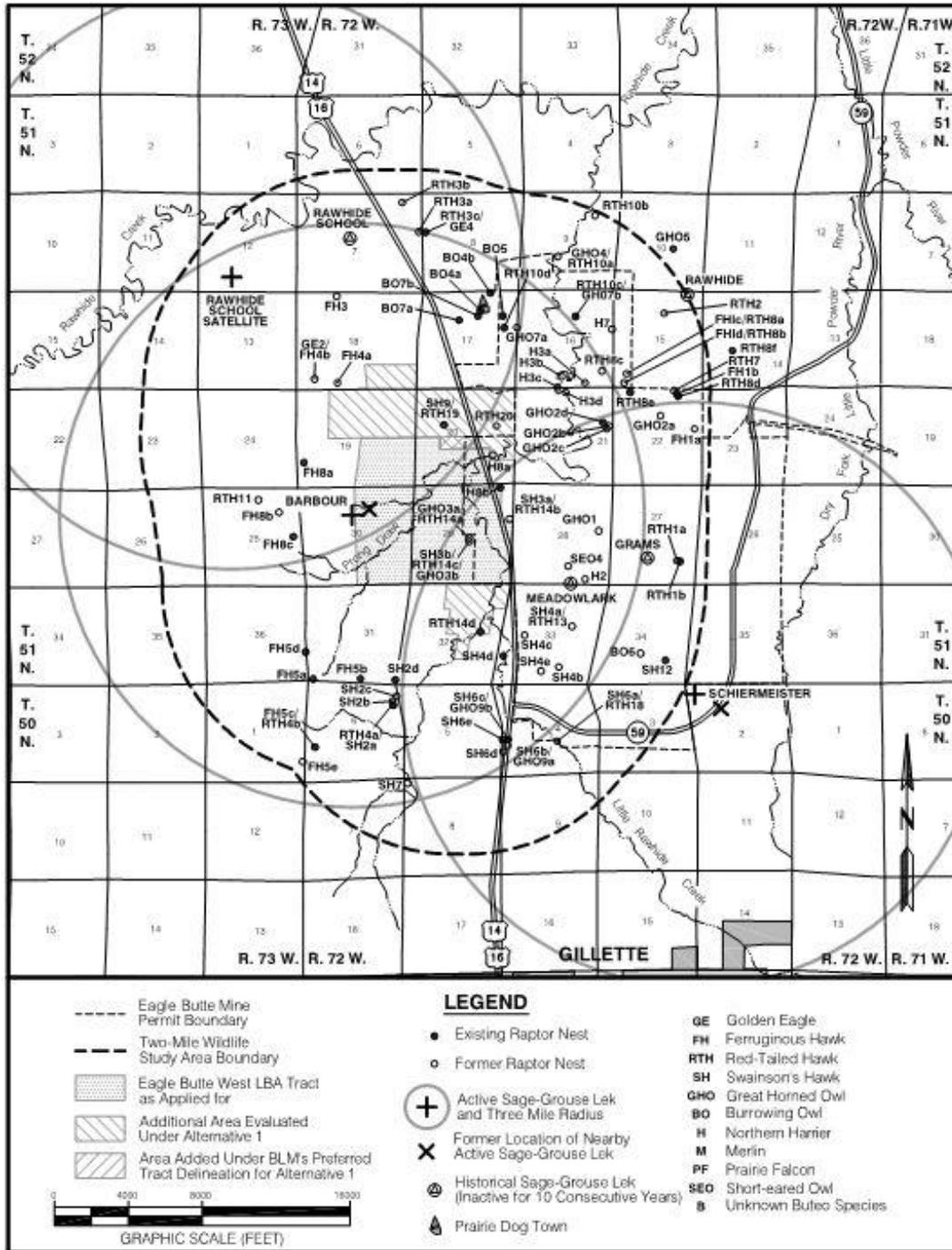
WISDOM indicated no current or historic raptors nests within one mile of the study area. WISDOM has records of raptor observations overlapping the study area. There was one observation each for a bald eagle in 1997 and a short-eared owl in 1988. There have been 11 total observations of golden eagles with the most recent observation occurring in 1981.

In 2004, a raptor survey conducted within a 2-mile radius of a federal tract containing coal adjacent to Eagle Butte mine determined five raptor species (golden eagle, northern harrier, red-tailed hawk, Swainson's hawk, and burrowing owl) were currently nesting in the raptor survey area. The area surveyed included a 2-mile radius of the federal tract that has been issued a lease on the east side of Eagle Butte mine (BLM, 2007) (see Figure 6). This raptor nest map was geo-referenced to determine if any nests are present within the study area. Four former northern harrier nests are located within the study area and are clustered around Little Rawhide Creek. No existing raptor nests were found within the project study area during the 2004 survey.

Required nesting habitat for raptors, including eagles, is mostly associated with mature stands of trees, cliffs, buttes and other high vertical topographic features. Nesting habitat for raptors, including eagles, is relatively scarce within the study area as it does not include the rugged terrain or trees that are primary habitat associated with most raptors.

No observations of raptors were made during the field survey. Considering the level of development that has already occurred near the study area, the level of traffic and mining noise and the current lack of raptor nest records within the study area, it is very unlikely that the disturbance from the proposed project would result in additional impacts to raptors. Raptor nesting has previously occurred in active mining and construction areas and the applicant mine has successfully executed state-of-the-art mitigation techniques to protect nest productivity.

Figure 6. Figure 3-14 of the Final EIS for the Eagle Butte West Coal Lease Application containing locations of raptor nests based on surveys conducted in 2004 (BLM, 2007).



Big Game

According to WISDOM and WGFD, there is no crucial range, parturition areas, or migration routes located within the proposed study area. There are, however, seasonal ranges that pass through the study area for mule deer, white tail deer, and antelope (Figure 7, Figure 8, and Figure 9). WGFD stated in a letter received December 30, 2013, that the impacts are likely to be minimal as this area already experiences a great amount of activity between the coal mines. No significant impacts to big game species are expected.

Aquatic Environments and Fisheries

Little Rawhide Creek is a Class 3B water and therefore does not have a use designation for game fish, non-game-fish, or fish consumption. The WGFD recommended in a letter received December 30, 2013, that the requirements outlined in WYDOT's Standard Specifications for Road and Bridge Construction, March 2010, be followed to minimize impacts to aquatic resources (WYDOT, 2010). In order to prevent the spread of aquatic invasive species (AIS), which is a violation of State statute and Wyoming Game and Fish Commission Regulation, the following measures were recommended by WGFD:

- If equipment has been used in a water known to contain zebra/quagga mussels, the equipment must be inspected by an authorized AIS inspector recognized by the state of Wyoming prior to its use in any Wyoming water.
- Any equipment entering Wyoming by land from March through November (regardless of where it was last used), must be inspected by an authorized AIS inspector prior to its use in any Wyoming waters.
- Upon discovering AIS, equipment will need to be decontaminated by an authorized AIS inspector.
- Any time equipment is moved from one 4th level (8-digit) Hydrologic Unit Code watershed to another within Wyoming, the following guidelines are recommended:
 - Drain all water from watercraft, gear, equipment, and tanks. Leave wet compartments open to dry.
 - Clean all plants, mud, and debris from vehicle, tanks, watercraft, and equipment.
 - Dry everything thoroughly for 5 days in summer (June – August); 18 days in Spring (March – May) and Fall (September-November); or 3 days in Winter (December – February) when temperatures are at or below freezing.

Figure 7. Antelope seasonal ranges within the vicinity of the study area.

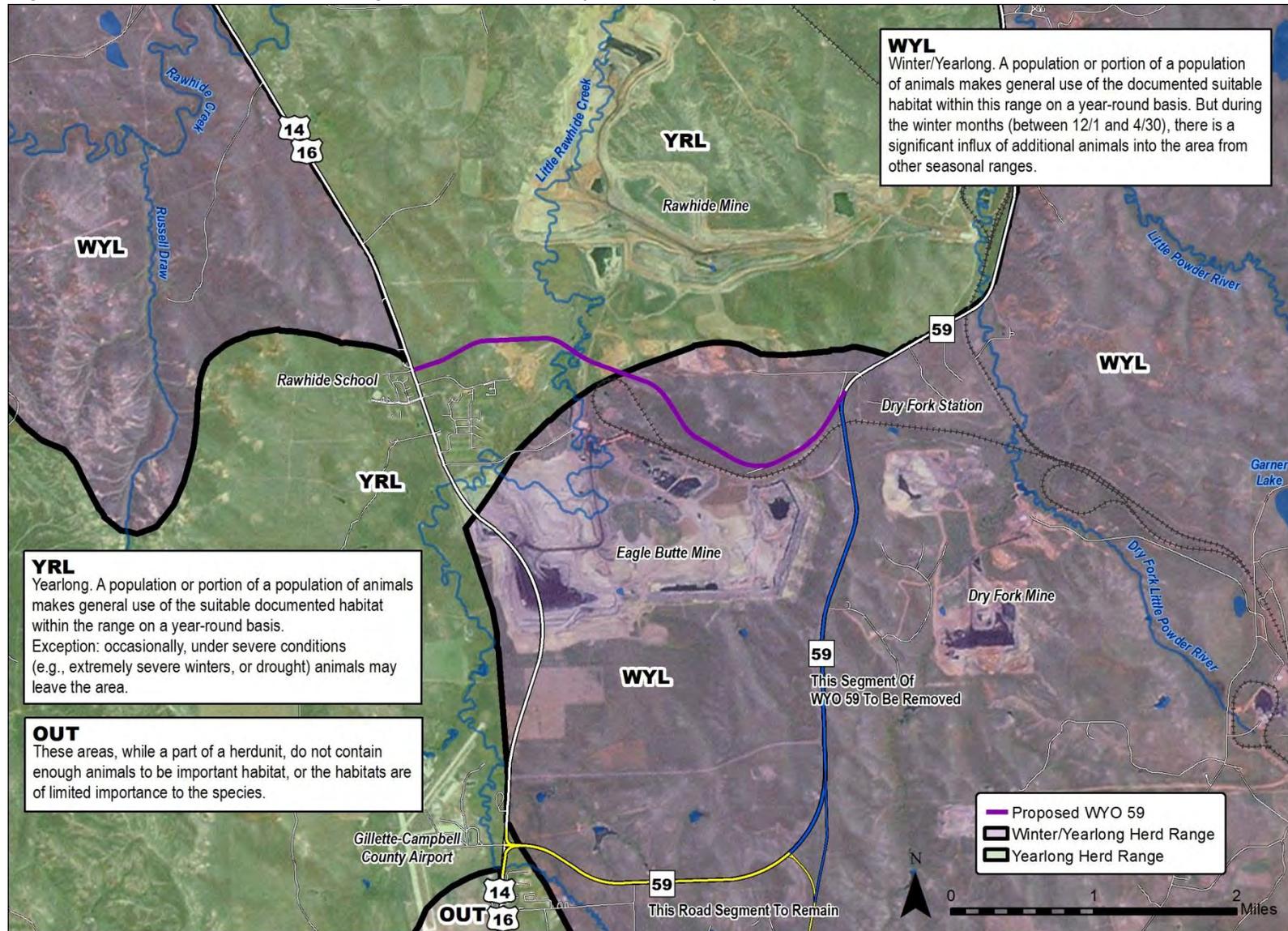


Figure 8. White tail seasonal ranges within the vicinity of the study area.

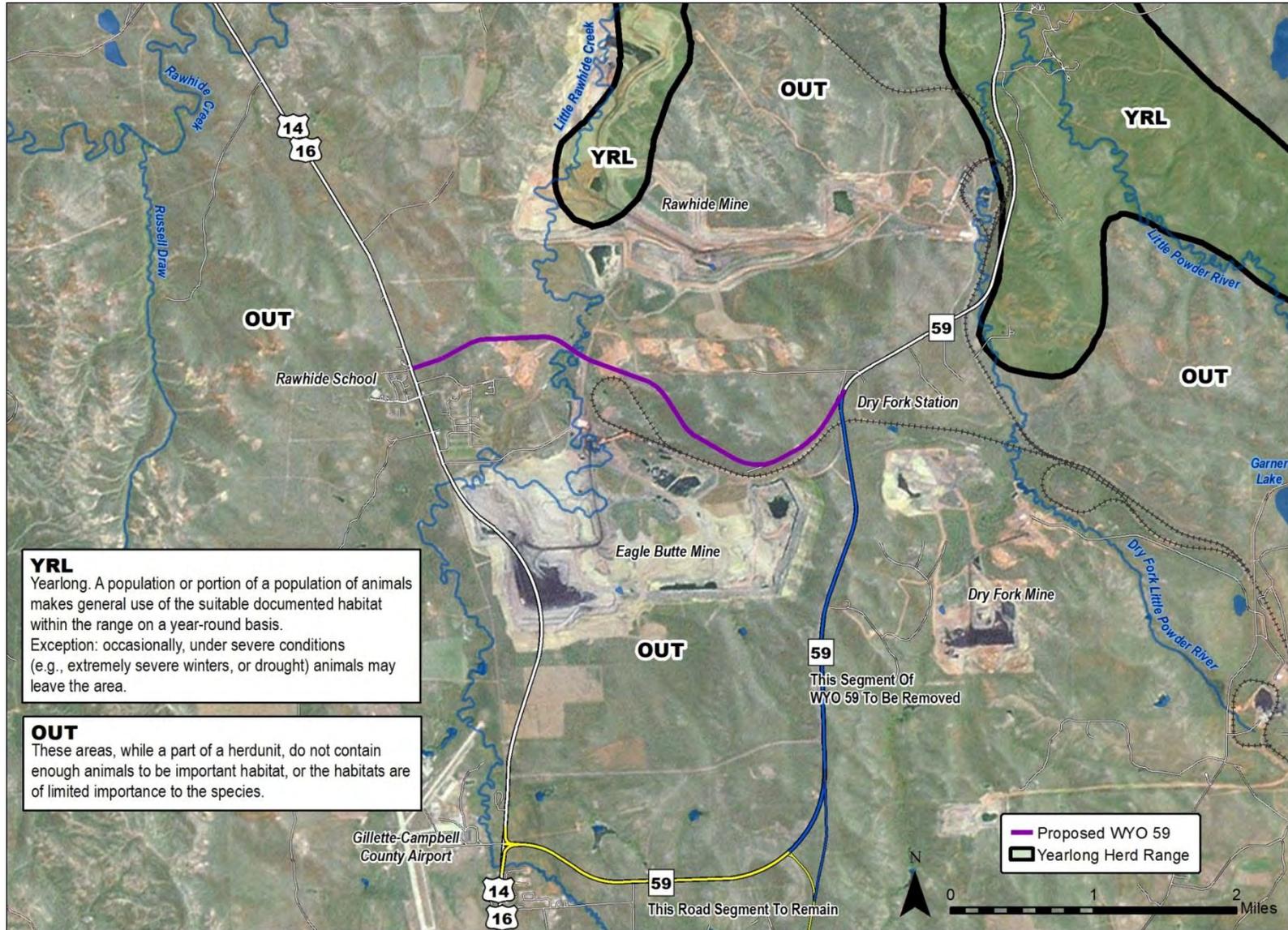
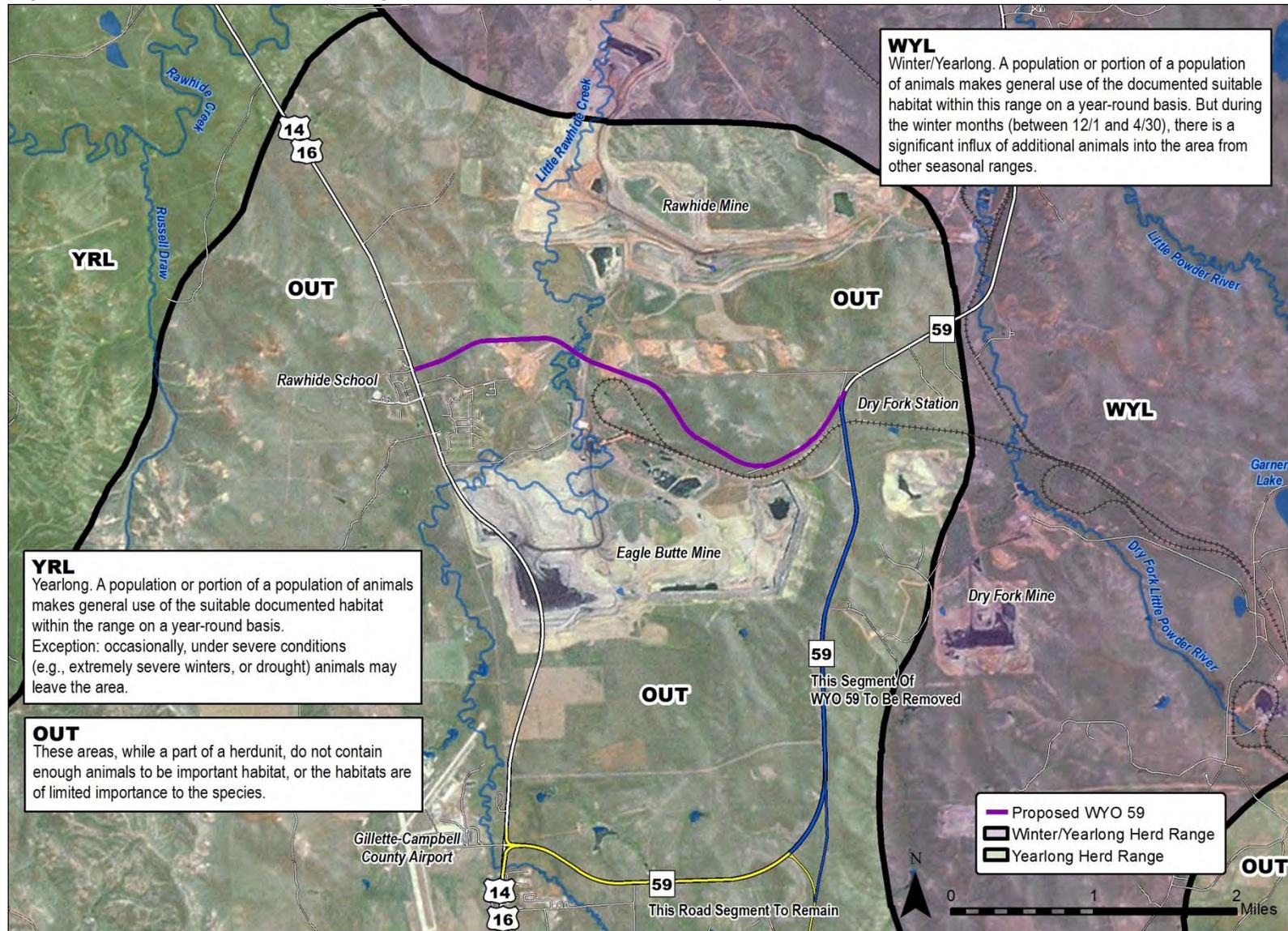


Figure 9. Muledeer seasonal ranges within the vicinity of the study area.



VI. Conclusions

The study area has been disturbed by coal mining activities. Undisturbed vegetation exists within the area proposed for the realignment along Little Rawhide Creek and west of the current WYO 59 alignment. The vegetation consists of sagebrush steppe and mixed prairie, which serve as habitat for mule deer and antelope, as well as raptors. With ongoing mining activities, it is unlikely that these species will be substantially affected by a relocation of WYO 59. No habitat was observed for the northern long-eared bat, and it is unlikely that the relocated road segment will affect the greater sage grouse because recent lek observations did not record active leks. There is marginally suitable habitat for Ute ladies'-tresses to occur along Little Rawhide Creek. As recommended by the USFWS in a letter dated January 2, 2014, a survey should be completed during the flowering season between July and August by knowledgeable botanists trained in conducting rare plant surveys to confirm that no orchids are present in the study area.

VII. References

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Appendix C. Stakeholder Input



Appendix C: Stakeholder Input

Public Scoping Meeting

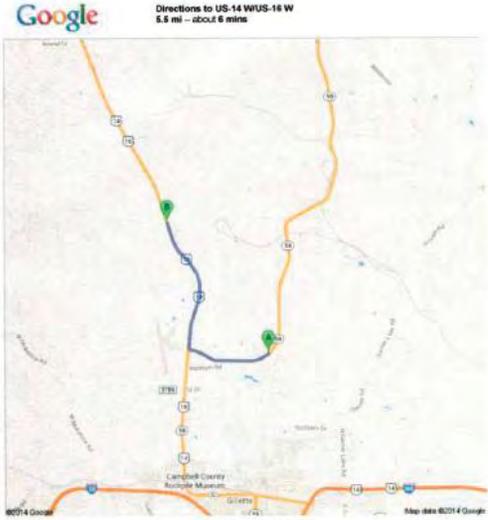
December 19, 2013

**WYO 59 Relocation
Public Scoping Meeting Comments
Meeting Date: December 19, 2013**

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
1	12/5/13	<p>Dear Mr. Stark, The Office of State Lands and Investments has received your letter regarding the relocation of State Highway 59 (WYO 59) north of Gillette in Campbell County. Review of this project indicates the proposed new highway would encroach on state trust lands in the S2S2 of Section 16, T51N, R72W. This encroachment will have to be filed for under a Road Easement Application available on our website: http://lands.state.wy.us. Go to Trust Land Management, then Easements. There you will find all the forms necessary to apply. Follow the instructions provided. The road will cost an estimated \$1.35 per foot of width per rod or the appraised value, whichever is greater. That will be determined by this Office. If you have any questions, please do not hesitate to contact me at (307)777-6521 or via email at tina.vigil@wyo.gov.</p>	<p>Tina Vigil 122 West 25th Street Cheyenne, WY 82002 307.777.7331</p>	Agency Letter
	Response			
2	12/19/13	<p>The added traffic of a coal mine an electrical power plant plus the oil field traffic – methane - traffic – rancher traffic – A two lane road that is real congested at hours when mines change shifts will at least double traffic on sections of the road causing unnecessary accidents. An alternative route to the east would be better. At the very least with the proposed route a 4 lane road would be necessary to accommodate partial traffic congestion anyway.</p>	<p>Joe Gilsdorf 205 Battle Cry Lane</p>	Comment Form
	Response			
3	12/19/13	<p>The coal needs mined, no reason to leave it under the road. My wife will have a longer drive to work at Rawhide Mine, but no reason to leave that coal there with 2 mines on each side at the road.</p>	<p>Keith Fare 4515 University Road 82718</p>	Comment Form
	Response			
4	12/19/13	<p>I oppose the purposed route now as I did during the last relocation. The amount of traffic from the additional mine and power plant going North will create a dangerous situation. This will also include increased oil field traffic from the Bakken Oil Boom. I would like to see the current road moved further to the East as would most all of the people I have talked with.</p>	<p>Dave Magnuson 19051 Hwy 59 N Weston WY</p>	Comment Form
	Response			
5	12/28/13	<p>I don't believe they need to move Highway 59 until they can figure out to do it safely for traffic.</p> <p>We live out on Highway 51 and have seen what happens when they move the highway. They cannot seem to get this road corrected where it will stay. Has many big dips that are not good on our bodies or our vehicles. I have complained but to no avail. They come patch it and it lasts for a few months and then is right back where it was.</p> <p>With highway 59 there is much more traffic and a lot of it heavy haul so that would be even worse in my opinion. I say fix one road correctly before worrying about moving another. And make sure it can be done so that we have a repeat of Highway 51.</p>	<p>Joyce Adams jadams@vcn.com</p>	Email <hwy 59>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
	Response			
6	12/20/13	<p>Hi Tim. Thanks for the opportunity to comment on the proposed Highway 59 relocation.</p> <p>From a planning standpoint in Campbell County, I like/approve of the proposed relocation. There are no addresses/buildings not already associated with the mine that need to be moved or adjusted.</p> <p>My main concern is that we work closely with WYDOT when the existing east/west portion between Hwy 14/16 and Little Powder River Rd is turned over to the County. We will need to name that new road and assign an address range.</p> <p>Thanks again and look forward to working with you all on this project.</p> <p>Thanks,</p>	<p>Megan Nelms, AICP Planner & Zoning Administrator Campbell County 500 S. Gillette Avenue Suite 1500 Gillette, WY 82716 Phone: 307-685-8061 Fax: 307-687-6468 www.ccgov.net mb108@ccgov.net</p>	Email Agency Letter
	Response			
7	12/30/13	<p>Dear Mr. Stark:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed the feasibility study to evaluate relocating a segment of Wyoming State Highway 59 north of Gillette in Campbell County. We offer the following comments for your consideration.</p> <p><u>Terrestrial Considerations:</u> The proposed highway site falls within the Powder River Mule Deer herd unit and the Gillette Pronghorn herd unit. Both pronghorn and mule deer utilize the area throughout the year. Disturbance of big game during this project will temporarily displace portions of these herds as animals avoid active project areas. However, impacts are likely to be very minimal, this area already experiences a great amount of activity, as it lies between two active coal mines (Rawhide and Eagle Butte) and is proposed to be adjacent to the landfill. There are currently no known occupied sage-grouse lek sites within a 2-mile buffer of the proposed project area. The project area does not fall within Sage-Grouse Core Area.</p> <p><u>Aquatic Considerations:</u> The draft plan shows the new highway segment will cross over Little Rawhide Creek. To minimize impacts to the aquatic resources of Little Rawhide Creek, we recommend to environmental requirements outline in WYDOT's March 2010 spec book be followed.</p> <p>In addition to the environmental requirements outlined in WYDOT's March 2010 spec book, we have the following recommendations:</p> <ul style="list-style-type: none"> Preventing the spread of aquatic invasive species (AIS) is a priority for the State of Wyoming, and in many cases, the intentional or unintentional spread of organisms from on body of water to another would be considered a violation of State statute and Wyoming Game and Fish Commission Regulation. To prevent the spread of AIS, the following is required: <p>If equipment has been used in a high risk infested water [a water known to contain Dreissenid mussels* (zebra/quagga mussels)], the equipment must be inspected by an authorized aquatic invasive species inspector recognized by the state of Wyoming prior to its use in any Wyoming water.</p>	<p>WER 11310.03 Wyoming Game and Fish Department 5400 Bishop Blvd. Cheyenne, WY 82006</p>	Agency Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Any equipment entering the State by land from March through November (regardless of where it was last used), must be inspected by an authorized aquatic invasive species inspector prior to its use in any Wyoming waters.</p> <p>If aquatic invasive species are found, the equipment will need to be decontaminated by an authorized aquatic invasive species inspector.</p> <p>Any time equipment is moved from on 4th level (8-digit) Hydrological Unit Code watershed to another within Wyoming, the following guidelines are recommended:</p> <p>DRAIN: Drain all water from watercraft, gear, equipment, and tanks. Leave wet compartments open to dry.</p> <p>CLEAN: Clean all plants, mud, and debris from vehicle, tanks, watercraft, and equipment.</p> <p>DRY: Dry everything thoroughly. In Wyoming, we recommend drying for 5 days in Summer (June-August); 18 days in Spring (March-May) and Fall (September-November); or 3 days in Winter (December-February) when temperatures are at or below freezing.</p> <p>*A list of high risk infested waters and locations in Wyoming to obtain a AIS inspection can be found at: wgfd.wyo.gov.</p> <p>Thank you for the opportunity to comment. If you have any questions or concerns, please contact Erika Peckham, Senior Wildlife Biologist, at 307-670-8164 or Paul Mavrakis, Sheridan Region Fisheries Supervisor, at 307-672-7418 Ext. 236.</p> <p>Sincerely, Scott Gamr For Mark Konishi Deputy Director MK/mf/gb Cc: USFWS Paul Mavrakis, Sheridan Region Erika Peckham, Sheridan Region Lynn Jahnke, Sheridan Region</p>		
	Response			
8	12/27/13	<p>Dear Mr. Stark:</p> <p>Representing the Campbell County Conservation District, I attended the public scoping meeting concerning the proposed relocation of State Highway 59 north of Gillette, WY on December 19, 2013. The Campbell County Conservation District supports the relocation of the highway to allow for continued long term operation of Eagle Butte Mine.</p> <p>The proposed relocation right-of-way may appear to affect wetlands within the Little Powder River watershed, specifically the Little Rawhide Creek drainage. As stated at the "scoping meeting" the District has recent experience in wetlands mitigation measures and has approved of holding a conservation easement offered as the mitigation measure (restored wetland) to wetland disturbance for planned road construction in Campbell County.</p> <p>Our District stands ready to work with the Department and/or Alpha Coal West, Inc. regarding any wetlands</p>	<p>Timothy Morrison Campbell County Conservation District 601 4JU Court, Suite D PO Box 2577 Gillette, WY 82717-2577</p>	Agency Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>mitigation issues related to waters of the United States connected with the relocation of Wyoming Highway 59 north of Gillette. If you have any question, I am at your service.</p> <p>Sincerely and for the Board, Timothy J. Morrison, District Manager Campbell County Conservation District Cc: file</p>		
	Response			
9	1/2/2014	<p>Move Hwy 59 over ½ mile to the east, and go back into Litte Power Road or at least, in to the Northern Drive!</p> <p>If you move Hwy 59 straight over to Rawhide school on 14-16 give us a alternate road from Rawhide Mine's train loop, across Joe Marshal's/Dry Fork Mine over to Garner Lake Road!</p>	<p>John P. McClelland Jr PO Box 3293 Gillette, Wyo 82717</p>	Comment Sheet
	Response			
10 a	1/3/2014	<p>I have many concerns for safety dealing with the concept of the WYO59 Relocation Project.</p> 	<p>Karla J. Oksanen 205 Battle Cry Lane Gillette, WY 82716</p>	Email <hwy 59>
	Response			

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
10b	Cont'd		Karla J. Oksanen Cont'd	
	Response			
10c	Cont'd	<p>1. According to the map and the State WYDOT staff at the meeting on December 19, 2013. Highway 59 from Little Powder Road would be closed so Eagle Butte Mining could mine the area from Little Powder Road to where Eagle Butte has their back Entrance east of the mine. In doing this, Highway 59 would go north from the airport to take a right turn on Buena Vista Drive across from Rawhide Elementary school. Because of this, 1000's of people will be diverted to travel from two roads onto one causing severe congestion from the airport to the turnoff to go east onto Buena Vista Drive. Currently this is single traffic in each direction. The map that is being use for this project is not accurate. For some reasons it is showing the Buena Vista Drive south of Rawhide School Entrance which is Prospector Way. Buena Vista is directly across from Prospector Way and if that Road is used according to the map, Highway 59 will run right through a water well. Even if Buena Vista Drive is not used for the Road that will be the new turn off for Highway 59 from Highway 14-16, there will still be a lot of traffic congestion in the area. I believe that at a minimum the section of roadway from the Airport to beyond the new turnoff should be expanded to at a minimum of 4 lanes and 5 would be better. There should be a center turn lane so school busses and all traffic can make turns more safely. A traffic signal would be very helpful. I drove to town one day at about 8:40 and counted 19 vehicles 3 were school buses headed north between the Eagle Butte Mine and the Airport and that is not during any kind of rush hour. Not during the time the kids would normally going to school. Not during shift change from any of the mines. That's more than 6 cars per mile in that stretch at a slow time of day. We will also have all of the Semi-double-trailer traffic that normally goes in the back East side of Eagle Butte Mine to pick up coal to take to Rapid City or points east. We need a count of how many of those (a lot of the time they are trucks that say Trimac on the side of them) come and go. I see them often.</p>	Karla J. Oksanen Cont'd	
	Response			
10d	Cont'd	<p>2. Let's talk about the 1000's of people being diverted to just one road. There are already issues with traffic and safety on Highway 14-16 north. Just to the north of where the turnoff is being proposed on the map is a hill. Currently when people are turning out onto Highway 14-16 in that area, people come over the hill and ride your butt until you can generate enough speed to get out of their way. Then when you get to the Eagle Butte Mine Entrance, a lot of time people from that road are pulling out in front of you. When they made changes to these roads before, a vehicle coming off the Eagle Butte</p>	Karla J. Oksanen Cont'd	

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Mine main entrance road pulled out in front of a vehicle and got killed. Not good. There will be 3 Coal Mines all traveling on Highway 14-16 to work. I got information from the 2012-2013 Concise Guide to Wyoming Coal. Stating that the three mines have a combined employee count of 888. They are Eagle Butte Mine (315 employees), Rawhide Mine (231 employees), Buckskin Mine (342 employees). That does not include the contractors and delivery vehicles and others who are instrumental to the industries daily routines dirt movers such as DA Eldridge etc. Dry Fork Station Power Plant had a workforce peak of 1300 people in 2009. There are lots of oil and gas field workers, Utility workers, Contract workers, Rawhide Elementary School with their bus loads of elementary children, teachers and staff, parents, coming and going, deliveries as well as Ranchers, Green Valley Estates and other subdivisions and towns to the north including Recluse and Spotted horse and Arvada that do business and pleasure in Gillette not to mention the 1000's of tourist that come through that will be affected by the changing of the Road just because of the added traffic on Highway 14-16 their lives will be in more danger due to more traffic.</p>		
	Response			
10e	Cont'd	<p>3. The people who live on the East side of town and normally take the Little Powder Road to Highway 59 to and from points north of Little Powder Road will be caused an additional financial burden. The new road will add miles to their trips. According to Google from Little Powder Road to the proposed turn off is 5.5 miles. From the proposed turnoff where the new road will meet the Old part of Highway 59 by the Campbell County Landfill and the Dry Fork Station is probably around the 4 to 5 miles. So those people will have an extra 5 to 6 miles added to travel to their destinations. The 4/10ths of a mile that Eagle Butte moved Highway 14-16 in 2009 costs me about \$200.00 a year. I can't imagine having the extra 6 miles each way added to my gas bill to go to work. 6 miles times 2 times a day (round trip) times 5 days a week = 60 miles times 52 weeks a year = 3120 miles a year. At an average of \$3.50 a gallon. I have seen it close to \$3.00 a gallon here in Gillette recently and over \$4.00 per gallon sometime back. So if a person gets 15 miles per gallon with their vehicle, they will be seeing a rise in their weekly gas bill of about \$14.00 a week. And that is only if you have to make only one round trip a day and only 5 days a week and only one person in the family to travel each of those 5 days. There are two of us and sometimes more at our house. But as far as our own expenses for the 4/10th s, I'm only counting 2 people. And am only counting the work days. Not going to town to shop or to church or meetings or other activities. Just thinking of those added trips is frustrating me.</p>	Karla J. Oksanen Cont'd	
	Response			
10f	Cont'd	<p>4. Other issues and problems this road move may cause. At times over the years, Highway 14-16 has been closed off at the airport. Once there was a fire to the the north shutting off traffic. The Eagle Butte Mine blasts and mines right next to Highway 14-16 and has to have traffic stops due to their mining close to the Highway and having Orange Nitrogen Dioxide Clouds. More people will be</p>	Karla J. Oksanen Cont'd	

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		affected by traffic stopping for those purposes.		
	Response			
10g	Cont'd	6. I spoke to the Superintendent of Campbell County School and he also wasn't aware of where the road was to run. I told him I was concerned with safety of the school busses and teachers and staff and the food delivery and all the parents who come and go from the Rawhide school. He said he will look into it. I would think that Alpha Coal – Eagle Butte Mine would want to be a good neighbor and make sure that every safety precaution is exercised to protect all the people who will be traveling on the proposed section of road especially the school bus loads of elementary children .	Karla J. Oksanen Cont'd	
	Response			
10h	Cont'd	7. Other roads will be impacted by the changing of this road. There will be people who travel from south of town who will be using east/west roads to get to 14-16 to head north many probably will use roads between Highway 59 and Highway 50 or Skyline Drive coming out by the Towers West at Highway 14-16. Vehicles coming off I-90 from west of town already have trouble getting off to take a left turn. WDOT at the meeting said there is no way that a stoplight can be put at that intersection because of its closeness to the stoplight that is at Westover Road.	Karla J. Oksanen Cont'd	
	Response			
10i	Cont'd	8. I believe when having the meetings the facts and plans should be set out for people. I was disappointed that it was not stated exactly how many miles around it would be to go from Little Powder Road all the way around to get back on Highway 59 on the North East side of the Eagle Butte Mine. I was disappointed that they couldn't tell me what Rawhide Mines plan is to stop traffic on Highway 59 when it is moved to the south of their mine. I was disappointed that the numbers weren't available for traffic counts on the section that is going to be closed. Traffic counts should also be made available for Highway 14-16 for the area that will be impacted by the closing of Highway 59 north of Little Powder Road. Without numbers I can only surmise what the actual numbers will be. 6 miles each way times 2 (round trip) =12 miles times 5 days in a work week. (I know the mines work 7 days a week, (2 shifts a day at most.) =60 and if there are only 100 people who drive the road they are planning to close each day for those 5 days a week that means there will be an extra 6000 miles put on at a cost of about \$1400.00 a week.	Karla J. Oksanen Cont'd	
	Response			
10j	Cont'd	9. From the meeting, it sounds like Eagle Butte Mine is planning on this being a permanent road change to Wyoming 59. Therefore making the added mileage and inconvenience permanent. This change will have major impacts. Impacts include but are not limited to thousands of people using these roads. Adding to fuel use. Adding to repairs and upkeep to Highway 14-16. Environmental impacts including but not limited to ripping up roads and doing work again in the area of the Rawhide creek.	Karla J. Oksanen Cont'd	

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		The areas that Eagle Butte Mine has worked around Rawhide Creek in the past looks more like a barrow ditch to me instead of a beautiful act of nature. The added traffic will make traveling this area a safety hazard. There definitely needs to be strategic planning to protect the health and safety of all who will be traveling this road.		
		Response		
10k	Cont'd	<p>10. On a personal note, I think Eagle Butte moving roads is a nuisance. When they moved Highway 14-16, I did not receive notification for the last meeting at which they decided to make the 4/10th of a mile addition to my drive a permanent change. I had prepared numbers to present and other information. I called Eagle Butte and WYDOT and nobody could tell me why I didn't get notice on the meeting. Now I have to again stress over whether notice is being sent out We object to the change in our scenery being changed from a very nice landscape to a major highway with lots of noise. People slowing down to make turns. Engine breaks, loud vehicles in an area where the sound will be carried to our home by the wind as well as loud on calm nights.</p> <p>11. We object to the any safety hazard situations that they are requesting to be put upon us with additional traffic that will be rerouted from Highway 59 to combine with Highway 14-16 North from the airport to the area of Prospector Way. I am terrified that all this traffic coming together is going to cause more accidents and perhaps more deaths.</p>	Karla J. Oksanen Cont'd	
		Response		
11a	1/2/2014	<p>In Reply Refer to: 06E13000/WY14CPA0029</p> <p>(See complete letter in file due to length)</p> <p>Summary:</p> <p>In response to your request, the Service is providing recommendations for protective measures for threatened and endangered species in accordance with the ESA. We are also providing recommendations concerning migratory birds in accordance with the Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703, and the Bald and Golden Eagle Protection Act (Eagle Act), 16 U.S.C. 668. Wetlands are afforded protection under Executive Orders 11990 (wetland protection) and 11988 (floodplain management), as well as section 404 of the Clean Water Act. Other fish and wildlife resources are considered under the Fish and Wildlife Coordination Act, as amended, 16 U.S.C. 661 <i>et seq.</i>, and the Fish and Wildlife Act of 1956, as amended, 16 U.S.C. 742a-742j.</p> <p>The Service has transitioned to a new online program to deliver species lists: see http://ecos.fws.gov/ipac/</p>	R. Mark Sattelberg – Field Supervisor United States Department of the Interior Fish and Wildlife Service Ecological Services 5353 Yellowstone Road, Suite 308A Cheyenne, Wyoming 82009	Agency Letter
		Response		
11b	Cont'd	<p>Wetlands/Riparian Areas:</p> <p>1. Impacts to riparian should be avoided. Any potential, unavoidable encroachment to these areas should be further avoided and minimized.</p>	R. Mark Sattelberg – Field Supervisor	

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>2. Unavoidable impacts to streams should be assessed in terms of their functions and values, linear feet and vegetation types lost, potential effects on wildlife, and potential effects on bank stability and water quality.</p> <p>3. Measures to compensate for unavoidable losses of riparian areas should be developed and implemented as part of the project.</p> <p>a) Goals and objectives b) Methodologies c) Time frames for implementation d) Success criteria e) Monitoring success f) Contingency plan if mitigation is not successful</p> <p>4. Follow Best Management Practices</p>		
	Response			
11c	Cont'd	<p>Migratory Birds:</p> <p>1. MBTA - MBTA Section 703 2. Eagle Act 3. Coordinate any such circumstances with Service's Migratory Bird Office in Denver at 303-236-8171. No nest manipulation is allowed without a permit. If a permit cannot be issued, the project may need to be modified to ensure take of a migratory bird or eagle, their young, eggs or nest will not occur.</p>	R. Mark Sattelberg – Field Supervisor	
	Response			
11d	Cont'd	<p>Eagle/Raptor:</p> <p>See enclosure for general recommendations for the protection of eagles and other raptor species. Fully implement the protective measures described in the enclosure to ensure compliance with the MBTA and Eagle Act. Assistance is available in developing a project specific plan.</p> <p>Enclosure Summary:</p>	R. Mark Sattelberg – Field Supervisor	

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Recommended Steps for Addressing Raptors in Project Planning Using the following steps in early project planning, agencies and proponents can more easily minimize impacts to raptors, streamline planning and permitting processes, and incorporate measures into an adaptive management program:</p> <ol style="list-style-type: none"> 1. Coordinate with appropriate Service offices, Wyoming Game and Fish Department, Tribal governments, and land-management agencies at the earliest stage of project planning. 2. Identify species and distribution of raptors occurring within the project area by searching existing data sources (e.g., Wyoming Game and Fish Department, Federal land-management agencies) and by conducting on-site surveys. 3. Plan and schedule short-term and long-term project disturbances and human-related activities to avoid raptor nesting and roosting areas, particularly during crucial breeding and wintering periods 4. Determine location and distribution of important raptor habitat, nests, roost sites, migration zones and, if feasible, available prey base in the project impact area. 5. Document the type, extent, timing, and duration of raptor activity in important use areas to establish a baseline of raptor activity. 6. Ascertain the type, extent, timing, and duration of development or human activities proposed to occur, and the extent to which this differs from baseline conditions. 7. Consider cumulative effects to raptors from proposed projects when added to past, present, and reasonably foreseeable actions. Ensure that project mitigation adequately addresses cumulative effects to raptors. 8. Minimize loss of raptor habitats and avoid long-term habitat degradation. Mitigate for unavoidable losses of high-valued raptor habitats, including (but not limited to) nesting, roosting, migration, and foraging areas. 9. Monitor and document the status of raptor populations and, if feasible, their prey base post project completion, and evaluate the success of mitigation efforts. 10. Document meaningful data and evaluations in a format that can be readily shared and incorporated into wildlife databases (contact the Service's Wyoming Ecological Services office for details). <p>For additional recommendations specific to Bald Eagles please see our Bald Eagle information web page (http://www.fws.gov/wyominges/Pages/Species/Species_SpeciesConcern/BaldEagle.html).</p>		

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		<p>Table 1. Service's Wyoming Ecological Services Field Office's Recommended Spatial and Seasonal Buffers for Breeding Raptors</p> <p>Raptors of Conservation Concern (see below for more information)</p> <table border="1" data-bbox="380 370 1037 558"> <thead> <tr> <th>Common Name</th> <th>Spatial buffer (miles)</th> <th>Seasonal buffer</th> </tr> </thead> <tbody> <tr> <td>Golden Eagle</td> <td>0.50</td> <td>January 15 - July 31</td> </tr> <tr> <td>Ferruginous Hawk</td> <td>1.00</td> <td>March 15 - July 31</td> </tr> <tr> <td>Swainson's Hawk</td> <td>0.25</td> <td>April 1 - August 31</td> </tr> <tr> <td>Bald Eagle</td> <td colspan="2">see Bald Eagle information web page¹</td> </tr> <tr> <td>Prairie Falcon</td> <td>0.50</td> <td>March 1 - August 15</td> </tr> <tr> <td>Peregrine Falcon</td> <td>0.50</td> <td>March 1 - August 15</td> </tr> <tr> <td>Short-eared Owl</td> <td>0.25</td> <td>March 15 - August 1</td> </tr> <tr> <td>Burrowing Owl</td> <td>0.25</td> <td>April 1 - September 15</td> </tr> <tr> <td>Northern Goshawk</td> <td>0.50</td> <td>April 1 - August 15</td> </tr> </tbody> </table> <p>Additional Wyoming Raptors</p> <table border="1" data-bbox="380 591 1037 922"> <thead> <tr> <th>Common Name</th> <th>Spatial buffer (miles)</th> <th>Seasonal buffer</th> </tr> </thead> <tbody> <tr> <td>Osprey</td> <td>0.25</td> <td>April 1 - August 31</td> </tr> <tr> <td>Cooper's Hawk</td> <td>0.25</td> <td>March 15 - August 31</td> </tr> <tr> <td>Sharp-shinned Hawk</td> <td>0.25</td> <td>March 15 - August 31</td> </tr> <tr> <td>Red-tailed Hawk</td> <td>0.25</td> <td>February 1 - August 15</td> </tr> <tr> <td>Rough-legged Hawk (winter resident only)</td> <td>----</td> <td>----</td> </tr> <tr> <td>Northern Harrier</td> <td>0.25</td> <td>April 1 - August 15</td> </tr> <tr> <td>Merlin</td> <td>0.50</td> <td>April 1 - August 15</td> </tr> <tr> <td>American Kestrel</td> <td>0.125</td> <td>April 1 - August 15</td> </tr> <tr> <td>Common Barn Owl</td> <td>0.125</td> <td>February 1 - September 15</td> </tr> <tr> <td>Northern Saw-whet Owl</td> <td>0.25</td> <td>March 1 - August 31</td> </tr> <tr> <td>Boreal Owl</td> <td>0.25</td> <td>February 1 - July 31</td> </tr> <tr> <td>Long-eared Owl</td> <td>0.25</td> <td>February 1 - August 15</td> </tr> <tr> <td>Great Horned Owl</td> <td>0.125</td> <td>December 1 - September 30</td> </tr> <tr> <td>Northern Pygmy-Owl</td> <td>0.25</td> <td>April 1 - August 1</td> </tr> <tr> <td>Eastern Screech-owl</td> <td>0.125</td> <td>March 1 - August 15</td> </tr> <tr> <td>Western Screech-owl</td> <td>0.125</td> <td>March 1 - August 15</td> </tr> <tr> <td>Great Gray Owl</td> <td>0.25</td> <td>March 15 - August 31</td> </tr> </tbody> </table> <p>¹http://www.fws.gov/wyominges/Pages/Species/Species_SpeciesConcern/BaldEagle.html</p>	Common Name	Spatial buffer (miles)	Seasonal buffer	Golden Eagle	0.50	January 15 - July 31	Ferruginous Hawk	1.00	March 15 - July 31	Swainson's Hawk	0.25	April 1 - August 31	Bald Eagle	see Bald Eagle information web page ¹		Prairie Falcon	0.50	March 1 - August 15	Peregrine Falcon	0.50	March 1 - August 15	Short-eared Owl	0.25	March 15 - August 1	Burrowing Owl	0.25	April 1 - September 15	Northern Goshawk	0.50	April 1 - August 15	Common Name	Spatial buffer (miles)	Seasonal buffer	Osprey	0.25	April 1 - August 31	Cooper's Hawk	0.25	March 15 - August 31	Sharp-shinned Hawk	0.25	March 15 - August 31	Red-tailed Hawk	0.25	February 1 - August 15	Rough-legged Hawk (winter resident only)	----	----	Northern Harrier	0.25	April 1 - August 15	Merlin	0.50	April 1 - August 15	American Kestrel	0.125	April 1 - August 15	Common Barn Owl	0.125	February 1 - September 15	Northern Saw-whet Owl	0.25	March 1 - August 31	Boreal Owl	0.25	February 1 - July 31	Long-eared Owl	0.25	February 1 - August 15	Great Horned Owl	0.125	December 1 - September 30	Northern Pygmy-Owl	0.25	April 1 - August 1	Eastern Screech-owl	0.125	March 1 - August 15	Western Screech-owl	0.125	March 1 - August 15	Great Gray Owl	0.25	March 15 - August 31		
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11e	Cont'd	<p>Endangered Species Act:</p> <p>1. In accordance with section 7(c) of the ESA, we have determined that the following species or their designated habitat may be present in the proposed project area. We would appreciate receiving information as to the current status of each of these species within the proposed project area.</p> <p>a. Ute Ladies' - tresses (Threatened)</p> <p>b. Northern Long-eared bat -Proposed (endangered)</p> <p>c. Greater Sage-grouse (Candidate)</p>	R. Mark Sattelberg – Field Supervisor																																																																																					
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		<p>in writing to the letterhead address or by electronic mail to FW6 Federal Activities Cheyenne@fws.gov</p> <p>Contact: Nathan Darnall with questions 307.772.2374 xtn 246</p>		
	Response			
12	1/3/2014	<p>Dear Mr. Stark,</p> <p>On behalf of Campbell County, thank you for the opportunity to provide comments and suggestions in regard to your proposed relocation of Highway 59 north of Gillette. As you know, our north landfill is located near the proposed corridor so we have a vested interest in the location and design of this roadway. On an average day, we ship ten or more truckloads of waste to the landfill, and other loads by commercial carriers add another ten. During times when our Baler is down, we require direct haul to the landfill by commercial carriers. These days could result in around thirty truckloads of waste. In addition, the mines to the north and the Dry Fork Station likely have substantial numbers of trucks servicing their sites on a daily basis.</p> <p>The Campbell County Board of Commissioners and Staff submit the following comments on the above referenced project for your consideration.</p> <p><u>Comments:</u></p> <ul style="list-style-type: none"> • For security and public perception, we would ask that you avoid an alignment that would allow any portion of the Campbell County Landfill permit area to be seen from the roadway. No encroachment onto the permitted landfill area will be allowed for the new roadway right-of-way or temporary construction easements. • We ask that the proposed tie-in to Highway 59 near Dry Fork Station be sufficient distance from the landfill access road to provide a safe means for trucks to decelerate and make the left turn into the landfill. We would like a left turn lane into the landfill access approach and an improved approach. If a new landfill access point is required to make the design work, please coordinate with County Public Works and Road and Bridge staff as the design develops. • We ask that the intersection of Highway 59 and US 14-16 be designed to be truck friendly, with large radii, a free right turn lane for north then east bound trucks, and a left turn lane with stacking room for two trucks for west then south bound trucks. The intersection design should be such that truck turning movements do not come into conflict with other lanes. 	<p>Dan Coolidge, Chairman Matt Avery, Commissioner Mark A. Christensen, Commissioner Garry G. Becker, Commissioner Mickey Shober, Commissioner Campbell County 500 S. Gillette Avenue, Ste 1100 Gillette, WY 82716</p>	Agency Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<ul style="list-style-type: none"> • Due to the steady truck use of this route, we would like to see profile grades on the new alignment as flat as possible. Also, in the future, there is a possibility that increased commercial haulers and even the general public may be hauling loads to the landfill if we switch from baled to non-baled landfilling. • We encourage Alpha Coal, WYDOT and/or their consultants to utilize the Coal Belt Transportation GIS modeling capabilities to hone in on a preferred alignment. • We ask that if you have any excess topsoil generated from this project that we have an opportunity to stockpile it for our use. • We ask that if WYDOT does not wish to salvage the roto-mill tailings and/or gravel base from the existing roadway that we have the opportunity to collect this material. • Our landfill currently has approximately 600,000 cubic yards of excess soil. If you need a borrow source for the roadway we will be willing to work with you to create a win-win situation. • We request that WYDOT preserve the existing right-of-way proposed to be removed so that post all mining activity the roadway can be re-established in the same corridor. • Prior to considering taking over the existing east-west section of Highway 59, the Commissioners will require the following: <ul style="list-style-type: none"> ○ A pavement Overall Condition Index (OCI) analysis for the roadway. HDR currently does the analysis for our paved County roads so WYDOT or Alpha could pay to have this done so we are using the same methodology as our other roads. ○ Any required maintenance (crack seal, chip seal, overlay, etc.) as evidenced by the OCI shall be planned to be completed by Alpha prior to County taking over the road. ○ A design and agreement for the mine to reconstruct the connection of Little Powder River Road and Highway 59 (with a sweeping curve rather than a ninety degree intersection) will need to be in place. <p>We appreciate the opportunity to provide comments on this proposed relocation and look forward to working with you as this project moves forward. Thank you.</p>		
	Response			
13	1/3/2014	<p>How close will this road come to 111 War Chant Dr., Rawhide Village, 109 War Chant Dr., Rawhide Village, 107 War Chant Dr., Rawhide Village, Gillette, WY 82716? Will it go through anyone's private property? Will there be eminent domain used if it does go through private property? Will any water wells associated with Rawhide Village be ruined? 107, 109, and 111 War Chant Dr. Rawhide Village properties are still associated with the Rawhide Village Water Wells. We did NOT sign away our right to them to AMAX Coal Company and the company that bought them or any other companies.</p> <p>Is the gravel road leading to the landfill going to be where the highway is located?</p> <p>Please answer our questions. We were just made aware of the road relocation. Thank you.</p>	<p>Doug and Carol Roe 109 War Chant Dr. Gillette, WY 82716</p> <p>Callmecarol2@hotmail.com</p>	Email <dot-pub>
	Response	<p>From: Nick Hines [mailto:nick.hines@wyo.gov] Sent: Friday, January 03, 2014 4:59 PM To: callmecarol2@hotmail.com Subject: WY 59 Relocation</p> <p>Good Afternoon Doug and Carol, I am sorry to hear that you were just made aware of the HWY 59 relocation project. We sent a post card to your address trying to notify you of a public meeting that we held on December 19th. Currently we are just in</p>	Response – Nick Hines, WYDOT	Email

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>the scoping phase of the project, so all we are doing is trying to collect comments from the public and State and Federal agencies. I have attached the handouts that were provided at the public meeting. In regards to your responses below.</p> <ul style="list-style-type: none"> • In regards to how close the proposed road will come to your property. We are in the preliminary phases and an alignment has not been set. But based on our preliminary data the road will be north of your properties. At this time the proposed road is likely going to follow Buena Vista and continue west towards the existing Alpha Mine haul road. We are in the scoping phase so we have not narrowed down the alignment yet. • Once again we are in the scoping phase and currently the land required for this proposed road is owned by Alpha and the State of Wyoming. We are not anticipating on relocating or acquiring private property at this time. If acquisitions are needed they will follow the Uniform Relocation Act. But currently it appears no private property will be needed. • I am not 100% sure where the wells are in the Rawhide Subdivision. But a quick check of the State Engineers records showed the wells south of Buena Vista Dr. If that is the case then no wells should be impacted. However we will look into the groundwater wells further as we progress. • The proposed road is not going to run along the same path as the county landfill. There is no intention on getting onto the Counties land. <p>I have also posted the boards from the public meeting on the WYDOT website. However it might not be listed on the website until tomorrow afternoon. I just updated it and it takes some time to get updated.</p> <p>If you have further questions please feel free to contact me.</p> <p>Thanks</p> <p>Nick Hines</p>		
14	1-3-2014	<p>See the attached pdf for another option. This option would utilize existing garner lake road and then cut over to highway 59 north (shown in yellow)</p>	<p>Clark Melinkovich PE Campbell County Public Works 500 S Gillette Ave Suite 1400 Gillette, WY 82716 (307) 685-8061</p>	<p>Email Agency Letter <hwy 59></p>

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	Response			
15	1-6-2014	Thank you for sending the information. I will visit with district personnel regarding the relocation as I am sure they may have additional input.	Stephanie Zickefoose (principal) Rawhide Elementary School 307.682.0774	Email Agency Letter <nick>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Stephanie Zickefoose Rawhide Elementary School (307) 682-0774		
	Response			
16	1/6/2014	Concerns on the Wyo 59 Relocation Project I am concerned about the abandonment of the current section of Hwy 59. Money has been spent in the Gillette area to make convenient "loop roads" i.e. Northern Drive and Southern Drive. Little Powder River Road now has a connection to Hwy 59 off of Northern Drive. The proposed abandonment of the current highway section will make travel inconvenient and more costly for the general public. I am not opposed to a temporary relocation, with the eventual replacement of the current section of the highway. I also have to wonder about the lack of alternatives that were presented. Other options would include an underpass for haul trucks, a tunnel for a conveyor belt, or temporary relocation with eventual replacement. Given the two options that are being presented, relocate the highway or no action, I have to choose No Action. Please reconsider the alternatives. Mark Carter Gillette	Mark Carter (Debra Carter) Chaos6@bresnan.net	Posted in Google Groups: dot-hwy-59
	Response			
17	1/16/14	Hey Laura, I just wanted to let you know I got a call from Kevin Little with the ACOE. He was just checking to see if we wanted a generic letter from him on this project. I told him that we were already looking at minimizing the impacts and that if he wanted to send a letter he could. He decided to wait until we get a little further on the EA process and then provide a little more specific comment once we have impacts defined a little more. Just documenting that we had contact with the ACOE.	Nick Hines Environmental Coordinator, WYDOT 5300 Bishop Blvd., Cheyenne, Wyoming 82009-3340 Office (307) 777 4156 Fax (307) 777 4193	Email/phone conversation
	Response			
18	1/17/14	Mr. Hines, attached is a letter from Dr. Alex Ayers listing Campbell County School District's comments in reference to the relocation of Wyoming State Highway 59 north of Gillette. You will be receiving the original letter in the mail.	Campbell County School District Alex Ayers, Associate Superintendent 1000 West Eighth Street	Email/Letter Attachment

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>If you have any questions or concerns relating to these comments, please contact Dr. Ayers at (307) 687-4540 or aay...@ccsd.k12.wy.us Thank you, Meldene Goehring Administrative Assistant to the Associate Superintendent for Instructional Support Campbell County School District #1 (307) 687-4542</p> <p>Dear Mr. Stark, Meldene Goehring, CAP Admin. Assist. to the Assoc. Superintendent for Instructional Support Our district received your letter dated January 6, 2014 requesting comment on the possible relocation of Wyoming State Highway 59 north of Gillette in Campbell County. We were aware of the public meeting on December 19, 2013 and scheduled a representative of the district to attend that meeting. Due to unforeseen circumstances, that representative was unable to attend. We did follow up with the local WYDOT office the following day but also appreciate the opportunity to provide feedback in written form.</p> <p>Please consider the following comments:</p> <ol style="list-style-type: none"> 1. Ensure the safety of vehicle traffic turning onto and off of Hwy 14/16. We would like your consideration of outside turning lanes off of Hwy 14/16 in both directions and a center turn lane due to the amount of truck traffic and the incline of Hwy 14/16 north of the proposed intersection. 2. We would request that the section of Hwy 59 between Little Powder River Road and Hwy 14/16 remain open. 3. While constructing the proposed new section of Hwy 59, we would like assurance that no significant traffic delays will occur to school bus routes. Of particular concern is the area that overlaps the existing Hwy 59 on the east end of the proposed new section as well as the impact of construction on the west end of the proposed new construction at the Hwy 14/16 intersection. <p>Thank you for the opportunity to provide input into the proposed project. If you have any questions or concerns, please contact me at (307) 687-4540 or aayers@ccsd.k12.wy.us .</p> <p>Sincerely, Alex J. Ayers, Ed.D Associate Superintendent for Instructional Support Cc: Dr. Richard Strahom, Superintendent Keith Chrans, Supervisor of Transportation Stephanie Zickefoose, Principal, Rawhide Elementary</p>	<p>P.O. Box 3033 Gillette, WY 82717-3033</p>	
	Response			

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
19	3/14/14	<div data-bbox="415 345 1113 479" style="text-align: center;">  <p>Department of Environmental Quality</p> <p>To protect, conserve and enhance the quality of Wyoming's environment for the benefit of current and future generations.</p> <p>Matthew H. Mead, Governor Todd Parfitt, Director</p> </div> <p data-bbox="499 508 598 524">March 14, 2014</p> <p data-bbox="499 540 745 630">Mr. Timothy L. Stark, P.E. Environmental Services Engineer Wyoming Department of Transportation 5300 Bishop Boulevard Cheyenne, WY 82009-3340</p> <p data-bbox="499 646 976 662">RE: Eagle Butte Mine, Permit 428-T6, Proposed Highway 59 Relocation</p> <p data-bbox="499 678 598 695">Dear Mr. Stark:</p> <p data-bbox="499 711 1018 743">I met with Mr. Mark Thrall and Mr. CJ Fisk of Alpha Coal West, Inc. yesterday and we discussed your letter dated March 3, 2014.</p> <p data-bbox="499 760 1039 1052">The present Eagle Butte Mine plan moves Highway 59 closer to the southern permit boundary of the Rawhide Mine. Your letter indicates that any injury due to blasting fumes (NO and NO₂, the gases of nitrogen, which we refer to as NO_x) would increase WYDOT's exposure to liability for such injuries. The letter goes on to state the Wyoming DEQ said that Rawhide has approximately 18 cast shots per year and that they produce the orange cloud (NO_x fumes). Rawhide had 18 cast blasts in 2013 and 13 cast blasts in 2012 and not every cast shot produces the reddish/orange fumes. The Rawhide Mine has an operational control plan in place to monitor the wind speed and direction as well as temperature inversions for several hours prior to any cast blast. If there is a temperature inversion or the wind is blowing toward any neighbors the shot will be postponed for a day when the atmospheric conditions are favorable. I must point out to you that currently Highway 14/16 is closer to Rawhide Mine cast shots than the relocated Highway 59 will be. There are still several homes in the old Rawhide Village subdivision and the Eagle Butte Mine south of the Rawhide Mine so Rawhide has to make sure the fumes from their shots don't adversely impact those people. Rawhide Mine has postponed cast shots for more than a week at times due to unfavorable winds or temperature inversions.</p> <p data-bbox="499 1068 1039 1190">The Rawhide Mine is responsible for protecting the public from the impacts of their blasting operations and in no way can the Eagle Butte Mine produce a plan or document to aide WYDOT in reducing the exposure to the traveling public from the Rawhide Mine shots. Eagle Butte has absolutely no control over the mining operations at the Rawhide Mine and vice versa. Each mine in the State is responsible for its own operations and Eagle Butte Mine already has a traffic control plan in place to protect the public during blasting operations near public roads.</p> <div data-bbox="598 1214 934 1255" style="text-align: center;"> <p>2100 West 5th Street • SHERIDAN, WY 82801 (307) 673-9337 • FAX (307) 672-2213</p> </div>	Wyoming Department of Environmental Quality	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Mr. Timothy L. Stark WYDOT March 13, 2014 Page Two</p> <p>WYDOT also cannot expect the Eagle Butte Mine to accept all liability for any blasting impacts that may result from Rawhide Mine blasting. The LQD Surface Coal Rules and Regulations clearly state that all blasting has to be conducted to prevent injury to people outside the permit area. LQD would hold Rawhide responsible for any impacts off the permit from any blasts at the Rawhide Mine. That liability cannot be shifted to another mine just because that mine has requested that the road be relocated.</p> <p>The NOx issue has been a topic of concern for people living near mines in Wyoming for well over 20 years and the WDEQ/Land Quality Division, the mining industry and explosive industry have worked together to come up with operational control plans that protect the public from blasting fumes and minimize any impacts to the public. The mining industry has also posted signs along public roads in the Powder River Basin warning the public that blasting fumes are hazardous and to stay away from them.</p> <p>I realize that there were comments from at least one concerned citizen during the public comment period on the highway relocation but the mining industry and WDEQ/LQD have been dealing with the NOx issue for many years. There have been a few complaints but no real health impacts to the public. There are several mines that have public roads near the blasting operations and between the precautions that the mines take before cast blasts and the traffic control plans that are used there has never been an incident where traffic on a road was impacted by NOx fumes.</p> <p>The State and Federal regulations hold each mine accountable for all actions that impact people and property outside the mine permit area. With the operational controls that are used with cast blasting operations and the traffic control plans used on public roads near mines, WYDOT would not be liable for the health and safety of public. Off-site impacts are clearly the responsibility of each mine and the LQD regulations leave no doubt of that. Federal regulations also support that.</p> <p>I think it is important to emphasize again that current Rawhide cast blasting operations are closer to Highway 14/16 than they will be to the proposed relocated portion of Highway 59. I also want to point out that several years ago the Black Thunder Mine had cast blasting operations much closer to Highway 450 than either of the Rawhide Mine situations and the operational controls and traffic control plan were sufficient for WYDOT. Blasting was conducted near Highway 450 for years with no incidents with the public. The same situation has also occurred at several other Powder River Basin Mines.</p>		

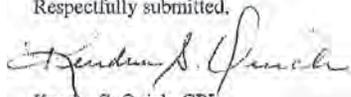
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Mr. Timothy L. Stark WYDOT March 13, 2014 Page Three</p> <p>I also have to reiterate that the Eagle Butte Mine has no control over the Rawhide Mine blasting operations and there is no way that they would be able to influence how Rawhide Mine blasts. If any government agency tried to force one mine to accept liability for another mine's actions it could be conceived as giving a competitive advantage to one operation.</p> <p>If you have any questions regarding this issue please call me or perhaps we could set up a meeting with the Eagle Butte Mine staff to discuss the issue. It would have been nice to have been part of this discussion from the outset.</p> <p>Sincerely,  Doug Emme Blasting Program Principal WDEQ/Land Quality Division</p> <p>/de</p> <p>xc: Nancy Nuttbrock, LQD Administrator & DEQ Deputy Director Mark Thrall, Environmental Supervisor, Alpha Coal West, Inc. CJ Fisk, Land Manager, Alpha Coal West, Inc.</p> <p style="text-align: center;"><small>C:\FILES\BMS\BLET-WYDOT\1148</small></p>		
	Response			



Appendix C: Stakeholder Input
Public Meeting
April 17, 2014

**WYO 59 Relocation
Public Meeting #2 Comments
Meeting Date: April 17, 2014**

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
1	4/5/14	<p>Dear Mr. Stark:</p> <p>Peabody Energy, through its local affiliate Peabody Caballo Mining, LLC ("PCM") appreciates the opportunity to comment on the proposed realignment of State Highway 59 north of Gillette. The proposed alignment has been advertised in the Gillette News Record as an east- west corridor between the Rawhide and Eagle Butte Mines. Since Rawhide Mine is a Peabody facility, the company is very interested in the proposed alignment and how it may impact our operations. We are also interested in the impact to the general public.</p> <p>A positive aspect of this proposed road alignment is the fact that it will be located across lands where coal extraction will not occur in the future. A permanent alignment is desirable and cost effective. However, PCM has several concerns that we would like to share with WDOT.</p> <p>The road corridor is proposed to intersect with U.S. Highway 14-16 just north of the Rawhide School. Safety of the county's elementary-aged children should be foremost in our planning, and the proximity of this highway intersection to the school presents some serious safety concerns. This is especially important at the times that children are traveling to and from school. School bus traffic compounded by the traffic of parents and teachers may be a reason to consider significant separation between the school and the intersection.</p> <p>Continuing east from this intersection, a portion of the proposed highway alignment in the southernmost portion of Section 16, T.51 N., R. 72 W., crosses the permit area for the Rawhide Mine. The mining permit in this vicinity was approved in 2010. PCM is concerned the proximity of the highway to the Rawhide permit area has the potential to cause the Department of Environmental Quality and perhaps the Department of Transportation to impose various restrictions on operation of the Rawhide Mine. For example, State statutes and rules constituting the surface coal mine regulatory program in Wyoming restrict mining operations within 100 feet of the right-of-way of a public road without approval from the Department of Environmental Quality. If the proposed road alignment enters the Rawhide mining permit area, such approval could be necessary for PCM. Additionally, imposition of restrictions or traffic control procedures may be placed on Rawhide Mine's blasting activities because of proximity to the proposed road alignment. Despite the existence of currently approved permits and procedures, the proposed road relocation has the potential to create increased regulatory burdens and reopen the Rawhide permits for reasons beyond their control.</p> <p>Proceeding to the east, the proposed alignment crosses the reclaimed channel of Little Rawhide Creek. This channel was reclaimed by the Eagle Butte Mine. South of the proposed road alignment, the reclamation liability remains with Alpha Natural Resources. Rawhide Mine has the reclamation liability for the channel and notably, reclaimed wetlands, immediately north of the proposed road alignment. In fact, the road corridor may actually remove a very small portion of these wetlands. PCM has concerns about how construction and/or road maintenance activities will impact runoff or sedimentation in this area, and whether this would jeopardize our ability to reach ultimate bond release of the area. Moreover, the wetlands constitute Rawhide Mine's mitigation activities permitted with the U.S. Army Corps of Engineers (ACOE). Avoidance of the wetlands is the preferred alternative, but if not possible, Rawhide Mine will need to revisit this commitment with ACOE. PCM respectfully requests the opportunity to participate in procedural discussions and/or design to minimize or eliminate such impacts.</p> <p>This same area is located within the high water-line of a significant impoundment located north of the proposed road alignment along Little Rawhide Creek. The Department of Transportation should be aware of this obstacle and the potential effects on the stability of the road embankment. The clean-water reservoir is permitted as a major impoundment by the Mine Safety and Health Administration, and we are unsure at this time what concerns that agency would have</p>	<p>Peabody Energy 1013 East Boxelder Gillette, Wyoming 82718</p> <p>PO Box 1508 Gillette, Wyoming 82717-1508</p> <p>307.687.3983</p>	Letter

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		<p>with this road alignment.</p> <p>In summary, PCM has concerns regarding public safety in connection with the proposed alignment and the proximity of the proposed road alignment with respect to the ongoing mining activities at Rawhide Mine. PCM encourages the Department of Transportation to consider alternatives which avoid these concerns. PCM will be pleased to work with the Department to attain the highest level of public safety along with reduction or elimination of impacts to our mining operation. Thank you for your consideration of these issues.</p> <p style="text-align: center;">Respectfully submitted,  Kendra S. Quick, CPT. Manager Land</p>		
Response		<p>Follow up information was requested and was provided by Kendra on 5/15/14.</p> <p>Hi Kendra,</p> <p>As I mentioned in the phone message we received your comments regarding the HWY 59 relocation project, thank you for sharing Peabody's comments and concerns. We were actually hoping to hear from Peabody since this project does have the potential to impact your operations. We have reviewed your concerns and would request some further information from Peabody so we can adequately address your concerns and the safety of the public.</p> <ol style="list-style-type: none"> In regards to your comments on wetlands. Could we get more information from you on the footprint of the mitigation area, the design plan and commitments with the ACOE. This way we can address avoiding impacts to the mitigation site. Currently we are planning on crossing the creek at an existing road to help reduce and minimize wetland impacts. Our rough estimate currently is only 0.148 acres of wetlands impacted. We think we can pull the slopes on the road and get this under 0.10 acres. However the ACOE does typically frown on us impacting mitigation sites. So if the road template falls within your mitigation area we might have to do something different. <p>Please see the attached map of the wetlands footprint. The reconstructed wetlands cover a total of 4.8 acres. This is defined by the maximum pool high water elevation of 4,191.0 feet msl. The design plan and commitments to the US Army Corps of Engineers include the commitment to replace wetlands prior to disturbance, to replace disturbed wetlands in-kind, and to match each acre, one for one. We expect the Corps of Engineers to require mitigation for any disturbance or loss of mitigated wetlands.</p> <ol style="list-style-type: none"> Also in regards to the wetlands/ waters of the US. Did Peabody and Eagle Butte Mines enter into a joint mitigation or reclamation plan? We are working with our Eagle Butte contact to determine this as well. But thought I would ask. <p>There has never been a joint mitigation or reclamation plan between the two companies. However, Peabody's Rawhide Mine and Alpha's Eagle Butte Mine have an agreement that addresses the disposition of the mitigation wetlands. Under the Agreement (the fourth Amendment to the Easement, Encroachment and Sublease Agreement between Exxon and AMAX) Rawhide Mine accepted full liability and reclamation responsibility, among other things, for the wetlands and lands immediately surrounding them. These wetlands are the sole responsibility of Peabody's Rawhide Mine.</p>		

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		<p>3. In regards to your impoundment and its high water-line. If we could get a map showing the high water-line of the impoundment it would help us determine the potential impacts to the road stability. Also could you let us know what the impoundment is used for and how likely you are to hit the high water-line? This would also help up in determining the potential hydrologic impacts to the road and to your impoundment.</p> <p>The attached drawing shows the extent of the high water line of Cottonwood Reservoir. The impoundment is used for flood control purposes. It captures flow in Little Rawhide Creek upstream of the Rawhide Mine, thereby protecting the pit from surface inflows. The mine pumps the reservoir and discharges into Rawhide Creek downstream of the mine when levels get high in order to maintain capacity and downstream flows.</p> <p>Cottonwood Reservoir statistics are shown below. They were derived from runs of the modeling program SEDIMOT II:</p> <ul style="list-style-type: none"> ◦ Drainage Area- 28.46 mi² ◦ High Water Elevation- 4197.0 feet ◦ High Water Area- 105.35 acres ◦ Capacity- 1983.76 ac-ft ◦ 100-yr 24-hr runoff volume- 1812.26 ac-ft ◦ 100-yr 24-hr peak discharge- 3514.14 cfs ◦ Approximate LRC 10-yr 24-hr volume and rate: 713 ac-ft and 1133 cfs ◦ Approximate LRC 25-yr 24-hr volume and rate: 1142 ac-ft and 1801 cfs <p>The likelihood of reaching the high water line in the reservoir is not considered too remote. Consider the following monthly water level readings since 2008. The maximum high water level is highlighted in red font for each of these years. Although specific records have not been maintained, pumping of the reservoir in many of these years was initiated as water levels rose. It is entirely possible that the high water level would have been reached in one or more of these years had pumping not been initiated.</p> <table border="1" data-bbox="430 1144 1066 1385"> <thead> <tr> <th colspan="8"><i>Cottonwood Reservoir Staff Gauge Readings</i></th> </tr> <tr> <th></th> <th><i>2008</i></th> <th><i>2009</i></th> <th><i>2010</i></th> <th><i>2011</i></th> <th><i>2012</i></th> <th><i>2013</i></th> <th><i>2014</i></th> </tr> </thead> <tbody> <tr> <td><i>Jan</i></td> <td>18.20</td> <td>11.30</td> <td>15.00</td> <td>19.55</td> <td>20.37</td> <td>17.63</td> <td>15.37</td> </tr> <tr> <td><i>Feb</i></td> <td>18.00</td> <td>13.50</td> <td>16.50</td> <td>26.35</td> <td>23.35</td> <td>20.15</td> <td>16.85</td> </tr> <tr> <td><i>Mar</i></td> <td>19.10</td> <td>15.50</td> <td>14.00</td> <td>27.85</td> <td>30.55</td> <td>22.45</td> <td>20.00</td> </tr> <tr> <td><i>Apr</i></td> <td>17.70</td> <td>17.09</td> <td>18.00</td> <td>26.40</td> <td>26.25</td> <td>23.90</td> <td>24.25</td> </tr> <tr> <td><i>May</i></td> <td>19.20</td> <td>17.00</td> <td>20.73</td> <td>30.30</td> <td>20.53</td> <td>18.29</td> <td>21.79</td> </tr> <tr> <td><i>Jun</i></td> <td>22.55</td> <td>22.67</td> <td>22.53</td> <td>25.75</td> <td>13.17</td> <td>19.67</td> <td></td> </tr> <tr> <td><i>Jul</i></td> <td>24.60</td> <td>14.50</td> <td>13.84</td> <td>24.45</td> <td>12.59</td> <td>15.00</td> <td></td> </tr> </tbody> </table>	<i>Cottonwood Reservoir Staff Gauge Readings</i>									<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Jan</i>	18.20	11.30	15.00	19.55	20.37	17.63	15.37	<i>Feb</i>	18.00	13.50	16.50	26.35	23.35	20.15	16.85	<i>Mar</i>	19.10	15.50	14.00	27.85	30.55	22.45	20.00	<i>Apr</i>	17.70	17.09	18.00	26.40	26.25	23.90	24.25	<i>May</i>	19.20	17.00	20.73	30.30	20.53	18.29	21.79	<i>Jun</i>	22.55	22.67	22.53	25.75	13.17	19.67		<i>Jul</i>	24.60	14.50	13.84	24.45	12.59	15.00			
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		<p><i>Aug</i> 22.50 13.40 10.63 25.00 13.25 14.50 <i>Sep</i> 10.40 11.50 13.62 16.92 13.50 13.60 <i>Oct</i> 6.00 12.50 15.25 9.00 10.05 12.65 <i>Nov</i> 6.00 14.00 13.46 15.13 14.25 11.43 <i>Dec</i> 6.00 15.00 16.27 17.41 15.49 13.39</p> <p>Zero Elevation 4163.4 Spillway Elevation 4196.8</p> <p>4. In regards to your blasting permit. This is an area that WYDOT is not familiar with. We have talked with DEQ and they mentioned that it may be necessary for you to revise your blasting permit. How likely are you going to be within 100 feet of the proposed road right of way? Does the mine blasting permit address roads in general or specifically call out individual roads? WYDOTs understanding is that all blasting permits are different. We might be able to work around this issue if we know where you are looking at mining and what your permit says.</p> <p>The Rawhide Mine is authorized to disturb lands up to the permit boundary in Sections 16 and 17. At this time, specific plans for disturbance show activities within 1000 feet of that permit boundary. Under the Wyoming Environmental Quality Act, the restriction within 100 feet of the outside right-of-way of a public road applies to all activities at a surface coal mine.</p> <p>With regard to blasting, the Rawhide surface mine permit does not address restrictions at public roads simply because blasting does not, at this time, occur in the vicinity of any public roads at Rawhide Mine. The proposed Highway 59 relocation route could change that. Blasting at Rawhide Mine will approach within 1200-1500 feet of the centerline of the proposed highway route in Section 17. This will be occurring between now and the end of 2017. Rawhide Mine has not initiated discussions with the Wyoming Department of Environmental Quality about this issue at this time. Nevertheless, the regulatory requirement to protect the public from the effects of blasting may need to be addressed.</p> <p>As a final comment to WYDOT, Peabody would like to point out that this proposed route will create restrictions on north travel out of Gillette. If, at any time, a portion of Highway 14-16 or the rerouted Highway 59 should become closed or otherwise impassable, there are no other options and travel to the north will not be possible. Emergency services from Gillette would not be able to access any residents, schools, businesses or mines north of such a closure. The health and welfare of Rawhide Mine employees is a major concern with this proposed route. This situation alone argues for considering an alignment that parallels the current Highway 59 east of the Eagle Butte Mine.</p> <p>Please let me know if you would like any additional information or to discuss any of these issues.</p> <p>I realize that coal mining is a competitive business and you may not want or be able to share the answers to all of these questions. However what information you can share would be helpful. You also mention in your letter that Peabody is willing to work with WYDOT to resolve all parties concerns. In the future it may be useful to have a meeting between WYDOT, Eagle Butte, and Peabody to discuss options. At this time I feel it is not necessary but if you feel that it is please let me know and I can get the meeting arranged.</p> <p>Thanks</p>		

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		Nick		
2	4/23/14	<p>Timothy Stark,</p> <p>The one question that I have about Highway 59 relocation project is why not use Garner Lake Road? It would make sense to keep the traffic from 59 from going around the west side of Gillette and by using Garner Lake Road that would line it up with getting onto HWY 59 south, this would also keep traffic off of HWY 14-16 and lower the amount of traffic at the intersection of 14-16 and Skyline. Also would be closer to the Port of Entry for truck traffic, and possible would not have to move the highway again, Thanks for your time.</p>	<p>Mark Renner Powder River Coal, LLC Rawhide Mine North Complex mrenner@peabodyenergy.com</p>	Email
	Response			
3	4/25/14	<p>To whom it may concern;</p> <p>It is unfortunate that planning for this reroute of Hwy 59 was done during a time when there was a significant reduction in the number of people employed at the three mines that have historically travel north out of Gillette. Not to mention the recent increase in traffic traveling to and from the Bakken Oil Boom, or the previous construction project at Dry Fork Station. I guess we should not look ahead and plan for, or consider, any future expansion or construction at the power plant or the mines.</p> <p>Having traveled the road from Gillette to the various Eagle Butte reroutes of Hwy 59 over the last 30 plus years causes me to doubt the validity of current planning, and accuracy of vehicle count that supposedly utilizing the roads headed north out of Gillette.</p> <p>My travels on Hwy 59, for the most part, have been during peak commuter hours in the early morning and afternoon. The average daily traffic count used to justify the project never concerned me; it was only those peak hour traffic periods that caused me any concern for my safety.</p> <p>During my years of commuting I have witnessed numerous Eagle Butte sponsored reroutes of Hwy 59, not to mention the recent Hwy14-16 reroute, some designs were good and some were very poorly planned and dangerous (in spite of being designed by a DOT Engineer).</p> <p>The current reroute plan has all north bound Hwy 59 four lane traffic to be bottlenecked into a three and a half mile section of two lane highway running from the airport to the newly planned reroute junction. This traffic will include employees from the three mines, the power plant, contractors working at the three mines and power plant, and the increasing Bakken Oil traffic using the road.</p>	A Concerned Citizen	Letter in Mail

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Based on my current observations and those from my previous plus 30 years; it is my contention that the plan is flawed and shortsighted. Public Safety should be your primary concern not Eagle Butte's economic profits. Yes, it will cost Eagle Butte some profitability, once again, but it also costs the Wyoming taxpayers money as well.</p> <p>At the very least the reroute should include an extension of the current four lane highway from the airport past Eagle Butte to the newly proposed Hwy 59 Junction. Your claim that the daily traffic load doesn't justify the construction, of course, was intended to justify your position for the current proposed route.</p> <p>An even better option would be to leave the current Hwy 59 Junction in place and extend Hwy 59 further to the east, from Little Powder River Road around Eagle Butte's Mining operations.</p> <p>The proposed reroute calls for construction of approximately 3.7 miles of new highway to the north of Eagle Butte, and abandoning approximately 3.4 mile of current Hwy 59, starting at Little Powder River Road going north. The WYDOT reasons stated for not moving the road to the east consist of; WYDOT approvals(?) approvals of an already existing junction and corridor(?)) Mining operation (the problem to the east is no different than the problem you will create by building the currently planned extension to the north) Landownership patterns (has this really stopped DOT from doing a project they wanted to do) Ongoing maintenance expense (an eastern extension likely would only add a mile of additional road (if that) to the current plan and likely benefit all of the landowners involved).</p> <p>An eastern extension (starting at the existing Little Powder River Road junction) would allow for faster emergency vehicle access going to the north on Hwy 59, and have the added bonus of not increasing traffic at the Rawhide School Junction on north Hwy 14-16. Additionally, the eastern extension would set the stage for a more realistic highways system traveling north out of Gillette for the future.</p> <p>Knowing how many times Eagle Butte has already moved the roads around their operation, why would we (the tax payers) continue to front money for their operations? It's time for a realistic long-term plan that would put a stop to the continued and multiple short term fixes that have been applied in the past.</p> <p>As stated before, Public Safety should be your primary concern, not Eagle Butte's economic profits. The Wyoming taxpayers money should be spent on long-term solutions, not the quick fix that allows Eagle Butte to push their mining economic problems off on the public.</p> <p>Respectfully, A Wyoming Concerned Citizen</p>		
	Response			

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4	4/28/14	Proposed Hwy 59 shall be from point "A" shown on back page to south East to Garner lake Road at Northern Drive turnoff and continue along Garner lake south and southern Drive to Hwy 59 (south) Intersection. This will bypass City of Gillette and will be ideal Location for proposed alternate Hwy 59.	Kanti Patel 19 Constitution Drive Gillette, WY 82716	Comment Form
	Response			
5	5/8/14	I am in favor of the proposed north highway 59 relocation. This route is on solid, undisturbed ground, which will make for a much better road, and should be a permanent relocation, negating any future moves.	Marty Gatlin Email via Nick Hines No email address	email
	Response			
6	5/8/14	I am obviously in favor of the new highway location. Not only will the relocation allow the mine to recover millions of tons of coal thus providing millions of dollars in taxes and royalties, but it will also delay many costs associated with repairing the existing Highway 59.	Tina M. Hutt Sr. Environmental Specialist Alpha Coal West, Inc., Eagle Butte Mine PO Box 3040 Gillette, WY 82717-3040 Phone: 307.687.3302 Email: thutt@alphanr.com	Email via Nick Hines
	Response			
7				
	Response			
8	5/7/14	This comment is in support of the relocation of a portion of HWY59. Without relocating a portion of this road millions of dollars would be lost in Local, State and Federal taxes and royalties. The new road alignment is also being paid for by the mining company and not by tax monies.	Mark Thrall No email address included	Email via Nick Hines
	Response			

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9	5/8/14	<p>May 1, 2014</p> <p>Timothy Stark Wyoming Department of Transportation Environmental Services Engineer 5300 Bishop Blvd. Cheyenne, WY 82009-3340</p> <p>Re: Wyoming State Highway 59 (WYO 59) Relocation Project</p> <p>Dear Mr. Stark,</p> <p>I am completely against the proposed location of the Relocation of Hwy 59! Don't get me wrong, I am a friend of coal and support the Coal Industry in the Basin. However, it appears that the proposed plan will more than double the distance and time it will take to commute back and forth from to my work. I'm sure Eagle Butte will not be reimbursing me for my time and mileage.</p> <p>Are there any other options such as: 1. Putting a tunnel under the existing highway to give the mine access to the east; 2. Moving the highway to the east, paralleling the existing highway; or 3. Putting in the new proposed 59 route and put in a more travel time friendly gravel road that parallels closely to the exiting Hwy for the Power Plant and Rawhide mine employees.</p> <p>In short, are there any other options that won't end up costing the Power Plant and Rawhide mine employees any more time and money for their commute to and from work.</p> <p>I am not the only one at my work that feels this way. Everyone that I've talked to is not happy about the proposed relocation of Hwy 59. I have written this letter in hope that you will take my thoughts under serious consideration.</p> <p>Sincerely,</p>  <p>Jeff Wendt 3560 Quincy Rd Gillette, WY 82716 307-660-2241 email: dannmorgan@hotmail.com</p>	<p>Jeff Wendt 3560 Quincy Rd. Gillette, WY 82716</p>	<p>Letter</p>
	Response			
10	5/11/14	<p>Dear Josh,</p> <p>I hope this finds things going well. My name is Marlin Cooper. My wife, Jeri, and I live at 508 Elk Creek Rd., which is about 6 miles off of Hwy. 59 N.</p> <p>We live about 48 miles from Gillette and are very concerned about the proposed change of Hwy. 59 N. We think it will create a bottleneck getting into Gillette. Hwy. 59 North is a very busy highway and this proposed route will only give one avenue into Gillette. It could add minutes, or more, for ambulances, fire fighting vehicles and law enforcement vehicles to their travel time and those minutes could mean death, in some cases.</p> <p>Our county has worked hard to give the community good roads and access and we believe this proposed route will be detrimental to our community.</p> <p>Thank you for your time and consideration.</p>	<p>Marlin and Jeri Cooper 508 Elk Creek Rd. Weston, WY. 82731</p> <p>jmcoop@hughesnet.com</p>	<p>email</p>

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11	5/12/14	<p>From: Mark Gillett [mailto:mark.gillett@wyo.gov] Sent: Monday, May 12, 2014 10:37 AM To: Nick Hines Cc: Timothy Stark; Lutz-Zimmerman, Laura R.; Josh Jundt; Ronda Holwell Subject: Re: Wyo 59 and Dry Fork Mine</p> <p>Also, Alpha would have to use moisture and density control for the dirt backfill to move the highway the second time back onto their property. 100' plus backfill with moisture/density control would cost them extra money. We can certainly talk to Alpha concerning this option. Mark</p> <p>On Fri, May 9, 2014 at 10:54 AM, Nick Hines <nick.hines@wyo.gov> wrote: Tim, I went ahead and returned the call the Beth with Dry Fork Mine that was left on your phone. She is working on getting a letter together to send to WYDOT. She has to get it approved through four different boards, so it might be next week by the time we get it. She mentioned that they were going to stay out of Alpha's business but they have been hearing a lot of public comments wanting to move the road onto their mine. So she felt obligated to comment. She mentioned to me that they have not mined that area yet and that there is coal in that area worth a considerable amount of money. Since they are a long term mine (60+ years) she said that they would be open to discussing putting the road on their land temporarily. However Alpha would have to pay to move the road onto their land and then pay to move it off. The other stipulation would be that they would set a date at which time the road had to be removed off of Dry Fork's land. Then of course any other costs associated with this change in permits would have to be paid for by Alpha.</p> <p>I can see where the public would benefit by having a similar and more direct route. But I am not sure how willing Alpha would be willing to pay to move the road twice.</p> <p>Thanks Nick</p>		Phone call conversation
	Response			
12	5-9-14	<p>On Friday, May 9, 2014 2:56:06 PM UTC-6, Beth Goodnough wrote:</p> <p>Mr. Timothy Stark, Attached please find comments from Western Fuels Association regarding the Wyoming Highway 59 relocation project. These comments are also being sent via FAX. Thank you for your consideration of these comments.</p> <p>Beth Goodnough Manager Regulatory Affairs Western Fuels Association Inc. 2201 S. Douglas Highway, Suite 130 Gillette, WY 82718 Phone: (307) 682-8051 x15</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Cell: (307) 660-4446 Letter 2pages below:		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		 <p data-bbox="877 386 974 407">May 9, 2014</p> <p data-bbox="464 467 768 565">Mr. Timothy L. Stark, P.E. Wyoming Department of Transportation Environmental Services Engineer 5300 Bishop Blvd Cheyenne, WY 82009-3340</p> <p data-bbox="464 586 768 607">RE: Wyoming Highway 59 Relocation</p> <p data-bbox="464 628 579 646">Dear Mr. Stark:</p> <p data-bbox="464 664 1083 841">Western Fuels Association, Inc. (Western Fuels) appreciates the opportunity to comment on the Wyoming Department of Transportation WYO59 Relocation Project. Western Fuels is a not-for-profit cooperative that manages coal mining, procurement and delivery of primarily Wyoming Powder River Basin (PRB) coal to cooperative owned rural utilities throughout the West and Midwest. Because Western Fuels operations are impacted either directly or indirectly by the proposed relocation of WYO59, we have substantial interest in this issue and find it necessary to identify the concerns described below.</p> <p data-bbox="464 867 1083 998">Western Fuels (or its affiliates) is the owner of lands beneath segments of the current WYO59, and is the owner along several alternative routes which the public has been proposing during the WYO59 relocation public meetings. Therefore we feel compelled to comment on the publicly discussed alternatives in order to inform WYDOT of the issues with the alternative routes. Attached is a map showing the routes we will be discussing in this letter.</p> <p data-bbox="464 1024 1083 1089">Route 1: Western Fuels prefers this route. This is the route proposed by Alpha Coal Resources Company. This route relocates Wyo 59 north of the Eagle Butte Mine.</p> <p data-bbox="464 1115 1083 1292">Route 2. This is a publicly discussed optional route connecting Wyoming Highway 59 with Garner Lake Road. This route would require approximately 3-4 miles of new road, plus upgrade of approximately 4 miles of paved existing Garner Lake Road, and an additional 1-2 miles of unpaved Garner Lake Road. We are concerned about this optional route for several reasons. First, a portion of this road will have to be relocated in the future to accommodate Western Fuels' mining operation. It does not make economic sense to build a road knowing that it will have to be relocated - especially if there is another available option. Second, the</p> <p data-bbox="396 1370 1150 1386"><small>Powder River Basin Operations Office • 2201 S. Douglas Highway Suite 130 • Collette, WY 82718 • Telephone 307 / 682-8054 • Fax 307 / 686-6554</small></p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>Dear Mr. Jundt and Ms. Ronda Holwell,</p> <p>I am writing to express our concern and opposition to the proposed HWY 59 relocation plan and to request an alternative relocation route. As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. However, we do not support the proposed HWY 59 relocation, which will be detrimental to our community, county, and state.</p> <p>Chuck and I are residents of northern Campbell County. We live approximately 5 miles off of Highway 59, nearly 46 miles north of Gillette. I work for Campbell County School District at two different locations, at Little Powder School, 46 miles north of Gillette on Highway 59 and at the Ready 4 Learning Center, 800 Butler-Spaeth Road, on the east side of Gillette. I travel to Gillette about 4-5 days each week and feel the relocation of Highway 59 will negatively impact us. Also, Chuck and I do most of our personal and ranch business on the eastern side of Gillette, the current route is more convenient, saving miles and time for us to do our business.</p> <p>Though it will be inconvenient for us to drive an extra 3-5 miles on the proposed relocation plan, I think there is a more critical impact that should be addressed. My concern is for the ambulance, emergency, law enforcement, and fire vehicles traveling out to northern Campbell County. Highway 59 has seen a significant increase in traffic in the last few years due to the North Dakota/Montana oil production and pipelines. If Hwy 59 is relocated to Highway 14-16 north of Rawhide School, the added traffic from both highways converging will cause higher traffic congestion on that portion of the route.</p> <p>I am the principal at Little Powder School, and am concerned about the effect on our school caused by the change in the route. We have four classroom teachers and six students who travel from Gillette each day. In addition, we have Art, Music, PE, Speech, and Band teachers, a nurse, a counselor, a DARE officer, all who travel from Gillette to our school regularly. The longer route will affect all of our field trips, delivery of our food service orders, and maintenance staff. If our school were in need of emergency medical or law enforcement help, we already have a 45 -60 minute wait. I believe this relocation will only lengthen the time to respond.</p> <p>We realize the importance of the coal mine being able continue mining coal on its property along the existing route. Though, we are in favor of an alternate route that will allow us to travel to and from Gillette without hindering access to northern Campbell County. We do not know if a Garner Lake extension is a viable alternate of comparable distance to that of the existing Highway 59, however, we would appreciate your looking into such an alternative.</p> <p>Sincerely, Chuck and Laurie Davis</p>	<p>509 Elk Creek Road Weston, WY 82731 Phone: (307) 686-2859 Email: laurie.davis56@yahoo.com</p>	
	Response			
14	5/10/14	<p>Jaime, Josh, Ronda and Campbell County Commissioners,</p> <p>Respectfully,</p> <p>I understand a change in the Route 59 is planned. I have just been informed of this action (they don't let me off the ranch much, but when they do....)</p>	<p>Frank Bliss frank@blissnet.com</p>	<p>Email via Ronda Holwell</p>

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		<p>You may be aware that I'm one of the few EMT's up in northeastern Campbell County. I've been known to be the first one on the scene, either waiting for an ambulance to pickup who ever I just stabilized or am actually transporting a patient in my own vehicle to the hospital in Gillette. While I'm not the busiest EMT on the planet, I've had my share of serious responses in the last 25 years since I became and EMT. A majority of those responses that were in the northern part of Campbell County depended on rapid transport and acquisition of emergency toward and from the Campbell County Hospital. If I have to detour any more than I already do, all of you will be contributing to a decline in my and others ability to properly address and respond to that which EMT's do in rural america. I hope that none of you or your family would be in an accident in our area that would necessitate rapid transport where EVERY SECOND COUNTS. There is a good chance that if you were involved in an accident up here, you'd see my smiling face with a med bag and a radio. I've been involved in that kind of response where MY family and MY friends lives were at risk and where extra minutes are life threatening. From what I understand (and I may be misinformed), your slowing our ability to deliver patients to advanced medical care. Please let me know you are NOT doing that.</p> <p>Unless you can give me/us (EMT's) faster access to Campbell County memorial in this process, I would be a vociferously loud voice against any modification of the existing road infrastructure and I do well in front of cameras. That based on that one issue alone let alone the rest of the points.</p> <p>I am a rural firefighter, an EMT, an ex-cop, an ex-vice chair of the State of Wyoming Red Cross and have been generally used for a variety of purposes by county emergency response in this country. I show up for grass fires in my area(which if delays of assistance from the county occur) may just be a lost cause. Etc, etc, etc. I also have to drive 65 miles to get groceries and do my business which is ammunition production and I personally deliver my product, generate significant tax revenue to both federal and local agencies and would personally suffer in several ways by loosing an option to get into Gillette or worse have a longer drive overall each and every time I travel there (weekly as a family).</p> <p>So now worse access is somehow justified by the ability to move and deliver energy for coal companies. I personally have 5 oil/gas/CO2 pipelines crossing my ranch so it's pretty obvious that I'm not object to industry. I have a masters degree in Geology and am a founding member of the Geologists of Jackson Hole which I was a 8 year secretary of the board. I understand the geology and the tenorability of the coal under the existing right of way. This doesn't mean that it should be mined with the result being a serious inconvenience to the population to the north plus an even more serious delay in bringing in seriously injured victims of accidents and medical conditions to the hospital.</p> <p>Perhaps a coal company will build an advanced care medical facility up near Little Powder School to serve the area during this process. Add a fully staffed Fire Station next door too. Alternately, perhaps the change in traffic patterns will reduce and eliminate all travel to the north and thus all accidents. WHAT ARE YOU GUYS THINKING? How is changing a direct path into Gillette from the north a good idea?</p> <p>Do I have something wrong here?</p> <p>Sincerely Franklin E. Bliss frank@blissnet.com Weston, Wyoming 307 682 6828</p> <p>To punish me for my contempt for authority, fate made me an authority myself.</p>		

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		Albert Einstein		
	Response			
15	5/12/14	<p>From: Tarver, Jaime <jtarver@dowlhkm.com> Date: Mon, May 12, 2014 at 6:05 AM Subject: Highway 59 Relocation To: "josh.jundt@wyo.gov" <josh.jundt@wyo.gov>, "ronda.holwell@wyo.gov" <ronda.holwell@wyo.gov>, "dot-hwy-59@wyo.gov" <dot-hwy-59@wyo.gov></p> <p>Dear Josh & Ronda,</p> <p>Please find attached a letter from James and me regarding the proposed Highway 59 Relocation. Thank you for your consideration of our comments.</p> <p>Sincerely,</p> <p>Jaime Tarver, P.E. Senior Project Manager Cell: 307.680.9715 jtarver@dowlhkm.com</p> <p>Letter attached:</p> <p>May 12, 2014 James & Jaime Tarver 455 Olmstead Road Gillette, WY 82716 Home: (307) 682-4929, Cell: (307) 680-9715 Jaime.tarver@yahoo.com</p> <p>RE: Highway 59 Relocation</p> <p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 (north) Relocation will have negative impacts on Northern Campbell County residents and HWY 59 travelers. I am writing to express my concern and opposition to the proposed HWY 59 relocation plan and to request an alternative relocation route.</p> <p>As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. However, we do not support the proposed HWY 59 relocation which will be detrimental to our community, County, and State.</p> <p>The following is a list of the negative impacts of the proposed HWY 59 relocation:</p>	<p>May 12, 2014 James & Jaime Tarver 455 Olmstead Road Gillette, WY 82716 Home: (307) 682-4929, Cell: (307) 680-9715 Jaime.tarver@yahoo.com</p>	<p>Letter via email to Ronda Holwell</p>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>1. The proposed relocation is regressive not progressive for our community, our County, and our State.</p> <p>2. Our County transportation network will be diminished by losing one of two critical routes north of Gillette. An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all access to northern Campbell County.</p> <p>3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort.</p> <p>4. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas.</p> <p>5. Emergency fire, and law enforcement response time will be longer and less direct.</p> <p>6. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches.</p> <p>7. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in our community according to traffic studies.</p> <p>8. Hwy 59 is a major arterial for oil and gas industry traffic from Colorado to North Dakota. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette.</p> <p>9. School and work commutes will be longer and less direct.</p> <p>10. The road relocation project will be completed in the short term, but northern Campbell County residents, businesses, and travelers will have to live with the negative impacts of the proposed HWY 59 relocation on a daily basis for years.</p> <p>We propose the following:</p> <ol style="list-style-type: none"> 1. Connect Highway 59 to N. Garner Lake Road in addition to or instead of the proposed HWY 59 relocation, as was recommended in the Coal Belt transportation study. This alternative would: <ol style="list-style-type: none"> a. Preserve/provide two routes north out of Gillette. b. Eliminate the disadvantage to traffic from the eastern part of the County. c. Provide a more direct Hwy 59 route/connection. d. Reduce the traffic impact on the Hwy 14-16/HWY 50 (Skyline Rd) intersection. e. Preserve and possibly improve connectivity in our community and our County. 2. Find an alternate route that would preserve two routes north out of Gillette. Consider a route between Eagle Butte Mine and Dry Fork Power Plant and Dry Fork Mine. <p>We urge WYDOT to require a better alternative route in addition to or instead of the proposed route. This issue is important to the future of our community and the businesses that use HWY 59.</p> <p>59. Thank you for your serious consideration of our comments. We look forward to working</p>		

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		with you, Alpha, and the County to find a better alternative route for the HWY 59 relocation. Sincerely, James & Jaime Tarver, Northern Campbell County Residents		
	Response			
16	5/8/14	On Thursday, May 8, 2014 6:42:14 PM UTC-6, Dave Olson wrote: I am for the relocation of Hwy 59 north of Gillette so that the energy resources that are contained underneath the existing highway may be utilized to help provide essential power to the United States. Since Alpha Coal will be paying for the costs to relocate the road it is beneficial to our economy to access the million plus tons of coal that lies in this area with a low strip ratio. Regards, Dave Olson Gillette, WY	Dave Olson No email address included	Email via Nick Hines
	Response			
17	5/9/14	I cannot see one positive aspect to the proposed relocation site. It will directly affect our access to Gillette and health, safety and welfare issues. A route to the East of the current location would be a much better option. David L. Magnuson	David L. Magnuson 15051 Hwy. 59 N. Weston WY 82731	Comment form - mailed
	Response			
18	5/13/14	Hello, I live 35 miles north of Gillette on Hwy 59 towards Broadus, MT. I and several others commute to work on a daily basis. I am not in favor of the relocation. Please keep it the way it is. Thank you, Jody Gleason CCHS Attendance Office (South)	Jody Gleason CCHS Attendance Office (South) 307-687-7733 No email address included	Email via Nick Hines
	Response			
19	5/14/14	This road change will cost me directly – every week time – gas – and expense. There will be indirect benefits that will be hard to measure or find. The reviewing needs to continue. I do think they should also connect with Garner Lake Road – it is a short distance across there and there is a lot of traffic on Hwy 59 – More in the last year because of North Dakota – Hwy 59 is a major thru route any more. Justin	Justin and Janet Mader 16938 A Hwy 59 N Gillette WY 82716	Comment form via mail
	Response			

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20		<p>YOUR LETTERS</p> <p>New Highway 59 plan reduces access</p> <p>This is an open letter to folks who live north of Gillette, particularly along Highway 59.</p> <p>This deals with the proposed relocation of Highway 59 as proposed by Alpha Coal in cooperation with the Wyoming Department of Transportation.</p> <p>Folks, did you know the plan for re-routing Highway 59 north reduces access from two present routes to one? Many thought the re-route was simply a new "cut-across" further north of the present road that runs between Little Powder Road and Highway 14-16. That is NOT the case.</p> <p>The plan is to eliminate the present Highway 59 that connects to Little Powder Road and Highway 14-16 thereby reducing access to north 59 to one route — Highway 14-16.</p> <p>This proposal creates multiple problems: traffic congestion on the west side of Gillette, much slower response time for law enforcement, EMS and fire personnel, a much longer route for all traffic headed up North 59, particularly those coming from south Highway 59 and turning onto Garner Lake Road and coming up the east side of Gillette. And, it creates longer travel time, every time, for everyone who lives on Highway 59 North when they drive to and from Gillette.</p> <p>A recent community meeting, held at Little Powder School, revealed unanimous support for keeping two routes to northern Campbell County as paramount for public safety and elimination of traffic congestion as well as other issues. Two suggested alternative routes were discussed.</p> <p>For more information on the negative impacts of this proposed relocation, please contact Jaime Tarver at jaima.tarver@yahoo.com.</p> <p>Please contact the Campbell County Commission with your concerns immediately! Contact Administrative Director, Robert Palmer via email: rpp01@ccgov.net or call 682-7283. He will pass your comments on to all Commissioners. Also, send your comments to Josh Jundt (josh.jundt@wyo.gov) of the Wyoming Department of Transportation.</p> <p style="text-align: right;">TROY MADER Gillette</p>		Gillette News Record Editorial – May 14, 2014.
	Response			

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21	5/15/14	<p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 Relocation will have significant negative impacts on our community, County, and State. We are writing to express our concern and opposition to the proposed HWY 59 relocation plan and to propose alternative routes.</p> <p>As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. We do not support the proposed HWY 59 relocation which will be detrimental to our community, County, and State. We strongly urge WYDOT and Alpha to work with Campbell County and other stakeholders to find a better solution.</p> <p>The proposed HWY 59 Relocation <u>should not be approved</u> for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for our community, our County, and our State. 2. Our County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy traffic. 3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette. 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in our community according to traffic studies. 7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches. These additional miles result in higher fuel costs and lost 	<p>Mick – Leslie Sams 1369 Trail Creek Road West Weston, WY 82731 467-5623 Sams_ranch@wbaccess.net</p>	<p>Letter</p>

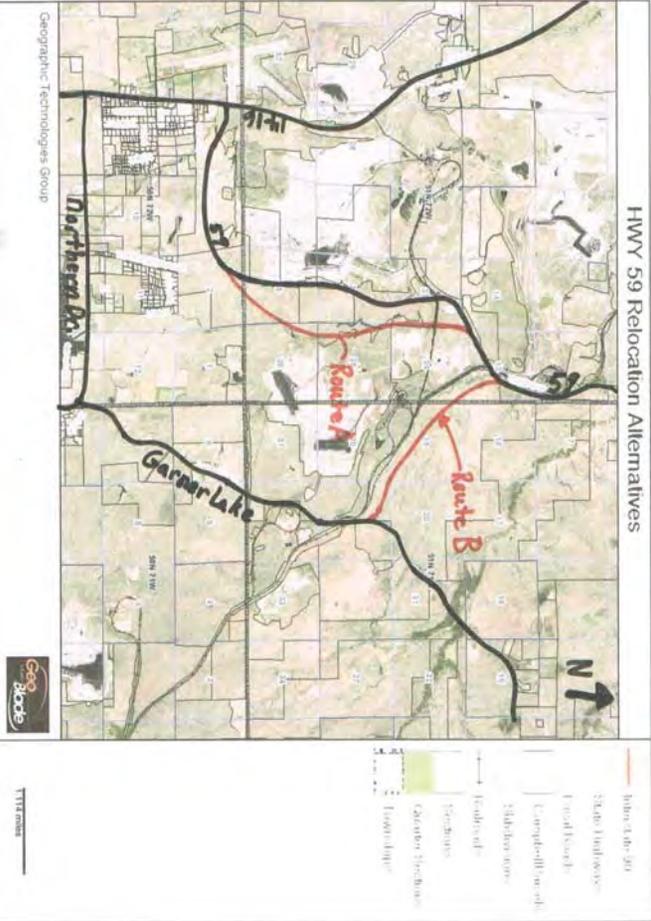
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		<p>productivity.</p> <ol style="list-style-type: none"> 8. School and work commutes will be longer and less direct. 9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas. 10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections. We can understand 11. The proposed road relocation provides a clear benefit to Alpha, with little to no benefit to all other stakeholders. The above listed long term negative consequences are unacceptable, especially given the following, more balanced, alternatives. <p>We proposed the following alternatives:</p> <ul style="list-style-type: none"> Relocate the road near the boundary between Eagle Butte Mine and Dry Fork Power Plant/Dry Fork Mine, shown as Route A on the attached map. This is the preferred alternative. <p>This route could be accomplished through a temporary road relocation on Dry Fork property and then permanently moving HWY 59 back in the vicinity of its current location. Or, by permanently relocating the road after the adjacent Dry Fork land is mined and reclaimed. It is our understanding that Dry Fork is amenable to this option.</p> <p>While we understand that it is preferred to locate the road in undisturbed ground, we are confident that the road can be properly engineered over the reclaimed ground. Given the significant coal mine limits north of Gillette, it is likely that any HWY 59 route north of Gillette will need to cross reclaimed ground, as is the case for HWY 14-16.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 2. Preserve/provide two routes north out of Gillette. 3. Eliminate the disadvantage to traffic from the eastern part of the County. 4. Provide a more direct HWY 59 route/connection. 5. Provides an appropriate route for commercial and industrial traffic outside of Gillette's urban transportation network. 6. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 7. Eliminates out of direction travel and associated cost. <ul style="list-style-type: none"> Connect HWY 59 to N. Garner Lake Road, shown as Route B on the attached map, in addition to the proposed relocation, as was recommended in the Coal Belt transportation study. <p>This alternative route is approximately 2.7 miles from the connection to the existing HWY 59 to N. Garner Lake Rd. It is likely that this alternative would require the existing Garner Lake Road from the intersection with Northern drive to the proposed connection to be improved.</p>		

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	Response			

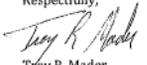
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22	5/15/2014	<p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 Relocation will have significant negative impacts on our community, County, and State. We are writing to express our concern and opposition to the proposed HWY 59 relocation plan and to propose alternative routes.</p> <p>As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. We do not support the proposed HWY 59 relocation which will be detrimental to our community, County, and State. We strongly urge WYDOT and Alpha to work with Campbell County and other stakeholders to find a better solution.</p> <p>The proposed HWY 59 Relocation <u>should not be approved</u> for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for our community, our County, and our State. 2. Our County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy traffic. 3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette. 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in our community according to traffic studies. 7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil 	<p>Jerry & Gayle Kuhbacher 120 Rockpoint Road Moorcroft, WY 82721 307.467.5337 gkuhb@wbaccess.net</p>	<p>letter</p>

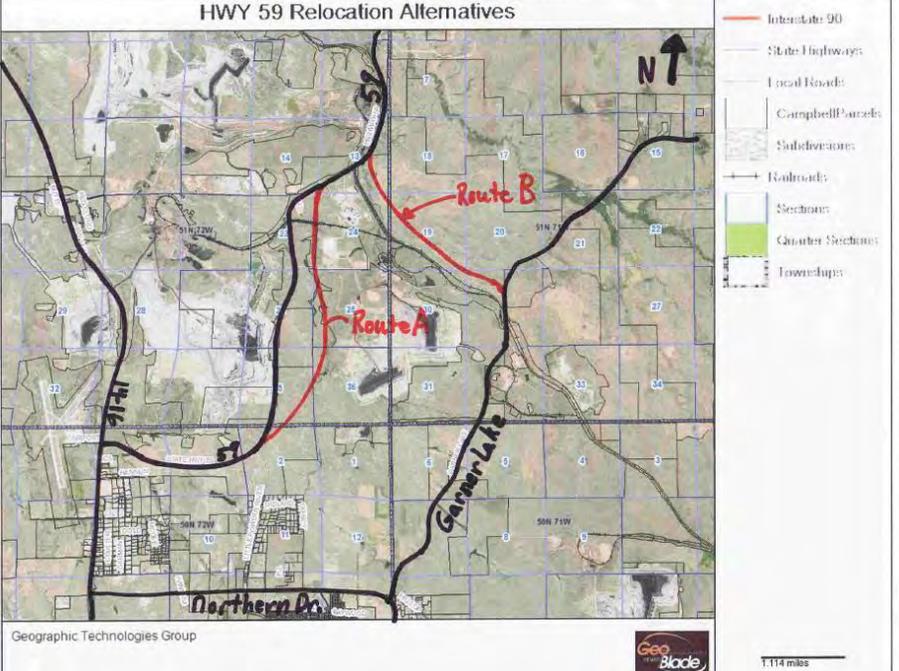
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		<p>fields, and ranches. These additional miles result in higher fuel costs and lost productivity.</p> <p>8. School and work commutes will be longer and less direct.</p> <p>9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas.</p> <p>10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections. We can understand</p> <p>11. The proposed road relocation provides a clear benefit to Alpha, with little to no benefit to all other stakeholders. The above listed long term negative consequences are unacceptable, especially given the following, more balanced, alternatives.</p> <p>We proposed the following alternatives:</p> <p>A. Relocate the road near the boundary between Eagle Butte Mine and Dry Fork Power Plant/Dry Fork Mine, shown as Route A on the attached map. This is the preferred alternative.</p> <p>This route could be accomplished through a temporary road relocation on Dry Fork property and then permanently moving HWY 59 back in the vicinity of its current location. Or, by permanently relocating the road after the adjacent Dry Fork land is mined and reclaimed. It is our understanding that Dry Fork is amenable to this option.</p> <p>While we understand that it is preferred to locate the road in undisturbed ground, we are confident that the road can be properly engineered over the reclaimed ground. Given the significant coal mine limits north of Gillette, it is likely that any HWY 59 route north of Gillette will need to cross reclaimed ground, as is the case for HWY 14-16.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provide a more direct HWY 59 route/connection. 4. Provides an appropriate route for commercial and industrial traffic outside of Gillette's urban transportation network. 5. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 6. Eliminates out of direction travel and associated cost. <p>B. Connect HWY 59 to N. Garner Lake Road, shown as Route B on the attached map, in addition to the proposed relocation, as was recommended in the Coal Belt transportation study.</p> <p>This alternative route is approximately 2.7 miles from the connection to the existing HWY 59 to N. Garner Lake Rd. It is likely that this alternative would require the existing</p>		

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		<p>Garner Lake Road from the intersection with Northern drive to the proposed connection to be improved.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provides an alternative route for commercial and industrial traffic outside of Gillette's urban transportation network. 4. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 5. Eliminates some out of direction travel and associated cost. <p>In summary, the proposed HWY 59 relocation is unacceptable due to the significant negative impacts to stakeholders and the availability of alternate routes. <u>Any relocation alternative must preserve two independent routes north from Gillette.</u></p> <p>A well planned and well-connected HWY 59 route is important to the future of our community, County, and State. Thank you for your serious consideration of our comments. We look forward to working with WYDOT, Alpha, and the County to find a better alternative route for the HWY 59 relocation.</p> <p>Sincerely,</p> <p>Name Jerry & Gayle Kuhbacher</p> <p>CC: Campbell County Commissioners</p> <p>To all of us north of Gillette 2 routes into Gillette should be considered mandatory for the many reasons mentioned in this letter. This relocation should have been brought to our attention by county commissioners and WYDOT when they started considering it as everyone north are most affected by the change. As for route A on the map why wasn't this considered years back when the road was changed then, if it is a boundary between mines. Can WYDOT and ALPHA work together & make this a permanent route. Sending traffic over to 14-16 is not a good idea for reasons in the letter but should not be considered simply due to safety concerns for Rawhide school. Route B is a good route for local traffic but route A is needed for all the heavy truck traffic. Please take our concerns seriously and work out a better solution.</p>		

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		 <p>The map displays two proposed relocation routes for Highway 59. Route A is shown as a red line that curves around the northern and eastern sides of a central area. Route B is shown as a red line that curves around the southern and eastern sides of the same area. The map includes labels for 'Garner Lake', 'Northson Dr.', and 'HWY 59'. A legend in the bottom right corner identifies symbols for 'Interchange 300', 'State Infrastructure', 'Proposed Road', 'Competition on site', 'Station area', 'Roadwork', 'Fence', 'Geometric Design', and 'Utility Pipe'. A scale bar indicates 1111 feet. The map is credited to 'Geographic Technologies Group' and 'Geo Studio'.</p>		
	Response			

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
23	5/15/14	 <p> <i>Representative Troy Mader</i> <i>Wyoming House of Representatives - House District 52</i> <i>12702 Highway 59 Gillette, WY 82716</i> </p> <p> <i>Phone: (307) 686-3606</i> <i>email: Troy.Mader@wyoleg.gov</i> </p> <p> May 14, 2014 To: Mr. Timothy Stark From: Troy Mader Re: North Hwy 59 Relocation Dear Mr. Stark: This is a request for your assistance. I represent House District 52 which encompasses all of northern Campbell County. For some time now, we heard Alpha Coal was proposing relocating north Hwy 59 in order to mine coal under the present road north of Gillette. Unfortunately, most of us never knew of the public hearing period until now. What I didn't realize, nor did many others who live out on north 59, is Alpha Coal was planning to close about three to four miles of north Hwy 59 permanently and reroute all that traffic to north Hwy 14-16. This, we feel, has many serious negative implications. The most serious is the permanent closure of one of the two major access routes to northern Campbell County and points beyond. On Tuesday, May 13, I attended a Community Meeting on this proposal and the unanimous consensus of those in attendance was there needs to be at least TWO routes of access north of Gillette for public safety and to reduce congestion. What I need from you is some feedback from you or other experts at the state level as to why a second route hasn't been proposed? Following are some of the problems/concerns we see with the current proposal by Alpha Coal: 1. Gillette has a very good beltway system of roadways around Gillette. This proposal hinders/congests that beltway system of traffic flow to one highway - Hwy 14-16 - for a distance of about six miles. Doesn't such consolidation of traffic lead to the possibility of more accidents? </p>	Rep. Troy Mader House District 52 12702 Hwy 59 Gillette, WY 82716 307.686.3606 Troy.mader@wyoleg.gov	letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>2. If a major accident or other incident occurred and blocked any part of this six-mile portion of roadway, it could well prevent emergency response of Law Enforcement, EMS personnel or Fire Department to most of northern Campbell County. Obviously, this would apply to someone needing to get to the hospital as well.</p> <p>3. We're told the west I-90 exchange (exit 124) and subsequent access to north Hwy 14-16 is one of the busiest and most congested intersections in Gillette. This relocation would add much more traffic to that already existing problem.</p> <p>4. This proposal is costly to everyone who lives on north Hwy 59 as well as everyone who works on north Hwy 59. For example, if a person lives east of Gillette and works at Dry Fork Power Plant or one of the adjacent mines, their drive distance is increased by at least 10 miles round trip every day.</p> <p>5. The intersection of the proposed reroute is almost straight across from a turnoff to Rawhide School. This would mean trucks hauling pipe, fuels, oil rigs, etc. would be traveling/turning on the same portion of roadway where elementary school buses would be turning off Hwy 14-16.</p> <p>6. I'm sure you're aware I-25/Hwy 59 has become a main travel route for supplies from the south up to North Dakota. Since I live right off north Hwy 59, the increase of heavy truck traffic has been exponential.</p> <p>Currently all that truck traffic can avoid Gillette by accessing the beltway system on the east side of Gillette and up to Hwy 59. With the current relocation proposal, all that truck traffic would be routed to the west side of Gillette and added to the already heavy truck traffic of Hwy 14-16.</p> <p>These are but a few of the concerns we have with Alpha Coal's proposal. There are at least two options to avoid these problems:</p> <ol style="list-style-type: none"> 1. Have Alpha Coal move the present north Hwy 59 east to the dividing lines between Alpha Coal and Dry Fork Coal. They could then mine the coal and put Hwy 59 back where it is now. 2. About 200 yards north of Mile Marker 124 (Hwy 59) a new road (approx 2 miles in length) could be built parallel to the RR tracks that access Rawhide and Buckskin Mines. This road would angle to the southeast and connect up with north Garner Lake Road (non-beltway portion but a paved road). The beltway portion of Garner Lake Road is approx. 4.5 miles to the south. <i>(Important Note: The geography of the area where the two mile portion of new road would have to be built is conducive to road building, i.e. no bridges and fairly level terrain and the land is all owned by coal mines.)</i> <p>One important point to consider with this proposal. It's only seven miles to north Hwy 59 if this proposed route were utilized. It's 14 miles around via Hwy 14-16 and Alpha Coal's proposed relocation.</p> <p>Thanks for your time. I look forward to hearing from you or an associate.</p> <p>Respectfully,  Tyoy R. Mader</p>		

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Response		<p>From: Timothy Stark <timothy.stark@wyo.gov> To: Nick Hines <nick.hines@wyo.gov> Cc: Delbert Mcomie <delbert.mcomie@wyo.gov>, Gregg Fredrick <gregg.fredrick@wyo.gov>, Mark Gillett <mark.gillett@wyo.gov>, Scott Taylor <scott.taylor@wyo.gov>, Josh Jundt <josh.jundt@wyo.gov>, Ronda Holwell <ronda.holwell@wyo.gov>, "Lutz-Zimmerman, Laura R." <Laura.Lutz-Zimmerman@hdrinc.com>, Tony Laird <tony.laird@wyo.gov>, Martin Kidner <martin.kidner@wyo.gov> Sent: Fri, May 16, 2014 13:59:26 GMT+00:00 Subject: Troy Mader, State Legislator Comment - WYO 59 Relocation</p> <p>Nick, attached is a letter from Troy Mader, State Legislator. Please work with the District in formulating a reply to this letter. Please point out the previous public involvement that has taken place. Also, the purpose of this scoping effort was to reveal the issues associated with this action. It is obvious that this will take more meetings with the District and Alpha Coal to determine a solution that will meet the needs of the local users, WYDOT and Alpha Coal. I consider comments like this to be a very good tool in determining the best solution for this situation. I will be in meetings most of the day and I will be in the field on Monday. I will try and talk with you in the mean time. I have attached a map from a previous comment that helps others to visualize the situation.</p> <p>Thanks!</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
24	5/15/14	<p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 Relocation will have significant negative impacts on our community, County, and State. I am writing to express my concern and opposition to the proposed HWY 59 relocation plan and to propose alternative routes.</p> <p>As a Campbell County property owner I support the Coal Mining Industry and I understand the need to move the road. I do not support the proposed HWY 59 relocation which will be detrimental to the community, County, and State. I strongly urge WYDOT and Alpha to work with Campbell County and other stakeholders to find a better solution.</p> <p>The proposed HWY 59 Relocation <u>should not be approved</u> for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for the community, the County, and the State. 2. The County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy traffic. 3. Campbell County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette. 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in the community according to traffic studies. 7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches. These additional miles result in higher fuel costs and lost productivity. 8. School and work commutes will be longer and less direct. 9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas. 10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections. 11. The proposed road relocation provides a clear benefit to Alpha, with little to no benefit to all other stakeholders. The above listed long term negative consequences are unacceptable, especially given the following, more balanced, alternatives. <p>I, along with other concerned citizens, propose the following alternatives:</p> <ol style="list-style-type: none"> A. Relocate the road near the boundary between Eagle Butte Mine and Dry Fork Power Plant/Dry Fork Mine, shown as Route A on the attached map. This is the preferred alternative. <p>This route could be accomplished through a temporary road relocation on Dry Fork property and then permanently moving HWY 59 back in the vicinity of its current location. Or, by permanently relocating the road after the</p>	<p>Bert Huntington SeaCross Ranch 16081 Hwy 59 Gillette, WY 82716 Phone: (715)853-7722 Email: bert@northcountryhomes.com</p>	letter

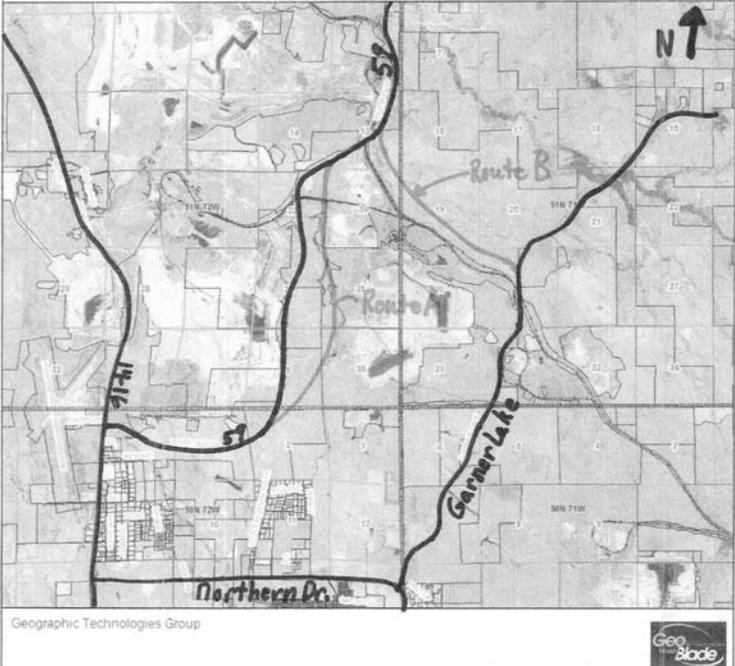
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>adjacent Dry Fork land is mined and reclaimed. It is our understanding that Dry Fork is amenable to this option.</p> <p>While we understand that it is preferred to locate the road in undisturbed ground, we are confident that the road can be properly engineered over the reclaimed ground. Given the significant coal mine limits north of Gillette, it is likely that any HWY 59 route north of Gillette will need to cross reclaimed ground, as is the case for HWY 14-16.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provide a more direct HWY 59 route/connection. 4. Provides an appropriate route for commercial and industrial traffic outside of Gillette's urban transportation network. 5. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 6. Eliminates out of direction travel and associated cost. <p>B. Connect HWY 59 to N. Garner Lake Road, shown as Route B on the attached map, in addition to the proposed relocation, as was recommended in the Coal Belt transportation study.</p> <p>This alternative route is approximately 2.7 miles from the connection to the existing HWY 59 to N. Garner Lake Rd. It is likely that this alternative would require the existing Garner Lake Road from the intersection with Northern drive to the proposed connection to be improved.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provides an alternative route for commercial and industrial traffic outside of Gillette's urban transportation network. 4. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 5. Eliminates some out of direction travel and associated cost. <p>In summary, the proposed HWY 59 relocation is unacceptable due to the significant negative impacts to stakeholders and the availability of alternate routes. <u>Any relocation alternative must preserve two independent routes north from Gillette.</u></p> <p>A well planned and well-connected HWY 59 route is important to the future of the community, County, and State. Thank you for your serious consideration of our comments. I look forward to working with WYDOT, Alpha, and the County to find a better alternative route for the HWY 59 relocation.</p> <p>Sincerely,</p> <p>Bert Huntington Bert Huntington</p> <p>CC: Campbell County Commissioners</p>		
	Response			

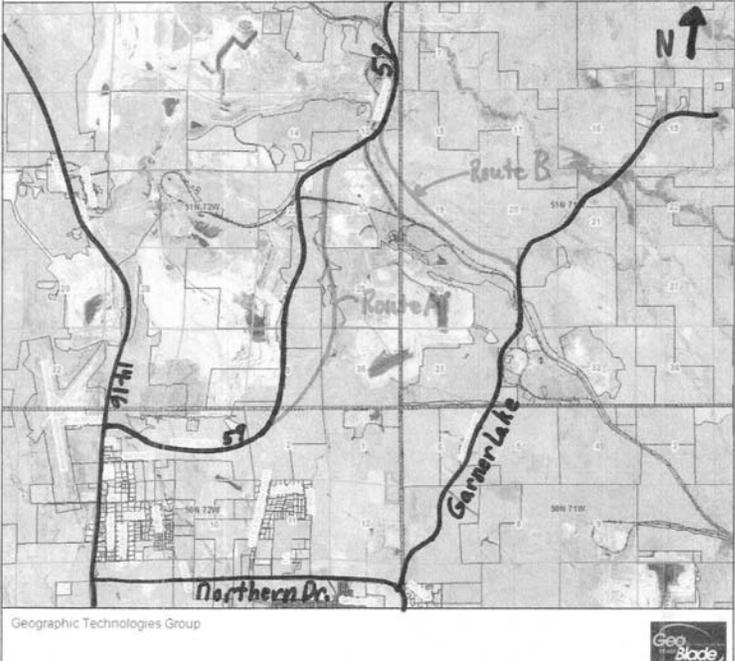
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
25	5/15/14	<p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 Relocation will have significant negative impacts on our community, County, and State. We are writing to express our concern and opposition to the proposed HWY 59 relocation plan and to propose alternative routes.</p> <p>As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. We do not support the proposed HWY 59 relocation which will be detrimental to our community, County, and State. We strongly urge WYDOT and Alpha to work with Campbell County and other stakeholders to find a better solution.</p> <p>The proposed HWY 59 Relocation should not be approved for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for our community, our County, and our State. 2. Our County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy traffic. 3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be 	<p>Myra Reno 425 Bowers Ute Rd. Gillette, WY 82716 (307) 682-0812 reno@vcn.com</p>	<p>Email (Original of "form letter")</p>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>routed through the City of Gillette.</p> <ol style="list-style-type: none"> 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in our community according to traffic studies. 7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches. These additional miles result in higher fuel costs and lost productivity. 8. School and work commutes will be longer and less direct. 9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas. 10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections. We can understand 11. The proposed road relocation provides a clear benefit to Alpha, with little to no benefit to all other stakeholders. The above listed long term negative consequences are unacceptable, especially given the following, more balanced, alternatives. <p>• proposed the following alternatives:</p> <ol style="list-style-type: none"> A. Relocate the road near the boundary between Eagle Butte Mine and Dry Fork Power Plant/Dry Fork Mine, shown as Route A on the attached map. This is the preferred alternative. <p>This route could be accomplished through a temporary road relocation on Dry Fork property and then permanently moving HWY 59 back in the vicinity of its current location. Or, by permanently relocating the road after the adjacent Dry Fork land is mined and reclaimed. It is our understanding that Dry Fork is amenable to this option.</p> <p>While we understand that it is preferred to locate the road in undisturbed ground, we are confident that the road can be properly engineered over the reclaimed ground. Given the significant coal mine limits north of Gillette, it is likely that any HWY 59 route north of Gillette will need to cross reclaimed ground, as is the case for HWY 14-16.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provide a more direct HWY 59 route/connection. 4. Provides an appropriate route for commercial and industrial 		

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		<p>traffic outside of Gillette's urban transportation network.</p> <ol style="list-style-type: none"> 5. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 6. Eliminates out of direction travel and associated cost. <p>B. Connect HWY 59 to N. Garner Lake Road, shown as Route B on the attached map, in addition to the proposed relocation, as was recommended in the Coal Belt transportation study.</p> <p>This alternative route is approximately 2.7 miles from the connection to the existing HWY 59 to N. Garner Lake Rd. It is likely that this alternative would require the existing Garner Lake Road from the intersection with Northern drive to the proposed connection to be improved.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provides an alternative route for commercial and industrial traffic outside of Gillette's urban transportation network. 4. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 5. Eliminates some out of direction travel and associated cost. <p>In summary, the proposed HWY 59 relocation is unacceptable due to the significant negative impacts to stakeholders and the availability of alternate routes. <u>Any relocation alternative must preserve two independent routes north from Gillette.</u></p> <p>A well planned and well-connected HWY 59 route is important to the future of our community, County, and State. Thank you for your serious consideration of our comments. We look forward to working with WYDOT, Alpha, and the County to find a better alternative route for the HWY 59 relocation.</p> <p>Sincerely,</p>  <p>Myra M. Reno</p> <p>CC: Campbell County Commissioners</p>		
	Response	<p>Good afternoon Mr. Reno,</p> <p>Thank you for the e-mail and attachment. Your communication will be shared with the Board of Commissioners, WYDOT and Alpha Coal.</p> <p>Thank you for taking the time to comment.</p>	<p>Robert Palmer <RPP01@ccgov.net></p>	

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		Robert P. Palmer Commissioners Administrative Director Campbell County 500 S. Gillette Avenue, Suite 1100 Gillette, WY 82716 1.307.682.7283 1.307.687.6325 (facsimile)		
26	5/15/14	<p>Form Letter via email</p> <p>From: Myra Reno <reno@vcn.com> Date: Thu, May 15, 2014 at 5:23 PM Subject: Hwy 59 Relocation To: josh.jundt@wyo.gov, ronda.holwell@wyo.gov Cc: rpp01@ccgov.net</p> <p>To Whom it may concern, Please find in the attachments an alternative idea for the relocation of Hwy 59 North out of Gillette. We would appreciate your consideration on this proposal. Thank You, William Reno</p>	William Reno reno@vcn.com	Form Letter
	Response			
27	5/15/14	<p>Form Letter via email</p> <p>From: Myra Reno <reno@vcn.com> Date: Thu, May 15, 2014 at 6:40 PM Subject: Wyo Hwy 59 relocation To: josh.jundt@wyo.gov, ronda.holwell@wyo.gov Cc: rpp01@ccgov.net</p> <p>Please find in the attachments included the alternate routes I would like to have considered for the relocation of Hwy 59 North from Gillette, and the reasons why. Thank you for your consideration of this proposal. Marty Reno</p>	Marty Reno reno@vcn.com	Form Letter

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		<p style="text-align: center;">HWY 59 Relocation Alternatives</p>  <p>The map displays two proposed relocation routes for Highway 59, labeled 'Route A' and 'Route B'. Route A is a more direct path, while Route B is a more winding path. The map also shows 'Garver Lake' and 'Northern Dc'. A legend on the right side of the map identifies various features: Interstate 90, State Highways, Local Roads, Campbell Parcels, Subdivisions, Roadways, Sections, Quarter Sections, and Townships. A scale bar indicates 1.114 miles. The map is credited to Geographic Technologies Group and GeoBlade.</p>		
	Response			
28	5/15/14	<p>Form Letter via email</p> <p>From: Myra Reno <reno@vcn.com> Date: Thu, May 15, 2014 at 6:52 PM Subject: Wyo Hwy 59 north relocation To: josh.jundt@wyo.gov, ronda.holwell@wyo.gov Cc: rpp01@ccgov.net</p> <p>Please find in the attachments a proposal I hope to be considered when moving Hwy 59 North. Thank you, Burt Reno</p>	Burt Reno reno@vcn.com	Form Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p style="text-align: center;">HWY 59 Relocation Alternatives</p>  <p>The map displays two proposed relocation routes for Highway 59, labeled 'Route A' and 'Route B'. Route A is a more direct path, while Route B curves around a central area. Key features include 'Garner Lake' and 'Northern Dc.'. A legend on the right side of the map identifies various road types: Interstate 90 (thick solid line), State Highways (solid line), Local Roads (dashed line), Campbell Parcels (shaded area), Subdivisions (dotted line), Roadways (thin solid line), Sections (dotted line), Quarter Sections (dotted line), and Townships (dashed line). A scale bar at the bottom right indicates 1.114 miles. The map is titled 'HWY 59 Relocation Alternatives' and includes a north arrow.</p>		
	Response			
29	5/16/14	<p>From: Susan Shippy <lsbar@vcn.com> Date: Thu, May 15, 2014 at 9:30 PM Subject: Comments on proposed HWY 59 changes To: Josh Jundt <josh.jundt@wyo.gov>, Ronda Holwell <ronda.holwell@wyo.gov>, Wyoming Dept of Transportation <dot-hwy-59@wyo.gov></p> <p>Dear Josh and Ronda,</p> <p>I have attached the letter that you have most likely seen several times already, but I think it is important to add a few personal words as well.</p> <p>I was not able to attend the meeting at Little Powder School on Tuesday, May 13th because I was at a school board meeting in Gillette. After hearing of some of the discussion, it is quite obvious to me that routing traffic across to Hwy. 14-16 will cause a huge bottle neck most likely at the Echeta Road intersection. This would not be a good situation for all</p>	<p>Larry and Susan Shippy 281 Horse Creek Rd. Weston WY 82731 Phone: (307) 682-7593 Email:lsbar@vcn.com</p>	Letter

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		<p>involved. Evidently it is already a problem situation. I do not know about it personally since I rarely ever go to town that way.</p> <p>I am very much in agreement that extending the Garner Lake Road from its now most northern point to intersect with Hwy. 59 would be a great solution to many problems that are listed in the attached letter.</p> <p>Please consider this alternative because of the safety that it would provide as well as for the convenience of those of us who live out here.</p> <p>Thank you for your time and consideration.</p> <p>Have a great day!</p> <p>Susan</p> <p>May 15, 2014</p> <p>RE: Highway 59 Relocation</p> <p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>The proposed HWY 59 Relocation will have significant negative impacts on our community, County, and State. We are writing to express our concern and opposition to the proposed HWY 59 relocation plan and to propose alternative routes.</p> <p>As Campbell County residents we support the Coal Mining Industry and we understand the need to move the road. We do not support the proposed HWY 59 relocation which will be detrimental to our community, County, and State. We strongly urge WYDOT and Alpha to work with Campbell County and other stakeholders to find a better solution.</p> <p>The proposed HWY 59 Relocation <u>should not be approved for the following reasons:</u></p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for our community, our County, and our State. 2. Our County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy traffic. 3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette. 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 (Skyline Rd) intersection, which already has the lowest level of service and is the most congested intersection in our community according to traffic studies. 7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This 		

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		<p>includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches. These additional miles result in higher fuel costs and lost productivity.</p> <p>8. School and work commutes will be longer and less direct.</p> <p>9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas.</p> <p>10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections. We can understand</p> <p>11. The proposed road relocation provides a clear benefit to Alpha, with little to no benefit to all other stakeholders. The above listed long term negative consequences are unacceptable, especially given the following, more balanced, alternatives.</p> <p>We proposed the following alternatives:</p> <p>C. Relocate the road near the boundary between Eagle Butte Mine and Dry Fork Power Plant/Dry Fork Mine, shown as Route A on the attached map. This is the preferred alternative.</p> <p>This route could be accomplished through a temporary road relocation on Dry Fork property and then permanently moving HWY 59 back in the vicinity of its current location. Or, by permanently relocating the road after the adjacent Dry Fork land is mined and reclaimed. It is our understanding that Dry Fork is amenable to this option.</p> <p>While we understand that it is preferred to locate the road in undisturbed ground, we are confident that the road can be properly engineered over the reclaimed ground. Given the significant coal mine limits north of Gillette, it is likely that any HWY 59 route north of Gillette will need to cross reclaimed ground, as is the case for HWY 14-16.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provide a more direct HWY 59 route/connection. 4. Provides an appropriate route for commercial and industrial traffic outside of Gillette's urban transportation network. 5. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 6. Eliminates out of direction travel and associated cost. <p>D. Connect HWY 59 to N. Garner Lake Road, shown as Route B on the attached map, in addition to the proposed relocation, as was recommended in the Coal Belt transportation study.</p> <p>This alternative route is approximately 2.7 miles from the connection to the existing HWY 59 to N. Garner Lake Rd. It is likely that this alternative would require the existing Garner Lake Road from the intersection with Northern drive to the proposed connection to be improved.</p> <p>This alternative would:</p> <ol style="list-style-type: none"> 1. Preserve/provide two routes north out of Gillette. 2. Eliminate the disadvantage to traffic from the eastern part of the County. 3. Provides an alternative route for commercial and industrial traffic outside of Gillette's urban transportation network. 		

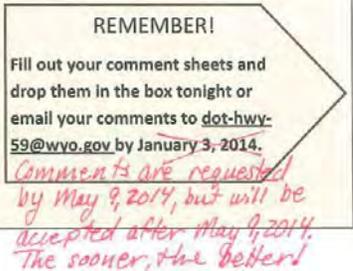
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>4. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 intersection. 5. Eliminates some out of direction travel and associated cost.</p> <p>In summary, the proposed HWY 59 relocation is unacceptable due to the significant negative impacts to stakeholders and the availability of alternate routes. <u>Any relocation alternative must preserve two independent routes north from Gillette.</u></p> <p>A well planned and well-connected HWY 59 route is important to the future of our community, County, and State. Thank you for your serious consideration of our comments. We look forward to working with WYDOT, Alpha, and the County to find a better alternative route for the HWY 59 relocation.</p> <p>Sincerely, Larry and Susan Shippy</p> <p>CC: Campbell County Commissioners</p>		
	Response			
30	5/16/14	<p>Form Letter</p> <p>From: Wendy Bethea <wbethea@hughes.net> Date: Fri, May 16, 2014 at 9:50 AM Subject: HWY 59 Relocation To: josh jundt <josh.jundt@wyo.gov>, ronda holwell <ronda.holwell@wyo.gov>, dot-hwy-59@wyo.gov Cc: mac01@ccgov.net, d coolidge <d.coolidge@bresnan.net>, ggb01@ccgov.net, mjs01@ccgov.net, gma01@ccgov.net, rpp01@ccgov.net</p> <p>Please find attached letters concerning the HWY 59 relocation.</p>	<p>Bruce Bethea 452 Heald Road Weston, WY 82731 307.685.2346 wbethea@hughes.net</p>	<p>Email – Form Letter</p>
	Response			
31	5/14/14	<p>Form Letter</p> <p>From: <jlncustom@gmail.com> Date: Wed, May 14, 2014 at 7:11 PM Subject: Updated HWY 59 Comment Letter To: ronda.holwell@wyo.gov, josh.jundt@wyo.gov</p>	<p>Justine L. Nelson 16081 State Hwy 59 N. Weston, WY 82731 307.686.3079 jlncustom@gmail.com</p>	<p>Email – Form Letter</p>
	Response			
32	5/16/14	<p>Form Letter</p> <p>Ms. Ronda Holwell and Mr. Josh Jundt,</p> <p>I would like to add a few personal comments in addition to all the information listed below. As livestock producers, we rely on HWY 59 extensively to transport our livestock and feed products. The safety and wellbeing of our drivers and the cargo</p>	<p>Doug and Charlene Camblin DC Land and Cattle Co LLC 2455 Collins Rd Gillette, WY 82716 307.682.1811</p>	<p>Email – Form Letter with personal comment</p>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>that they are hauling is our utmost priority. Having driven as professional drivers ourselves for many years, we are well aware of the risk involved whenever a loaded semi-truck is on the road. The recent tragedy on South HWY 59 that resulted in the loss of three lives is proof that the roads we use every day must be built to provide the people with the safest transportation routes possible. We are confident that that is the goal of the Wyoming DOT as well.</p> <p>From: Charlene Camblin <charlene.camblin@gmail.com> Date: Fri, May 16, 2014 at 10:09 AM Subject: Relocation of Hwy 59 To: josh.jundt@wyo.gov, ronda.holwell@wyo.gov, dot-hwy-59@wyo.gov</p> <p>As a concerned citizens of northern Campbell County we submit the attached documents.</p> <p>Doug and Charlene Camblin DC Land and Cattle Co LLC</p>	Charlene.camblin@gmail.com	
	Response			
33	5/16/14	<p>I strongly believe in the need to maintain two routes of access to Gillette from the North. Tuesday's unfortunate incident on South Hwy. 59 adds more justification in the importance of retaining two routes. As a rancher and resident along Hwy. 59 North, loss of one route will greatly affect my families health, safety and welfare. I am sure by now you are more than aware of the two proposed routes that are being presented by concerned residents. Both of these are much better than the current plans. David Magnuson 15051 Hwy. 59 North, Weston WY 82731 (307)-682-6291</p>	<p>Dave Magnuson 15051 Hwy 59 N Weston, WY 82731 307.682.6291 dmranch@vcn.com</p>	Email
	Response			
34	5/16/14	<p>We want 2 (TWO) access routes to northern Campbell County. Too much traffic added to 14/16, too much risk otherwise. You've got a bad plan now with ONLY the 14/16/59 merger.</p>	<p>Frank Bliss Weston, WY 82731 307.682.6828 frank@blissnet.com</p>	email
	Response			
35	5/16/14	<p>Form Letter</p>	<p>Lisa Tescher 733 Rocky Point Ridge Road Oshoto, WY 82721 307.467.5444 tescherlisa@hotmail.com</p>	Email – Form letter
	Response			
36	5/16/14	<p>Form Letter</p>	<p>David Tescher 1302 Parks Road Weston, WY 82731 733 Rocky Point Ridge</p>	Email – Form letter Via Lisa Tescher

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			Road Oshoto, WY 82721 307.467.5444	
	Response			
37	5/16/14	Form Letter	Douglas West 303 Rocky Point Ridge Road Oshoto, WY 82721 307.467.5458	Email – Form letter Via Lisa Tescher
	Response			
38	5/16/14	Form Letter	Betty Jo West 303 Rocky Point Ridge Road Oshoto, WY 82721 307.467.5458	Email – Form letter Via Lisa Tescher
	Response			
39	5/16/14	Form Letter	Kayla Newman 1302 Parks Road Biddle, MT 59314 307.467.5444	Email – Form letter Via Lisa Tescher
	Response			
40	5/16/14	Form Letter	Nick Newman 1302 Parks Road Weston, WY 59314 307.467.5444	Email – Form letter Via Lisa Tescher
	Response			
41	5/16/14	Form Letter	Glenda Flint 16554 Hwy 59 N Gillette, WY 82716 307.686.0629 gflint@vcn.com	Email – Form letter
	Response			
42	5/16/14	Form Letter From: Tomi Reno < tomimichellereno@yahoo.com > Date: Fri, May 16, 2014 at 2:33 PM Subject: Sue Boardman To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov >	Sue Boardman 16080 Hwy 59 N Gillette, WY 82716 687.0414	Email – Form letter

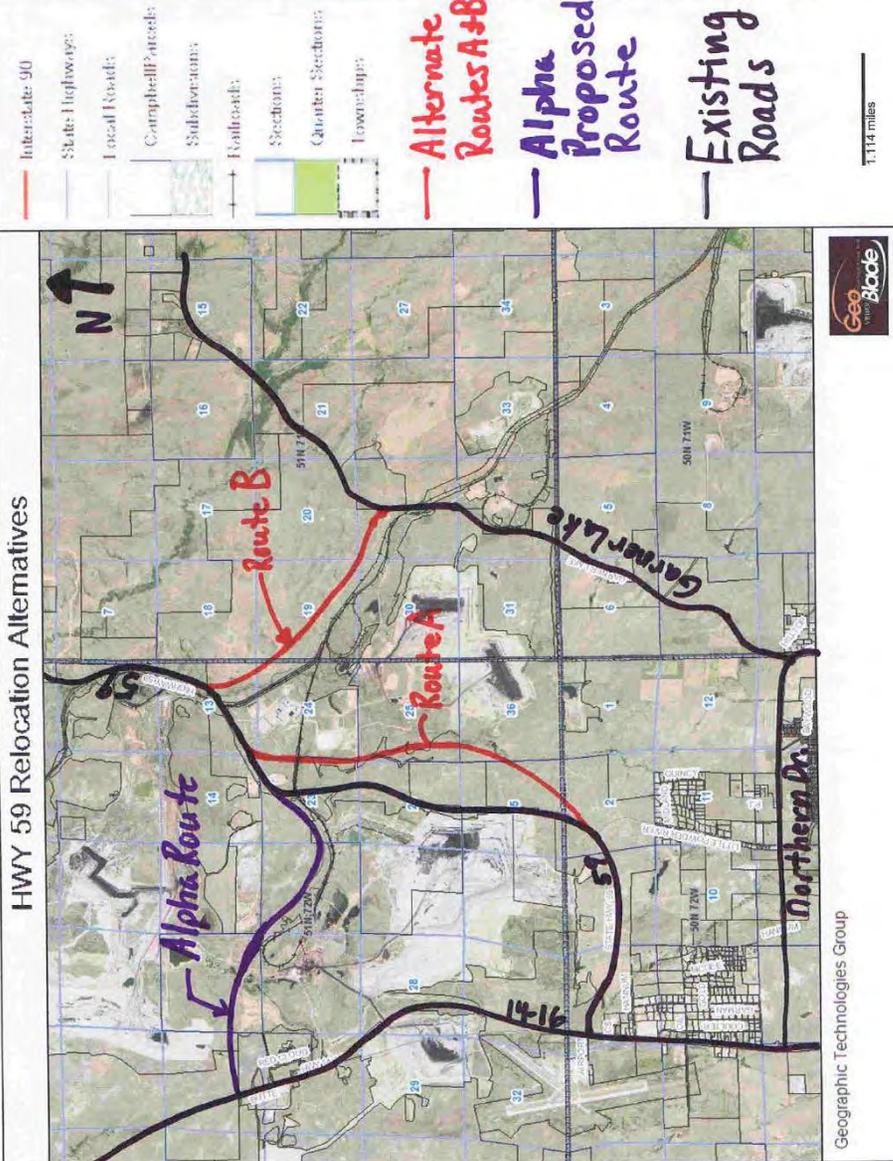
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Cc: " rpp01@ccgov.net " < rpp01@ccgov.net >		
	Response			
43	5/16/14	No Letter enclosed From: Tomi Reno < tomimichellereno@yahoo.com > Date: Fri, May 16, 2014 at 2:33 PM Subject: Sue Boardman To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov > Cc: " rpp01@ccgov.net " < rpp01@ccgov.net >	Earl Boardman	
	Response			
44	5/16/14	Form Letter From: gerrad flint < flintgerrad@yahoo.com > Date: Fri, May 16, 2014 at 2:50 PM Subject: Highway 59 North relocation To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov >, " dot-hwy-59@wyo.gov " < dot-hwy-59@wyo.gov >, " mac01@ccgov.net " < mac01@ccgov.net >, " d.coolidge@bresnan.net " < d.coolidge@bresnan.net >, " ggb01@ccgov.net " < ggb01@ccgov.net >, " mjs01@ccgov.net " < mjs01@ccgov.net >, " gma01@ccgov.net " < gma01@ccgov.net > Attached is my letter concerning the relocation of Highway 59 North. Thank you, Gerrad Flint	Gerrad Flint 16554 Hwy 59 N Gillette, WY 82716 307.686.0629 flintgerrad@yahoo.com	Email – form letter
	Response			
45	5/16/14	Form Letter From: Tomi Reno < tomimichellereno@yahoo.com > Date: Fri, May 16, 2014 at 2:06 PM Subject: John & Brenda Snyder 59 relocation To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov > Cc: " rpp01@ccgov.net " < rpp01@ccgov.net >	John & Brenda Snyder 1171 Rocky Point Road Weston, WY 82731 307.682.0159	Email – form letter
	Response			
46	5/16/14	Form Letter From: Tomi Reno < tomimichellereno@yahoo.com > Date: Fri, May 16, 2014 at 2:03 PM Subject: Hwy 59 Relocation - Tayler Tarver To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov > Cc: " rpp01@ccgov.net " < rpp01@ccgov.net >	Tayler Tarver 861 Hart Road Gillette, WY 82716 307.682.2417 Tayler.tarver@gmail.com	Email – Form letter
	Response			
47	5/16/14	Form Letter From: Tomi Reno < tomimichellereno@yahoo.com >	Michelle Tarver 861 Hart Road	Email – Form Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Date: Fri, May 16, 2014 at 2:09 PM Subject: Michelle Tarver 59 relocation To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov > Cc: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >	Gillette, WY 82716 307.682.4441 Michelletarver5@gmail.com	
	Response			
48	5/16/14	Form Letter From: Tomi Reno < tomimichellereno@yahoo.com > Date: Fri, May 16, 2014 at 2:58 PM Subject: 59 relocation To: " josh.jundt@wyo.gov " < josh.jundt@wyo.gov >, " ronda.holwell@wyo.gov " < ronda.holwell@wyo.gov > Cc: " rpp01@ccgov.net " < rpp01@ccgov.net >	Nicole McClure 12626C Hwy 59 N Gillette, WY 82716 307.660.2534	Email – Form Letter
	Response			
49	5/18/14	From: The Kuhbacher's < cactus@wbaccess.net > Date: Sun, May 18, 2014 at 10:46 PM Subject: Hwy 59 To: josh.jundt@wyo.gov Josh, Please report we need 2 Separate Outlets from Gillette WY North bound..... Truck Traffic, Mine Traffic, Normal Traffic, Bakken Traffic, Emergency, Law Enforcement, Schools, you need to be our voice. How far would a person have to go if HWY 59 closed because of a disaster? Over a 100 miles in all directions..... We already live 70 miles North of Gilette...so what's another 7 miles that = 20 minutes of driving? It means a Lot in an emergency...it means more fuel, it means more Time....Not saying we want to go against the Miners...WE need Coal too...but I Hope and Pray there is a doable solution to this matter.... We need 2 Outlets out of Gillette WY, Hopefully 1 near the Eastern side of Gillette so we don't have to go all the way thru town with Trailers, etc... THanks for your time...I'm sure you are sick of reading these... Take Care, Justin and Charlee Kuhbacher Beau, Paysen, Baylor and Courtney Jewel 120 Rockypoint RIdge Road Oshoto WY 82721 "While we try to teach our children all about life, our children teach us what life is all about." 	Justing and Charlee Kuhbacher Beau, Paysen Baylor and Courtney Jewel 120 Rockypoint Ridge Road Oshoto, WY 82721	Email
	Response			
50	5/16/14	Form Letter From: Dan Maul < danmaul2@gmail.com >	Dan and Mandy Maul 710 Horse Creek Road	Email – form letter

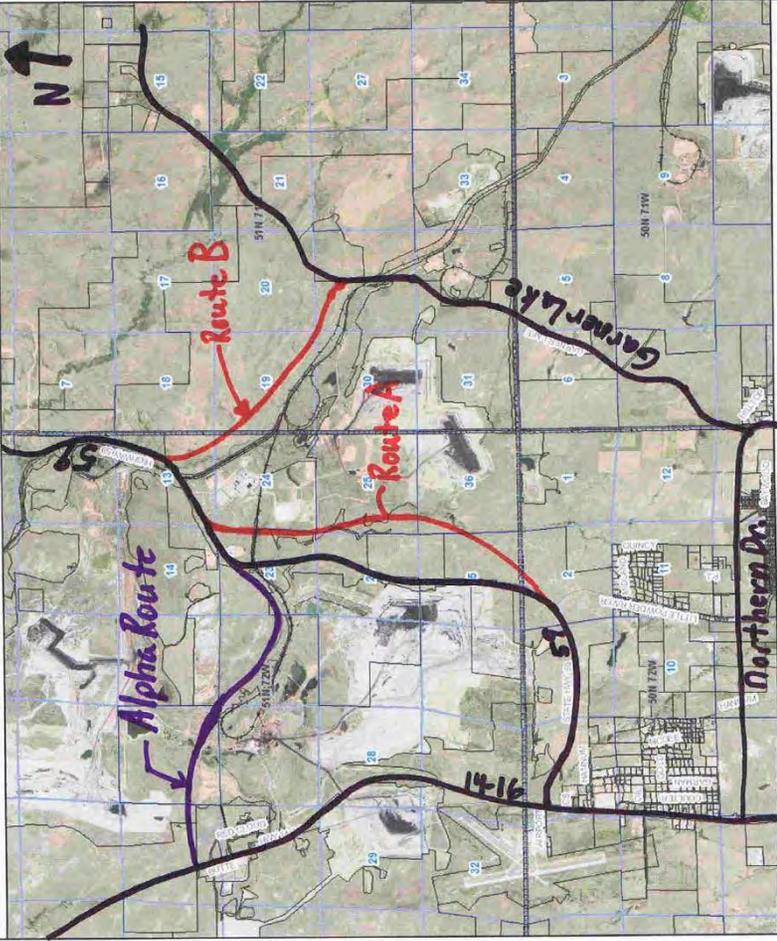
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Date: Fri, May 16, 2014 at 10:24 PM Subject: Hwy. 59 Relocation To: josh.jundt@wyo.gov , ronda.holwell@wyo.gov , dot-hwy-59@wyo.gov Cc: rpp01@ccgov.net	Gillette, WY 82716 Phone: (307) 682-2278 Email: danmaul2@gmail.com	
	Response			
51	5/16/14	<p>From: Tarver, Jaime [mailto:jtarver@dowlhkm.com] Sent: Friday, May 16, 2014 3:17 PM To: Senator Hines; Representative Lubnau; Senator Driskill; Senator Von Flatern; Representative Barlow; Representative Blikre; Representative Kasperik Cc: Representative Mader Subject: Highway 59 N Relocation Importance: High</p> <p>Dear Senators Hines, Driskill, and Von Flatern and Representatives Lubnau, Blikre, Kasperik, and Barlow:</p> <p>We are writing to you as two, of many, Campbell County residents who are concerned with and opposed to the HWY 59 relocation proposed by Alpha Coal and WYDOT. If you are not familiar with the proposed project, we have attached the project information provided by WYDOT. We have sent the following comments and proposed alternatives to WYDOT as part of the WYDOT feasibility study. We also wanted to share our thoughts and concerns with you as leaders of our community and State.</p> 	James & Jaime Tarver 455 Olmstead Road Gillette, WY 82716 307.682.4929 307.680.9715 Jaime.tarver@yahoo.com	Email – with attachment
	Response			
52	5/19/14	<p>Form Letter</p> <p>From: HWY 59 North Relocation Project [mailto:nick.hines@wyo.gov] Sent: Monday, May 19, 2014 9:22 AM To: Lutz-Zimmerman, Laura R. Subject: Fwd: Hwy 59 Relocation</p>	Tomi Reno 223 Bowers Ute Road Gillette, WY 82716 307.685.2878	Email – form letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>I did not see where you had recieved this one. We are getting emails from everywhere.</p> <p>Thanks Nick</p> <p>On Thursday, May 15, 2014 12:50:31 PM UTC-6, Tomi Reno wrote:</p>		
	Response			
53	5/16/14	<p>Form Letter</p> <p>On Friday, May 16, 2014 2:58:41 PM UTC-6, Rebecca Mader wrote: Please read attached letter with our opinions. Thank you.</p>	<p>Rebecca and Eva Mader 16938B Hwy 59 N Weston, WY 82731 307.682.3843 Rebecca.mader@ccmh.net</p>	<p>Email – form letter</p>
	Response			
54	5/14/14	<p>Form Letter</p> <p>From: HWY 59 North Relocation Project [mailto:nick.hines@wyo.gov] Sent: Monday, May 19, 2014 10:00 AM To: Lutz-Zimmerman, Laura R. Subject: Fwd: Proposed Wyo 59 relocation</p> <p>On Wednesday, May 14, 2014 9:16:10 PM UTC-6, Darcy Acord wrote: Please review the attached comment letter and map regarding the proposed Wyo 59 relocation.</p> <p>-- Darcy Lipp-Acord</p>	<p>Shawn & Darcy Acord 15534 Hwy. 59 N. Weston, WY 82731 307-682-5833 dlacord@wildblue.net</p>	<p>Email – Form letter</p>
	Response			
55	5/16/14	<p>From: HWY 59 North Relocation Project [mailto:nick.hines@wyo.gov] Sent: Monday, May 19, 2014 10:01 AM To: Lutz-Zimmerman, Laura R. Subject: Fwd: Highway 59 Relocation</p> <p>On Friday, May 16, 2014 9:42:41 PM UTC-6, Tarver, Jaime wrote:</p> <p>Dear Josh and Ronda,</p> <p>First, I want to thank Josh for attending the community meeting at Little Powder School this week. We’ve had a great deal of positive feedback from the meeting and we appreciate you taking time and driving out here. In an effort to help provide unified, specific, and productive comments, I have attached an updated HWY 59 comment letter and alternatives map. The</p>	<p>James & Jaime Tarver 455 Olmstead Road Gillette, WY 82716 Home: (307) 682-4929 Cell: (307) 680-9715 jaime.tarver@yahoo.com</p>	<p>Email – form letter with email comment</p>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>letter is updated based on discussion and agreement of approximately 30 attendees at the May 13th meeting held at Little Powder School. Also attached are letters from four others who asked that I email their letters. Thank you again for your consideration of our comments and proposed alternative routes.</p> <p>Sincerely,</p> <p>James & Jaime Tarver</p> <p>455 Olmstead Road</p> <p>Gillette, WY 82716 Home: (307) 682-4929</p> <p>Cell: (307) 680-9715</p> <p>jaime.tarver@yahoo.com</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p data-bbox="388 803 430 1226">HWY 59 Relocation Alternatives</p>  <p data-bbox="388 349 766 535"> Legend: Interstate 90 State Highways Local Roads Campbell Parade Subdivisions Railroads Sections Quarter Sections Townships </p> <p data-bbox="787 316 1176 535"> Route Legend: — Alternate Routes A+B — Alpha Proposed Route — Existing Roads </p> <p data-bbox="1249 365 1270 487">1.114 miles</p> <p data-bbox="1218 552 1270 649">Geo Blade</p> <p data-bbox="1218 1226 1239 1469">Geographic Technologies Group</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
	Response			

No.	Date Received	Comment	Name/Address	Type
56	5/16/14	<p data-bbox="388 803 430 1226">HWY 59 Relocation Alternatives</p>  <p data-bbox="787 316 1176 535"> — Alternate Routes A+B — Alpha Proposed Route — Existing Roads </p> <p data-bbox="1249 365 1270 479">1.114 miles</p>	<p data-bbox="1428 316 1596 397">J.W. Thrush 16180 Hwy 59 N Weston, WY 82731 307.682.3553</p>	<p data-bbox="1680 235 1848 332">(Email, Letter, or Comment Form) Email – form letter</p>

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
	Response			
57	5/17/14	<p>On Saturday, May 17, 2014 8:06:15 PM UTC-6, Troy Mader wrote:</p> <p>To: WYDot</p> <p>From: Troy Mader, Representative for House District 52</p> <p>Re: North Hwy 59 Relocation</p> <p>To Whom It May Concern:</p> <p>I'm Representative for House District 52 which encompasses all of northern Campbell County. This proposed permanent closure and relocation of Hwy 59 affects most of my constituents adversely.</p> <p>I'm aware the comment period of Hwy 59 is over. However, it wasn't until recently I realized the proposed relocation of north Hwy 59 was, in fact, a permanent closure. As a matter of fact, many of my constituents were unaware this proposal was a permanent closure. Once we learned the permanence of this proposal, we became very concerned.</p> <p>A Community Meeting was organized on Tuesday, May 13, by Jaime Tarver, a resident of northern Campbell County. She's a Civil Engineer and I thought her comments were the best presented as far as outlining the problems with Alpha Coal's proposal. Here are her comments:</p> <p>The proposed HWY 59 Relocation <u>should not be approved</u> by WYDOT for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed relocation is regressive not progressive for our community, our County, and our State. 2. Our County and state transportation network will be compromised by losing one of two critical routes north of Gillette. <u>Reducing connectivity to one route north of Gillette is unacceptable.</u> An accident or other disruption on HWY 14-16 between Gillette and the proposed relocation would block all traffic north of Gillette. The section of HWY 14-16 that will be impacted by this proposal is already susceptible to interruptions due to the haul truck overpass and heavy highway traffic. 3. Our County has worked hard and spent a lot of money to develop a well-connected transportation network; the proposed HWY 59 relocation goes against that effort. 4. Law enforcement, emergency, & fire response is compromised by eliminating one of the two routes north. Response times will be longer and less direct. 5. Hwy 59 is the major arterial for commercial and industrial traffic from Colorado to Montana and North Dakota, especially for the oil and gas industry. The proposed relocation hampers inter-state and intra-state commerce. Any changes to the Highway 59 route should be more direct, not less direct. Commercial and industrial traffic should not be routed through the City of Gillette. 6. Traffic from HWY 59 will be routed through the Hwy 14-16/HWY 50 intersection, which already has the lowest level of 	Troy Mader Representative for House District 52	Email

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>service and is the most congested intersection in our community according to traffic studies.</p> <p>7. Traffic from the eastern part of the county will be disadvantaged with significant out of direction travel. This includes local commutes to Dry Fork Power Plant, coal mines, oil fields, and ranches. These additional miles result in higher fuel costs and lost productivity.</p> <p>8. School and work commutes will be longer and less direct.</p> <p>9. The proposed HWY relocation goes against good transportation engineering practice by reducing alternate routes, reducing connectivity, and routing traffic through congested areas.</p> <p>10. While the proposed road alignment is consistent with the Coal Belt Transportation Study, the proposal is not consistent with the timing of the relocation in relation to the other necessary road connections.</p> <p>So I, along with many of my constituents, am opposed Alpha Coal's proposal for the relocation of Hwy 59. Now there are at least two options to avoid these problems:</p> <ol style="list-style-type: none"> 1. Have Alpha Coal move the present north Hwy 59 east to the dividing lines between Alpha Coal and Dry Fork Coal. They could then mine the coal and put Hwy 59 back where it is now. 2. About 200 yards north of Mile Marker 124 (Hwy 59) a new road (approx 2.5 miles in length) could be built east of and parallel to the RR tracks that access Rawhide and Buckskin Mines. This road would angle to the southeast and connect up with north Garner Lake Road (non-beltway portion but a paved road). The beltway portion of Garner Lake Road is approx. 4.5 miles to the south. <i>(Important Note: The geography of the area where the 2.5 mile portion of new road would have to be built is conducive to road building, i.e. no bridges and fairly level terrain and the land is all owned by coal mines.)</i> <p>One important point to consider with this proposal. It's only seven miles to north Hwy 59 if this proposed route were utilized. It's 14 miles around via Hwy 14-16 and Alpha Coal's proposed relocation.</p> <p>Finally Josh Jundt, our local WYDOT contact, has been most helpful with information on this issue especially since we were late understanding the "permanent" ramifications of this proposal. He did tell us few people commented during the comment period. I wonder if they realized this was a permanent road closure?</p> <p>Thank you for your time. Please consider the options that retain 2 routes of access to northern Campbell and points beyond.</p> <p>Troy Mader Representative for House District 52</p>		
	Response			

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
58	5/27/14	Form letter	David & Katie McMichael 51 Olmstead Road Weston, WY 82731 Phone: (307) 686-7521	Email form letter
	Response			
59	5/27/14	Form letters	Evan Rumph No address inc.	Email form letter
	Response			
60	5/27/14	Form letters	Nathan Rumph No address inc.	Email form letter
	Response			
61	5/27/14	Form letters	Kathleen Rumph No address inc.	Email form letter
	Response			
62	5/27/14	Form letters	Connie Rumph No address inc.	Email form letter
	Response			
63	5/27/14	Form letters	Kermit Rumph No address inc.	Email form letter
	Response			
64	5/27/14	Form letters	Quentin Rumph No address inc.	Email form letter
	Response			
65	5/27/14	Form letters	Jessica Rumph No address inc.	Email form letter
	Response			
66	5/27/14	Form letters	Beny Stradmire No address inc.	Email form letter
	Response			
67	6/9/14	This is like we don't exist! We are a ranch family, homesteaded Campbell Co. 1916. We raise cattle and they <u>water on Little Powder</u> . This road <u>thru here will kill us</u> . We have 4 pastures, <u>Little Powder, is our only source of water</u> . Winter before this at least a 100 hd of antelope ran in big pasture east of buildings. Not so many last winter. We also have some deer. They water at the creek, too, but your report – “This land is worthless”. We take our cows to summer pasture, bringing them back in the fall. Winter all here at home. We would need underpasses, but don't like them. The Hwy should go West! May 31 we branded 160 calves, we have some late calvers, also 35 hfrs.	Joe, Betty and David Marshall 12474 Hwy 59N Gillette, WY 82716 (Reference – Garner Lake	Comment form

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		We support the first proposal - between Eagle Butte and Rawhide. It won't bother anyone. RT. A We also move cattle so, across RR tracks. That would be another problem.	Rd - Hwy 59 N)	
	Response			



Appendix C: Stakeholder Input
Public Meeting
August 20, 2014

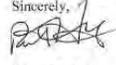
**WYO 59 Relocation
Public Meeting #3 Comments
Meeting Date: August 20, 2014**

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
1	8/20/14	First let me say I love the proposed connecting road. However, I'm not so much in favor of leaving this road gravel. I understand the county is involved in this decision. Let's remember one of the main public comments was to maintain two PAVED routes to the North. I believe once you open the connecting road, it seems to me, the connecting road should be the priority to be completed first.	Mark Carter 4514 Radio Rd Gillette WY 82718	Comment form
		Response		
2	8/20/14	I trust the old part of Garner Lake would be redone, deadly curve on it now. I would like to see pavement on new road right away, no gravel 1 st please.	L. Keith Fare 4515 University Road	Comment form
		Response		
3	8/20/14	Both parts of the project need to be constructed at the same time	No name	Comment form
		Response		
4	8/20/14	I am in favor of the mining and road moving as long as the mine provides as good of roads for the public as they took out and they pay for it. We should not have to pay for them to mine. The cost of increased distance and time will be a direct expense to me every trip. The benefits will be delayed and indirect. Highway 59 should connect to Garner Lake – they should have a road to 16-16 and they should put Little Powder Road back in when they are done mining that area.	Justin Mader 16938A Hwy 59N Gillette	Comment form
		Response		
5	9/10/14	<p>To whom it may concern:</p> <p>My family and I live about 40 miles north of Gillette on Horse Creek Road. Right now it is 40 miles to town, but will change soon as has been determined by the proposed relocation project.</p> <p>It is obvious that this relocation will add miles on our trips to town and back home again. My real concern, however, is the <i>time</i> that it may take to travel to town once we get to the new intersection with Hwy. 14-16, which is just across the highway from Rawhide School.</p> <p>About a month ago I needed to go to a business located on the west side of Gillette so I turned right onto Northern Drive from Little Powder River Road. My intention was to turn left at Hwy. 14-16 so I could go into town that way. When I got to the intersection, however there was one other vehicle in front of me. His blinker indicated that he was waiting to turn left onto 14-16 just as I was also going to do.</p> <p>We waited a good five minutes for the traffic from both directions to break enough for him to go. Then I had to wait until there was another break in the traffic from both directions so I could turn left.</p> <p>My real concern about having Hwy. 59 intersect with Hwy. 14-16 is that there will be long wait times for us who are coming from the north to be able to turn left at that intersection. The more vehicles who are traveling from the north on Hwy. 59, the longer the wait time will be...unless...</p> <p>...unless there will be a way to move traffic efficiently through the new intersection of Hwy. 59 and Hwy. 14-16. I have not heard what the plans are for that, but I certainly hope that is being provided for.</p> <p>Once we get on 14-16, we can choose to turn off to go to the Little Powder River Road or turn left at Northern Drive to go on into town.</p>	Susan Shippy 281 Horse Creek Rd. Weston, WY 82731	Email via Nick Hines

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>I have heard that the intersection of Hwy. 14-16 at Echeta Road is already congested at certain times of the day, so that is most likely going to be a problem as well. Hopefully I will be able to avoid having to be there when the traffic is so bad. Please let me know what plans there are for controlling traffic at the new intersection across from Rawhide School.</p> <p>I am very heartened to know that the County Commissioners have worked so hard to get an alternative route figured out. I plan to use that route as well when it is appropriate for what I need to do in Gillette. However, if I need to use the proposed relocation that goes over to 14-16, I was to know that it will not take huge amounts of time.</p> <p>Thank you for your attention to this matter. Have a great day!</p>		
	Response			
6	9/18/14	<p>----- Forwarded message ----- From: Quick, Kendra <KQuick@peabodyenergy.com> Date: Thu, Sep 18, 2014 at 8:48 AM Subject: Peabody Comments on Highway 59 Relocation To: "nick.hines@wyo.gov" <nick.hines@wyo.gov></p> <p>Hi Nick,</p> <p>Thank you again for the opportunity to comment on this WYODOT project. Attached is an electronic copy of the letter I will be placing in the mail today. Please let me know if you have any questions, or if we can provide you with any additional information. Have a great day!</p> <p>Dear Mr. Stark:</p> <p>On April 15, 2014, Peabody Energy, through its subsidiary Peabody Caballo Mining LLC (PCM), submitted comments to the Wyoming Department of Transportation (WYDOT) on the proposed realignment of State Highway 59 north of Gillette. Our primary concerns expressed in that letter focused on safety (traffic in the vicinity of Rawhide School); reduced access to and from Gillette for residents and emergency services; and impacts and potential costs to PCM's Rawhide Mine Operations. We were pleased to receive a response from WYDOT with questions specific to our concerns and subsequently, an invitation to meet with WYDOT. In a May 15, 2014 letter, we provided additional information about Peabody's concerns.</p> <p>Based on those follow-up communications and the more recent (August 20, 2014) revision to the relocation proposal by WYDOT, several of our original concerns remain. At least one new significant issue has also arisen. The current proposal as we understand it, involves two road projects. First is the establishment of an east-west leg of State Highway 59 across the northern end of the Eagle Butte Mine. The alignment of this has not changed from the original proposal and we estimate this to be a \$4-\$6 million project. The second road project involves extending the Garner Lake Road from its current paved northern terminus to intersect with Highway 59 to the north and east of the Eagle Butte Mine. This County Road extension would then form an access to and from Gillette on the east side of town. It is also our understanding this Garner Lake Road would remain in county ownership and the extension would not be paved in the short term.</p> <p>Under this proposal, each of our original issues persists. In our May 15 letter we stated:</p>	<p>Kendra S. Quick, CPL Manager Land - PRB Peabody Energy 307.687.3953 307.660.6156</p> <p>KQuick@peabodyenergy.com</p>	Letter via Nick Hines

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p><i>“With regard to blasting, the Rawhide surface mining permit does not address restrictions at public roads simply because blasting does not, at this time, occur in the vicinity of any public roads at Rawhide Mine. Relocation of Highway 59 as proposed could change that...”</i></p> <p>Upon further review, we have considered wind direction patterns and the potential for blasting activities at Rawhide to have an impact on traffic on the proposed east-west leg of State Highway 59. Mining activities at Rawhide Mine in the Section 17 pit could be impacted more than forty percent (40%) of the time due to wind direction patterns which would result in delaying shots or temporarily causing Rawhide to close the State Highway to public traffic. This situation is not acceptable to Peabody and will not exist if the east-west leg of State Highway 59 is never constructed.</p> <p>Additionally, we foresee a safety issue resulting from the stopping of traffic for blasting activities due to the high volume of traffic that will be funneled onto the proposed east-west leg of Highway 59. With our blasting procedures, traffic could possibly be delayed up to 20 minutes or more during each blast. It appears that there would not be adequate storage capacity for vehicles delayed during this time and traffic could possibly be delayed on both State Highways (Highway 59 and Highway 14-16). Additionally, the sight distance for stopping would be shortened due to vehicles being delayed on the roadway. Peabody finds this safety issue to be unacceptable.</p> <p>If the relocation occurs and the extension of Garner Lake Road remains an unpaved county road, there is a high likelihood of fugitive dust from the road resulting in air quality exceedances in the area. Rawhide currently owns and operates a PM₁₀ continuous particulate monitor located about 1,000 feet north of the proposed intersection of Garner Lake Road and State Highway 59. Prevailing winds at Rawhide are from the northwest and south southeast. As with the blasting situation described above, this is not acceptable to Peabody and is unlikely to occur if Garner Lake Road is paved. Moreover, the Wyoming Department of Environmental Quality will also be highly concerned if exceedances occur.</p> <p>Peabody questions the value of the east-west leg of State Highway 59. We understand that according to a Highway Department policy or guidance document, each state highway must connect to another state or federal highway. Using this policy, it has apparently been concluded that State Highway 59 cannot terminate at Garner Lake Road, so the project continues to include this east-west leg. We suggest that WYDOT request or propose a temporary exception to the policy. By replacing the east-west leg of State Highway 59 with an upgraded Garner Lake Road, perhaps over a period of two or three years, all efforts could be focused on this single road rather than two road routes. In doing so, WYDOT might avoid spending \$4 to \$6 million (regardless of the source of the funds) on a project required only by policy. Notably, without exception, all of Peabody’s concerns (several of which are shared by many residents of the county) can be eliminated by altering your most recent proposal in this way.</p> <p>Peabody appreciates the opportunity to participate in the road relocation process and to work with the Department of Transportation to attain the highest level of public safety. We believe the issues we have identified are of concern to many people and organizations in the County and feel we have offered one very workable solution. Thank you for your consideration of these issues. Please let us know if you wish to further discuss our comments.</p> <p style="text-align: center;">Sincerely, Kendra S. Quick, CPL Land Manager</p>		
	Response			
7	9/22/14	<p>Subject: Fwd: Please see attached Game and Fish comments.</p> <p>Game and Fish Letter. They have no additional comments from their first letter.</p>	Wyoming Game and Fish Department	Agency letter

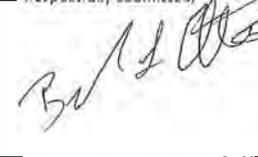
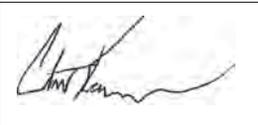
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>On Monday, September 22, 2014 1:24:54 PM UTC-6, Pamela Bechtholdt wrote: -- Pam Bechtholdt Wyoming Game & Fish Department Fiscal Disbursements - AM License Section - PM 307-777-4680</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<div style="text-align: center;">  <p>WYOMING GAME AND FISH DEPARTMENT 5400 Bishop Blvd. Cheyenne, WY 82006 Phone: (307) 777-4600 Fax: (307) 777-4699 wgfd.wyo.gov</p> </div> <div style="float: right; font-size: small;"> GOVERNOR MATTHEW H. MEAG DIRECTOR SCOTT TALBOTT COMMISSIONERS RICHARD KLOUDA - President CHARLES PRICE - Vice President MARK ANSELMI AARON CLARK KEITH CLAVER MIKE HEALY T. CHARRE LITTLE </div> <hr/> <p>September 22, 2014</p> <p>WER 11310.03 Wyoming Department of Transportation Wyoming State Highway 59 Relocation Campbell County</p> <p>Timothy Stark Engineering Services Engineer Wyoming Department of Transportation 5300 Bishop Boulevard Cheyenne, WY 82009-3340</p> <p>Dear Mr. Stark:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed the Wyoming State Highway 59 Relocation project in Campbell County. We provided comments in a letter dated December 30, 2013. We have no additional concerns.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,</p>  <p>John Kennedy Deputy Director</p> <p>JK/mlf/gb</p> <p>cc: USFWS Chris Wichmann, Wyoming Department of Agriculture, Cheyenne Paul Mavrakis, Sheridan Region Lynn Jahnke, Sheridan Region</p> <div style="text-align: center; margin-top: 20px;"> <hr/> <i>"Conserving Wildlife - Serving People"</i> <hr/> </div>		
	Response			

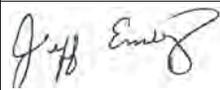
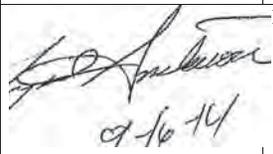
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
8	9/24/14	<div style="text-align: center;">  </div> <p> OFFICE 500 South Gillette Avenue Suite 1100 Gillette, Wyoming 82716 (307) 682-7283 (307) 687-6325 FAX www.ccgov.net </p> <p> BOARD OF COMMISSIONERS Mark A. Christensen, Chairman Dan Coolidge Matt Avery Micky Shober Garry G. Becker, M.D. </p> <p style="text-align: center;"> Robert P. Palmer, Commissioners Administrative Director </p> <p style="text-align: center;">19 September 2014</p> <p> Mr. Timothy L. Stark, P.E. Environmental Services Engineer Wyoming Department of Transportation 5300 Bishop Boulevard Cheyenne, WY 82009-3340 </p> <p>RE: Proposed Relocation of State Highway 59 North</p> <p>Dear Mr. Stark,</p> <p>On behalf of the Campbell County Board of Commissioners, thank you for the opportunity to provide comment on the proposed Wyoming Highway 59 re-location north of Gillette. We appreciate the Public Hearings facilitated by the Wyoming Department of Transportation, and dissemination of information, on this project.</p> <p>Mr. Stark, the Campbell County Board of Commissioners supports the proposed re-location of State Highway 59, as presented in your most recent Public Hearing on August 20, 2014. As you are aware, we have adopted resolution number 1835 to initiate the statutory procedure for the alteration and establishment of Garner Lake Road, for connection to State Highway 59, and provide a secondary access. We believe the Garner Lake alteration, along with the re-location of Highway 59, will provide a long term solution for our residents and vehicular traffic. We look forward to working with the Wyoming Department of Transportation, our Industry Partners and Citizens for an effective and successful outcome on these routes.</p> <p>Thank you for your consideration, and I would invite you to contact me if you have any questions.</p> <p style="text-align: center;">Sincerely,</p> <div style="text-align: center;">  Mark A. Christensen, Chairman </div> <p>xc: file 2014-02</p>	Campbell County Board of Commissioners 500 South Gillette Ave, Suite 1100 Gillette, WY 82716	Agency Letter
	Response			
		<p>A packet of signed letters was delivered to WYDOT District 4 office on 9/19/14. The letter is found in comment 9. Comments 10 – 296 were a duplicate of the letter in comment 9 signed by different individuals. Where the name was legible, it was typed in the name column. Where the name was illegible, a copy of the signature was included in the name column so it could be included in record.</p>		

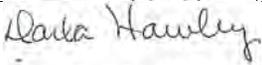
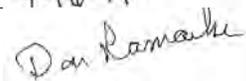
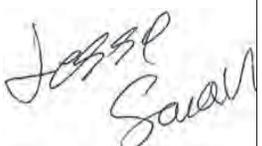
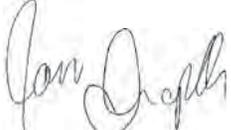
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
9	9/19/14	<p>Mr. Mark Gillett District 4 District Engineer Wyoming Department of Transportation 10 East Brundage Lane Sheridan, WY 82801</p> <p>RE: Highway 59 Relocation</p> <p>Dear Mr. Gillett</p> <p>I am an employee of Alpha Coal West, Inc., (ACW) and a citizen of Campbell County. ACW employs 282 citizens of Campbell County at its Eagle Butte Mine and another 250 citizens at its Belle Ayr Mine in Campbell County. These mines have provided good paying, steady work for over 40 years at each location. As a citizen, I whole heartedly support Alpha's proposed relocation of Highway 59 and respectfully submit the following comments for your consideration of the relocation of Highway 59 North. ACW is a large tax payer for the County, the State, and the Federal government. The following is a breakdown of taxes paid: ACW pays approx. \$73-80mm taxes each year.</p> <ul style="list-style-type: none"> o Pays approx. \$14-16mm to County Government o Pays approx. \$27-29mm to State Government o Pays approx. \$32-35mm to Federal Government <p>ACW is a major contributor to local businesses through purchases of goods and services. Eagle Butte Mine paid approximately \$35 million in 2013 in goods and services.</p> <p>ACW has proposed an alternative highway relocation for Highway 59 that allows Eagle Butte Mine access approximately 130 million tons of currently leased and permitted coal without further impacts to its operation or its neighbor's operations. The entire cost of this proposed relocation including design and construction is ACW responsibility. The proposed northern route is located on privately owned land controlled by ACW and mostly native ground that has not been disturbed, and will not be disturbed as this is a No Coal Zone. This route also provides a similar response time for Emergency Responders as the 24 hour manned stations for Fire, Emergency Medical, and Law Enforcement are located on the west side of Gillette. Their current route north is to use US Highway 14/16. This allows them to go under the railroad tracks and not get stopped by a train. ACW's proposed northern route has several advantages including no lost coal reserves for both ACW's Eagle Butte Mine and Western Fuels Dry Fork Mine, ACW controls the property, the relocated route is a permanent location requiring no second move, it provides a direct route and with no obstacles for emergency vehicles, and no bridges over mine roads.</p> <p>Wyoming Department of Transportation (WYDOT) has received numerous comments and concerns, all based on a lack of a second access road into northern Campbell County, The commenters proposed other alternatives routes. After considerable discussion, the County together with the cooperation of two other mining operations has proposed a connection to Highway 59 North to Garner Lake Road to the east. This alternative represents a considerable effort by many parties to find a solution to the concerns of a distinct group of citizens that reside in Northern Campbell County and results in enhanced connectivity for the County and WYDOT. While the timing of various aspects of the County's Garner Lake Road project is subject to certain financial sensitivities the primary road bed will be completed as Alpha completes the relocation of Highway 59. ACW, Western Fuels, and the County Commissioners have addressed the concerns of the residence of northern Campbell County as:</p> <ol style="list-style-type: none"> 1. "Preserve/provide" two routes north out of Gillette. 		Letter

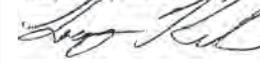
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>2. Eliminate the disadvantage to traffic from the eastern part of the County.</p> <p>3. Provides an alternative route for commercial and industrial traffic outside of Gillette's urban transportation network.</p> <p>4. Reduce/eliminate the traffic impact on the Hwy 14-16/HWY 50 Intersection.</p> <p>5. Eliminates some "out of direction travel and associated cost."</p> <p>From my point of view, not only has Alpha but also the County and others gone to extraordinary length to answer the comments that resulted in the substantial and costly delay to the relocation of Highway 59. The County's Garner Lake Road project should not now be a factor in WYDOT's evaluation of the relocation of Highway 59. It more than adequately answers the concerns raised in the comments submitted by residents of Northern Campbell County.</p> <p>If an economic solution is not decided upon and the current Highway 59 North is not relocated, approximately 130 million tons of coal that is currently leased and permitted will not be mined. This would shorten the life of Eagle Butte Mine by 10-12 years and result in \$430 million loss in tax revenue for Local, State, and Federal Governments.</p> <p>In summary, I believe that the currently proposed relocation of Highway 59 to the north of Eagle Butte Mine is both safe, feasible and in the best interest of all. A progressive community like Gillette depends on its tax payers to fund future opportunities and to potentially lose the substantial economic benefit provided by ACW's accessing and mining its coal seems imprudent and quite irresponsible.</p> <p>Respectfully submitted,</p>		
10	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Vince Davis 1409 Preamble Lane Gillette, WY 82716	Letter
11	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
12	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
13	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kelly J Koinek	Letter
14	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		

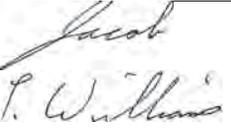
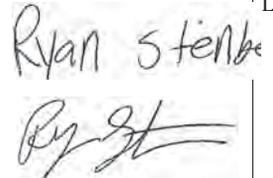
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
				
15	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	William A. Morfeld	Letter
16	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Ian Lyman	Letter
17		Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
18	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
19	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
20	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
21	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Ray Walletem	Letter
22	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Robert Bear	Letter

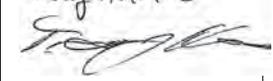
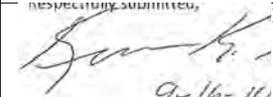
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
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24	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
25	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
26	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
27	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
28	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
29	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
30	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

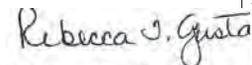
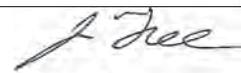
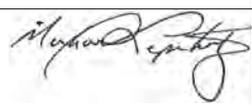
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
				
31	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jess Pierce	Letter
32	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
33	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
34	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 ruly submitted,	Letter
36	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
37	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 9-16-14	Letter
38	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 9-16-14	Letter
39	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Quentin Helvik Balle Ary Mine 9/16/14	Letter

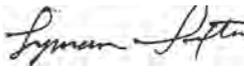
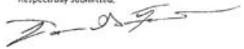
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
40	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
41	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
42	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	9-16-14 	Letter
43	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	9-16-14 	Letter
44	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
45	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
46	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
47	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			Michael Jennings MEL C.	
48	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Loet H. Luedke 105 E. Sunspur Ave. Columbia, MO	Letter
49	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
50	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	copy only	Letter
51	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Curtis R. Jones CURTIS R. JONES	Letter
52	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Dan Walker	Letter
53	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
54	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		
55	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	M. Staley 9/16/2014	Letter
56	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 9/16/2014	Letter

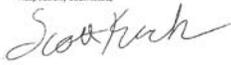
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
57	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Clinton Reynolds	Letter
58	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
59	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Andy Harris	Letter
60	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
61	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Jacob P. Williams	Letter
62	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Lori Kaester	Letter
63	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
64	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Ryan Stenbe 	Letter
65	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Respectfully submitted  Tracey Jones	Letter

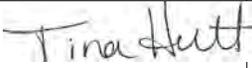
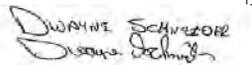
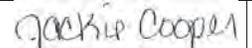
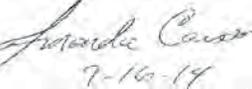
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
66	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	respectfully submitted,  Ben A Frazier	Letter
67	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jacob Deimler	Letter
68	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
69	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Deb Jacobs	Letter
70	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
71	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Tony Harkins 	Letter
72	9/16/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Ben Nielsen 9-16-14	Letter
73	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	respectfully submitted,  9-16-14	Letter
74	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	respectfully submitted,  9-16-14	Letter
75	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jay Smith 	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
76	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<small>Don't access and please do not access in public or private.</small> 	Letter
77	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Rebecca J. Gusto 247 Montgomery Gillette, Wyoming 81	Letter
78	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Jon Free	Letter
79	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
80	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 9-16-14	Letter
81	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Terrence F Jen 9-16-14	Letter
82	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
83	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

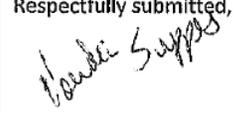
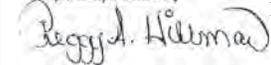
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
				
84	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Brandon Buechler	Letter
85	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
86	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
87	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
88	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
89	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kiefer Chakmakian 	Letter
90	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Respectfully submitted, 	Letter
91	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
92	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

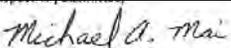
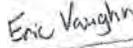
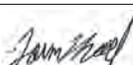
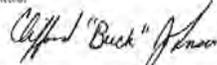
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
93	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
94	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
95	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
96	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	respectfully submitted,  Lindsey Johnson	Letter
97	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Shane Sallege	Letter
98	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Bill Obermire	Letter
99	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kate Frazier	Letter
100	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Thad Mitchell	Letter
101	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Stephen Burch-Jones	Letter
102	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Greg Kenash	Letter
103	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Rhonda Thybo	Letter
104	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Dave Brown	Letter
105	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Brad Wasson	Letter
106	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Eugene Bertch	Letter
107	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Steve Tracynger	Letter
108	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

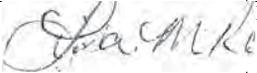
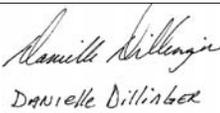
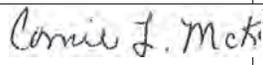
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			<small>RESPECTFULLY SUBMITTED,</small> 	
109	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
110	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
112	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Robert Kuzer	Letter
113	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
114	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Clancy Fenner 	Letter
115	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
116	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Carrie Lindgren 	Letter
117	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
118	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Holly Helm	Letter
119	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
120	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
121	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
122	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
123	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
124	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
125	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
126	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Matt Manor	Letter
127	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 7-16-14	Letter
128	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
129	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
130	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

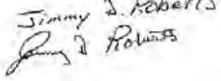
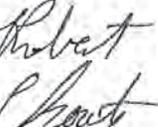
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			<i>Ang. D. McBeane</i>	
131	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Candace Linn</i>	Letter
132	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Carolyn Sellars</i>	Letter
133	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Vesta Stroup</i>	Letter
134	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Ann Be</i>	Letter
135	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Carolyn L. Ole</i>	Letter
136	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Joey D. Minn</i>	Letter
137	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Sam Mullins</i> Sam Mullins	Letter
138	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>S. Keegel</i> Sue Ruggle	Letter
139	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	ully submitted, <i>Joshua McKinsey</i>	Letter

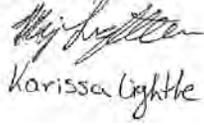
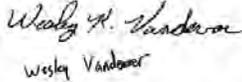
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
140	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
141	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	James G Smith	Letter
142	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
143	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Respectfully submitted, 	Letter
144	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
145	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
146	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
147	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
148	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

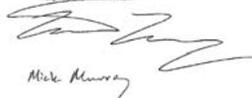
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
149	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
150	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
151	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
152	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
153	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
154	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 ted.	Letter
155	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
156	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
157	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
158	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 mitted.	Letter

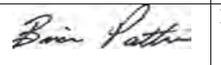
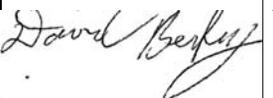
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
159	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
160	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
161	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
162	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Mike Pilcher	Letter
163	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
164	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Danielle Dillinger	Letter
165	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	ERIC HANSON	Letter
166	9-19	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
167	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
168	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			Molly Brow	
169	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	David A. Clough	Letter
170	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Respectfully submitted, William M. Phillips	Letter
171	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Cody Vandivort	Letter
172	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Shelby Anderson	Letter
173	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Michael Wade	Letter
174	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jan Hill	Letter
175	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jarrik Duvon L. Hill	Letter
176	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Tony Moffitt T. Moffitt	Letter
177	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Dwayne Williams	Letter
178	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Rob DeCent	Letter
179	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Mychal Edmondson	Letter

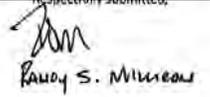
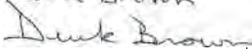
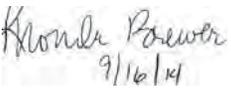
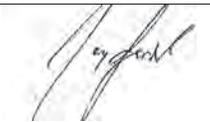
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
180	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
181	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
182	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jimmy D. Roberts 	Letter
183	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
184	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Wade Norris	Letter
185	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
186	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
187	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Seth Rheuff	Letter
188	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Lew M. Richardson	Letter

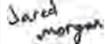
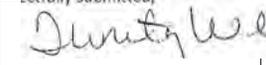
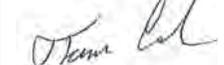
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190	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
191	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	respectfully submitted, 	Letter
192	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Dennis Rogge	Letter
193	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jeff Brosa	Letter
194	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
195	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Chad Ekberg	Letter
196	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Gretchen Phenning	Letter
197	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Melisa Balls	Letter
198	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Mark Earhart	Letter
199	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Respectfully submitted,  BRIAN SCRIBNER	Letter
200	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Wesley Vandave	Letter
201	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Melissa Kline	Letter
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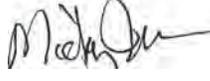
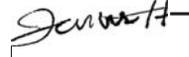
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205	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Grant Mclure	Letter
206	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Tara Wineteer	Letter
207	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Codi Almen	Letter
208	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Marshal Peters	Letter
209	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
210	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kestie Strazier 3408 Festivals Blvd Gillette, WY 82716 (307) 602-6031	Letter
211	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	John Dietsche	Letter
212	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
213	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Will Collier	Letter
214	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Chad Bonsness	Letter
215	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 <small>respefully submitted</small> Mike Murray	Letter
216	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Josh Haas	Letter
217	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
218	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jimmy Dixon	Letter
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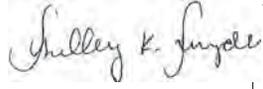
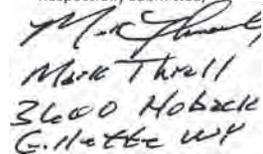
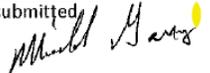
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
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221	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jordan L. Hoff	Letter
222	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
223	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
224	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
225	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
226	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
227	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
228	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Phillip Hatzembuehler	Letter
229	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
230	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
231	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

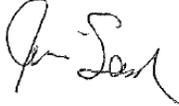
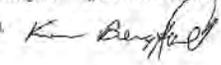
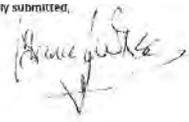
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			<i>Rolland Price</i>	
232	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Shanye L Salem	Letter
233	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Michael J. Dupped</i>	Letter
234	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Kyngor D. Alon</i>	Letter
235	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Cynthia Wagner</i>	Letter
236	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Marty Gartin</i> <i>Marty Gartin</i>	Letter
237	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Chris Zimmerman	Letter
238	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kimberly Coleman 307 697 3415	Letter
239	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Don L. Hansen</i>	Letter
240	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>L. W. Alon</i>	Letter
241	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<i>Christina M. Broader</i>	Letter
242	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	David E. Foster Production Tech. Belle Ayr Mine	Letter
243	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	CJ Fisk	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			PO Box 413 Rozet WY 82727	
244	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Karre Fisk PO Box 413 Rozet WY 82727	Letter
245	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
246	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Nancy S. Millen	Letter
247	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
248	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Durk Brown 	Letter
249	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Klonda Brewer 9/16/14	Letter
250	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
251	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Cary Schmidt	Letter
252	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Cary Schmidt	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
253	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
254	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
255	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Kelly Heying	Letter
256	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
257	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Jared Morgan 	Letter
258	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Chad Bally 	Letter
259	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Bob Hankert 	Letter
260	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Angelica Haltrop	Letter
261	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
262	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
263	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	James Schafer	Letter
264	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Cory Spencer	Letter
265	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

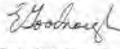
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
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267	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
268	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	William C Stewart	Letter
269	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Reed A Fehcberg	Letter
270	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
271	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
272	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
273	9-16-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	9-16-14 Byrd J He 15 Sunrise Ln. Billotte, WY. 82716	Letter
274	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
275	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Tom Kramer	Letter
276	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
277	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 ANGIE LED MORFELD WIFE OF EMPLOYEE	Letter
278	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Bill Decker	Letter
279	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Sheila Malone	Letter
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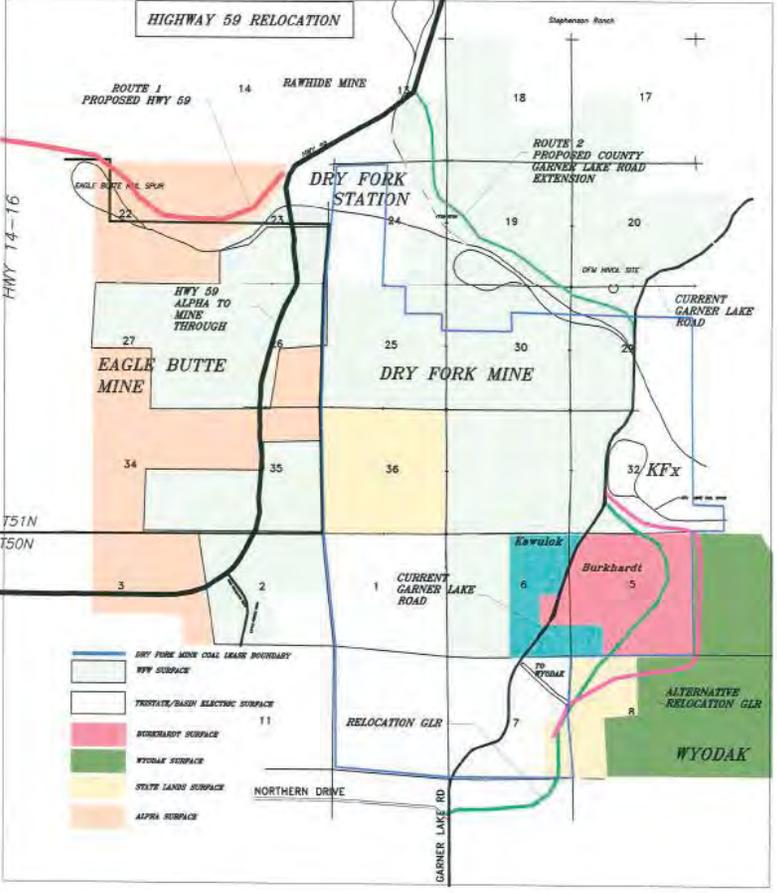
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283	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
284	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
285	9-19-14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	 Mark Threll 3600 Hoback G. Hoback way	Letter
286	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	<small>Here that the currently proposed relocation of Highway 50 in the north of is feasible and in the best interest of all. A proponent confirms the bill to fund future opportunities and to potentially lose the substantial econo y's accessing and mining its coal seems imprudent and quite responsible mitted.</small> 	Letter
287	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	y submitted, 	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
288	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
289	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	Testing and mining its coal seems important and 	Letter
290	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
291	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
292	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	pectfully submitted, 	Letter
293	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	ectrarily submitted, 	Letter
294	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column	itted, 	Letter
295	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter
296	9/19/14	Form letter as shown in comment 9 submitted to District 4 signed as shown in name/address column		Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
297	10/2/14	 <p style="text-align: center;">October 2, 2014</p> <p>Mr. Timothy L. Stark, P.E. Wyoming Department of Transportation Environmental Services Engineer 5300 Bishop Blvd Cheyenne, WY 82009-3340</p> <p>RE: Wyoming Highway 59 Relocation</p> <p>Dear Mr. Stark:</p> <p>Western Fuels Association, Inc. (Western Fuels) appreciates the opportunity to comment a second time on the Wyoming Department of Transportation Wyo 59 Relocation Project. Western Fuels is a not-for-profit cooperative that manages coal mining, procurement and delivery of primarily Wyoming Powder River Basin (PRB) coal to cooperative-owned rural utilities throughout the West and Midwest. Because Western Fuels operations (Western Fuels-Wyoming, Inc., and Dry Fork Mine) are impacted either directly or indirectly by the proposed relocation of Wyo 59, we have substantial interest in this issue and find it necessary to identify the concerns described below.</p> <p>Western Fuels (or its affiliates) is a surface land owner of lands beneath segments of the current Wyo 59, and is the owner along the proposed Garner Lake Road Extension route which is the subject of the current Wyo 59 relocation public meetings. Therefore we feel compelled to comment on a publicly discussed alternative proposed by Peabody/Powder River Coal Company ("Peabody"), in order to inform WYDOT of the issues with the proposed Peabody route.</p> <p>Please refer to the attached map for locations of described routes.</p> <p>Route 1: This is the route proposed by Alpha Coal Resources ("Alpha"), and would relocate Wyo 59 north of the Eagle Butte Mine. This is the Wyo 59 route preferred by Alpha Coal Resources Company. It is also the highway route preferred by Western Fuels. The route is completely on land owned and controlled by Alpha.</p> <p>Route 2: As a long term solution to the road network around Gillette and Campbell County, we have offered up the Garner Lake Road extension as a County road. This route will connect the Campbell County Garner Lake Road with Wyoming Highway 59 north of Dry Fork Station power plant. This route would require approximately 3 miles of new road, plus relocation & upgrade of approximately 4 miles of existing Garner Lake Road.</p> <p>The Peabody Proposal: Peabody has proposed that Route 1 not be constructed, and that Route 2 be the only route for relocated Wyo 59. It is our understanding that Peabody is</p> <p style="text-align: center;">1 P a g e</p> <p style="text-align: center;"><small>Powder River Basin Operations Office • 2201 S. Douglas Highway, Suite 130 • Gillette, WY 81718 • Telephone 307 / 682-8951 • Fax 307 / 686-6511</small></p>	Beth Goodnough Western Fuels Association Inc 2201 S. Douglas Highway, Suite 130 Gillette, WY 82718	Letter

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>concerned with Route 1 primarily as it may impact the blasting program at their Rawhide Mine.</p> <p>Our concerns: We are opposed to the Peabody proposal for four reasons:</p> <ol style="list-style-type: none"> (1) Peabody proposes dumping all the Wyo 59 traffic onto existing Garner Lake Road via Route 2 only. Existing Garner Lake Road is not safely built to handle all of Wyo 59 traffic. Western Fuels opposes the Peabody proposed single route option as it is not in the public interest for safety, particularly the safety of our employees at the Dry Fork Mine. As currently envisioned, Garner Lake Road will be relocated and improved over time to be able to handle more traffic. (2) As discussed and agreed to in numerous meetings with Campbell County and WYDOT, we are interested in the two roads as it will improve the overall road network in Campbell County. We now experience requests to cross our private land to get from current Highway 59 to Garner Lake Road. The proposed connectivity from Highway 14-16 to Garner Lake Road north of our mine via combined Routes 1 and 2 will result in a highly desired more northern connector route, which will greatly aid in the movement of goods and services between the mines, the region's power plants, agriculture, and other activities. (3) The Peabody proposal does not address the concerns of the northern residents and will ultimately be doomed for that reason. Unless Peabody has another northern route that they are willing to provide, the use of Alpha's land for a route is the only option connecting northern residents to the west side of Gillette. (4) Additionally, as a large taxpaying entity in Campbell County, we believe the relocation proposal of both Route 1 and Route 2 is in the best interest of the entirety of the County. The proposed two route option can be made ready in time to accommodate Alpha's relocation needs. The Peabody proposal of just one route will result in delays while Garner Lake Road is upgraded/relocated. The delays could result in the abandonment or delay in production of Alpha's coal leases in Campbell County, and the loss of significant State and County coal production severance taxes and royalties. <p>We believe the Peabody concerns with blasting are largely unsubstantiated. We have seen the September 29, 2014 letter from Doug Emme, LOD to Timothy Stark, WYDOT, which also points out the lack of foundation for Peabody's issue with the proposed Route 1.</p> <p>We believe Alpha's proposed action of two roads is the best alternative. It satisfies the request from the northern residents, and also will ultimately provide an improved road network for Campbell County and the State of Wyoming. It also greatly benefits the State and County with the revenue from the coal made accessible to Alpha.</p> <p>Please understand that the extension of Garner Lake Road requires Western Fuels to make available access for the northern extension. Before Western Fuels will make the</p> <p>Z P E B O</p>		

No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>northern access available, a commitment is needed from all parties that Garner Lake Road will be moved off our coal leases in the southern portion of the road.</p> <p>We appreciate the opportunity to comment and are available to answer any questions you may have regarding these comments.</p> <p>Sincerely,</p>  <p>Beth Goodnough Manager, Regulatory Affairs</p> <p>3 Page</p>		

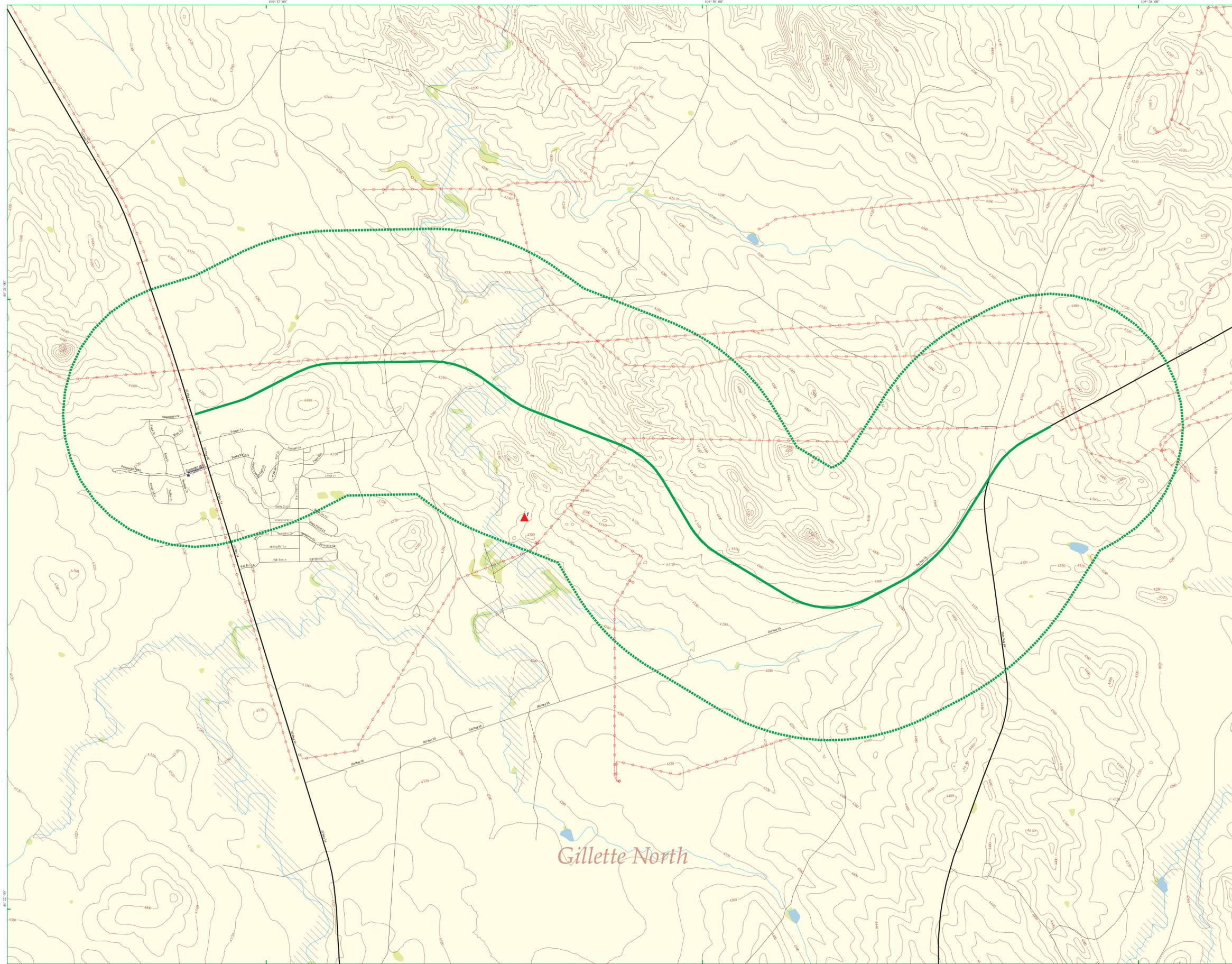
No.	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		 <p>The map, titled "HIGHWAY 59 RELOCATION", shows the proposed routes for Highway 59. Route 1 (red) is the proposed highway from Alpha to Mine through Eagle Butte Mine. Route 2 (green) is the proposed county Garnier Lake Road extension. The map includes several mines: Rawhide Mine, Dry Fork Station, Eagle Butte Mine, and Dry Fork Mine. It also shows the current Garnier Lake Road and an alternative relocation route (GLR) in yellow. Land ownership is color-coded: WyoDak (green), State Lands (yellow), and Alpha (orange). A legend in the bottom left identifies various boundaries and surfaces: Dry Fork Mine Coal Lease Boundary (blue), Wyo Surface (white), Tri-State/Basin Electric Surface (black), WyoDak Surface (green), State Lands Surface (yellow), Alpha Surface (orange), and WyoDak Surface (pink). Other features include Northern Drive, Garnier Lake Rd, and various section numbers (e.g., 14, 15, 18, 17, 22, 23, 24, 25, 30, 32, 34, 35, 36, 3, 2, 1, 6, 7, 8, 11). A north arrow is located in the top right corner.</p>		
Response				



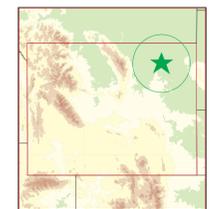
Appendix D. EDR Database Report

EDR DataMap® Corridor Study

Wyoming Wyo 59 Relocation



-  Listed Sites
-  Earthquake Epicenters (Richter 5 or greater)
-  Search Boundary
-  Roads
-  Major Roads
-  Waterways
-  Railroads
-  Contour Lines
-  Pipelines
-  Powerlines
-  Fault Lines
-  Water
-  Superfund Sites
-  Federal DOD Sites
-  Indian Reservations BIA
-  100-Yr Flood Zones
-  National Wetland Inventory



Gillette, WY

0 1/4 1/2



Scale in Miles



Wyoming Wyo 59 Relocation
Gillette, WY 82716

Inquiry Number: 3856718.5s
February 19, 2014

EDR DataMap™ Corridor Study

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

GILLETTE, WY 82716
GILLETTE, WY 82716

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
LIENS 2	CERCLA Lien Information
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
RCRA-LQG	RCRA - Large Quantity Generators
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator
RCRA NonGen / NLR	RCRA - Non Generators
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
DOT OPS	Incident and Accident Data
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System

EXECUTIVE SUMMARY

MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
FINDS.....	Facility Index System/Facility Registry System
RMP.....	Risk Management Plans
LEAD SMELTERS.....	Lead Smelter Sites
2020 COR ACTION.....	2020 Corrective Action Program List
PRP.....	Potentially Responsible Parties
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
FEDERAL FACILITY.....	Federal Facility Site Information listing
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
FEMA UST.....	Underground Storage Tank Listing
PCB TRANSFORMER.....	PCB Transformer Registration Database
US HIST CDL.....	National Clandestine Laboratory Register
US FIN ASSUR.....	Financial Assurance Information
EPA WATCH LIST.....	EPA WATCH LIST
COAL ASH DOE.....	Steam-Electric Plant Operation Data

STATE AND LOCAL RECORDS

SHWS.....	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.
SWF/LF.....	Solid Waste Facility Database
UIC.....	UIC Well Locations List
SWRCY.....	Recycling Facilities
AST.....	Wyoming Aboveground Storage Tanks
SPILLS.....	SPILL Database
ENG CONTROLS.....	Engineering Controls Site Listing
INST CONTROL.....	Sites with Institutional Controls
VCP.....	List of Voluntary Remediation Program Sites
BROWNFIELDS.....	Brownfields Sites Listing
CDL.....	Clandestine Drug Lab Site Locations
MINES.....	Mine Locations Listing
RGA LF.....	Recovered Government Archive Solid Waste Facilities List

TRIBAL RECORDS

INDIAN RESERV.....	Indian Reservations
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST.....	Leaking Underground Storage Tanks on Indian Land
INDIAN UST.....	Underground Storage Tanks on Indian Land
INDIAN VCP.....	Voluntary Cleanup Priority Listing

EDR PROPRIETARY RECORDS

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR US Hist Auto Stat.....	EDR Exclusive Historic Gas Stations
EDR US Hist Cleaners.....	EDR Exclusive Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

FEDERAL RECORDS

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 09/10/2013 has revealed that there is 1 CORRACTS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>ALPHA COAL WEST_EAGLE BUTTE MI</i>	<i>SEVEN MILES NORTH OF GI</i>	<i>1</i>	<i>21</i>

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/10/2013 has revealed that there is 1 RCRA-SQG site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>ALPHA COAL WEST_EAGLE BUTTE MI</i>	<i>SEVEN MILES NORTH OF GI</i>	<i>1</i>	<i>21</i>

RAATS: The RCRA Administration Action Tracking System contains records based on enforcement actions issued under RCRA and pertaining to major violators. It includes administrative and civil actions brought by the United States Environmental Protection Agency. The source of this database is the U.S. EPA.

A review of the RAATS list, as provided by EDR, and dated 04/17/1995 has revealed that there is 1 RAATS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>ALPHA COAL WEST_EAGLE BUTTE MI</i>	<i>SEVEN MILES NORTH OF GI</i>	<i>1</i>	<i>21</i>

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, and dated 10/23/2013 has revealed that there is 1 US AIRS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>ALPHA COAL WEST_EAGLE BUTTE MI</i>	<i>SEVEN MILES NORTH OF GI</i>	<i>1</i>	<i>21</i>

EXECUTIVE SUMMARY

STATE AND LOCAL RECORDS

LTANKS: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Quality's Leaking Underground Storage Tanks list.

A review of the LTANKS list, as provided by EDR, and dated 10/15/2013 has revealed that there is 1 LTANKS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
EAGLE BUTTE MINE Facility Status: UNRESOLVED CONTAMINATED SITE	10023 HIGHWAY 14-16 EIG	1	3

TANKS: A listing of aboveground and underground storage tank locations.

A review of the TANKS list, as provided by EDR, and dated 10/15/2013 has revealed that there is 1 TANKS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
EAGLE BUTTE MINE	10023 HIGHWAY 14-16 EIG	1	3

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Quality's list: Underground Storage Tanks.

A review of the UST list, as provided by EDR, and dated 05/23/2008 has revealed that there is 1 UST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
EAGLE BUTTE MINE	10023 HIGHWAY 14-16 EIG	1	3

SHWF: A listing of Solid and Hazardous waste facility locations in the state.

A review of the SHWF list, as provided by EDR, and dated 12/18/2013 has revealed that there is 1 SHWF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
EAGLE BUTTE MINE	10023 HIGHWAY 14-16 EIG	1	3

EXECUTIVE SUMMARY

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

A review of the RGA LUST list, as provided by EDR, has revealed that there is 1 RGA LUST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>EAGLE BUTTE MINE</i>	<i>10023 HIGHWAY 14-16 EIG</i>	<i>1</i>	<i>3</i>

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
LIENS 2	0
CORRACTS	1
RCRA-TSDF	0
RCRA-LQG	0
RCRA-SQG	1
RCRA-CESQG	0
RCRA NonGen / NLR	0
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	0
HMIRS	0
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
DEBRIS REGION 9	0
US MINES	0
TRIS	0
TSCA	0
FTTS	0
HIST FTTS	0
SSTS	0
ICIS	0
PADS	0
MLTS	0
RADINFO	0
FINDS	0
RAATS	1
RMP	0
LEAD SMELTERS	0
2020 COR ACTION	0
US AIRS	1
PRP	0
SCRD DRYCLEANERS	0
FEDERAL FACILITY	0
COAL ASH EPA	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
FEMA UST	0
PCB TRANSFORMER	0
US HIST CDL	0
US FIN ASSUR	0
EPA WATCH LIST	0
COAL ASH DOE	0
 <u>STATE AND LOCAL RECORDS</u>	
SHWS	N/A
SWF/LF	0
UIC	0
SWRCY	0
LTANKS	1
TANKS	1
UST	1
AST	0
SPILLS	0
ENG CONTROLS	0
INST CONTROL	0
VCP	0
BROWNFIELDS	0
CDL	0
SHWF	1
RGA LUST	1
MINES	0
RGA LF	0
 <u>TRIBAL RECORDS</u>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
 <u>EDR PROPRIETARY RECORDS</u>	
EDR MGP	0
EDR US Hist Auto Stat	0
EDR US Hist Cleaners	0

NOTES:

Sites may be listed in more than one database

N/A = This State does not maintain a SHWS list. See the Federal CERCLIS list.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s)
 EPA ID Number

1 **EAGLE BUTTE MINE**
10023 HIGHWAY 14-16 EIGHT MILES NORTH OF GILLETTE/
GILLETTE, WY 82716

LTANKS U000683171
TANKS N/A
UST
SHWF
RGA LUST

LTANKS:

Facility ID: 1063
Facility Status: UNRESOLVED CONTAMINATED SITE
 Priority: 805
 CA: YES

TANKS:

Facility Id: 0-001063
 Tank Id: 1
 Specification Description: Steel - Unknown Specification
 Pump Type Desc: Gravity Feed
 Date Installed: 01/01/1979
 Cathodic Protection Sacrificial Anodes: False
 Cathodic Protection Impressed Current: False
 Emergency Power Generator: False
 Capacity: 20000
 Manual Tank Gauging: False
 Tank Tightness Testing: False
 Tank Inventory Control: False
 Tank Automatic Tank Gauging: True
 Tank Interstitial Monitoring: False
 Tank Statistical Inventory Reconciliation: False
 Tank Acoustic Sensing: False
 Tank Continuous In Tank Leak Detection System: False
 Tank Groundwater Monitoring: False
 Tank Vapor Monitoring: False
 Tank Type Id: 2
 Tank Type Desc: UST
 Tank Status Desc: Permanently Out of Use
 Other Tank Leak Detection Method: False
 Ball Check Valve Overfill Device: False
 Overfill Alarm: False
 Butterfly Valve Overfill Device: False
 Exempt From Having An Overfill Device: False
 Piping Mechanical Automatic Line Leak Detector: True
 Piping Electronic Automatic Line Leak Detector: False
 Pressure Test: True
 Other Form Of Piping Leak Detection: False
 Piping Exempt From Leak Detection Requirements: False
 Piping Leak Detection Is A Type Not Listed: False
 Piping Is Bare Steel: False
 Piping Is Galvanized Steel: True
 Piping Is Fiberglass Reinforced Plastic: False
 Piping Is Copper: False
 Piping Is Flexible Plastic: False
 Piping Has A Sacrificial Anode Cp System: False
 Piping Is Double Wall: False
 Piping Is Secondly Contained: False
 Pipe Sump Sensor: False

Facility Id: 0-001063
 Tank Id: 2
 Specification Description: Steel - Unknown Specification

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Pump Type Desc:	Gravity Feed
Date Installed:	01/01/1979
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	20000
Manual Tank Gauging:	False
Tank Tightness Testing:	True
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	False
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	True
Other Form Of Piping Leak Detection:	False
Piping Exempt From Leak Detection Requirements:	False
Piping Leak Detection Is A Type Not Listed:	False
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	True
Piping Is Fiberglass Reinforced Plastic:	False
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondly Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	3
Specification Description:	Steel - Unknown Specification
Pump Type Desc:	Pressurized
Date Installed:	01/01/1979
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	True
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	False
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False
Other Form Of Piping Leak Detection:	False
Piping Exempt From Leak Detection Requirements:	False
Piping Leak Detection Is A Type Not Listed:	True
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	False
Piping Is Fiberglass Reinforced Plastic:	True
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondarily Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	4
Specification Description:	Steel - Unknown Specification
Pump Type Desc:	Pressurized
Date Installed:	01/01/1979
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	True
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	False
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False
Other Form Of Piping Leak Detection:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Piping Exempt From Leak Detection Requirements:	False
Piping Leak Detection Is A Type Not Listed:	True
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	False
Piping Is Fiberglass Reinforced Plastic:	True
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondarily Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	5
Specification Description:	Fiberglass Reinforced Plastic - Unknown Specification
Pump Type Desc:	Gravity Feed
Date Installed:	01/01/1980
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	True
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	False
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False
Other Form Of Piping Leak Detection:	False
Piping Exempt From Leak Detection Requirements:	False
Piping Leak Detection Is A Type Not Listed:	True
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	True
Piping Is Fiberglass Reinforced Plastic:	False
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondarily Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	6

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Specification Description:	Fiberglass Reinforced Plastic - Unknown Specification
Pump Type Desc:	Safe Suction
Date Installed:	01/01/1979
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	False
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	True
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False
Other Form Of Piping Leak Detection:	False
Piping Exempt From Leak Detection Requirements:	True
Piping Leak Detection Is A Type Not Listed:	True
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	False
Piping Is Fiberglass Reinforced Plastic:	False
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondarily Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	7
Specification Description:	Fiberglass Reinforced Plastic - Unknown Specification
Pump Type Desc:	Safe Suction
Date Installed:	01/01/1979
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	False
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	True
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False
Other Form Of Piping Leak Detection:	False
Piping Exempt From Leak Detection Requirements:	True
Piping Leak Detection Is A Type Not Listed:	True
Piping Is Bare Steel:	False
Piping Is Galvanized Steel:	False
Piping Is Fiberglass Reinforced Plastic:	False
Piping Is Copper:	False
Piping Is Flexible Plastic:	False
Piping Has A Sacrificial Anode Cp System:	False
Piping Is Double Wall:	False
Piping Is Secondly Contained:	False
Pipe Sump Sensor:	False
Facility Id:	0-001063
Tank Id:	8
Specification Description:	Composite (Steel w/ FRP) Unknown Specification
Pump Type Desc:	Safe Suction
Date Installed:	01/01/1985
Cathodic Protection Sacrificial Anodes:	False
Cathodic Protection Impressed Current:	False
Emergency Power Generator:	False
Capacity:	10000
Manual Tank Gauging:	False
Tank Tightness Testing:	False
Tank Inventory Control:	False
Tank Automatic Tank Gauging:	True
Tank Interstitial Monitoring:	False
Tank Statistical Inventory Reconciliation:	False
Tank Acoustic Sensing:	False
Tank Continuous In Tank Leak Detection System:	False
Tank Groundwater Monitoring:	False
Tank Vapor Monitoring:	False
Tank Type Id:	2
Tank Type Desc:	UST
Tank Status Desc:	Permanently Out of Use
Other Tank Leak Detection Method:	False
Ball Check Valve Overfill Device:	False
Overfill Alarm:	False
Butterfly Valve Overfill Device:	False
Exempt From Having An Overfill Device:	False
Piping Mechanical Automatic Line Leak Detector:	False
Piping Electronic Automatic Line Leak Detector:	False
Pressure Test:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Other Form Of Piping Leak Detection: False
 Piping Exempt From Leak Detection Requirements: True
 Piping Leak Detection Is A Type Not Listed: True
 Piping Is Bare Steel: False
 Piping Is Galvanized Steel: False
 Piping Is Fiberglass Reinforced Plastic: False
 Piping Is Copper: False
 Piping Is Flexible Plastic: False
 Piping Has A Sacrificial Anode Cp System: False
 Piping Is Double Wall: False
 Piping Is Secondarily Contained: False
 Pipe Sump Sensor: False

UST:

Facility:

Facility Id: 1063
 Alternate Facility Id: 0-001063
 Desc Of Facility Type: Other
 Facility Notif Type: 3
 Facility Phone: Not reported
 Lat/Long: 442310 / 1053021
 Lat/Long (dms): 44 23 10 / 105 30 21
 Name In Cert Section Of The Notif Form: William Boger
 Title Of Owner Or Authorized Rep: General Mine Manager
 Notification Form Signed Date: Jun 22 2005 12:00AM
 Tanks Located On Indian Lands: 44 23 10 / 105 30 21
 Tanks Are Owned By Indian(s): 44 23 10 / 105 30 21
 Indian Tribe Or Nation Name: Not reported
 Operator Name: 44 23 10 / 105 30 21
 Owner Id Number: 5587
 Owner Name: Foundation Coal West, Inc.
 Owner Address: P. O. Box 3040
 Owner Zip: 39449
 Owner Phone: (307) 687-3410
 Owner Fax: (307) 687-3370
 Date Of Last Inpsection: Not reported
 Interval (years): Not reported
 Inspection Due: Not reported
 Inspector: Not reported
 Name of Person Entering Data: OGILBR
 Stamp Date: Jul 29 2005 2:14PM
 Annual Date: Not reported
 Date SPCC Signed: Not reported
 File Archived: 0
 Fac File Scanned: No
 Date File Scanned: Not reported

Facility Comments: Not reported
 Facility Other: Convenience Store Petroleum Retailer
 Owner Name: Foundation Coal West, Inc.
 Owner Address: P. O. Box 3040
 Owner Zip: 39449
 Owner Phone: (307) 687-3410
 Owner Fax: (307) 687-3370
 Receipt Date From Facility Owner / Oper: Not reported
 Name of Person Entering Data: BAB

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Tank ID: 1
 Alt Tank ID: 1
Tank Status: **POU**
 Tank Capacity: 20000
 Substance: Diesel
 Tank Material: Fiberglass Reinforced Plastic
 Tank Mods Desc: None
 Tank Other Material: INTERNAL INSP 5/90
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: False
 Tank Inventory Control: False
 Tank ATG: True
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449
 Tank LD Other: False
 Tank LD Deferred: False
 Tank LD Not Listed: False
 Pipe Leak Detected: False
 Date of Last Tightness Test: Not reported
 Month Tracer Tight Survey: False
 Federal Regulated Tank: True
 AST: False
 Manifold: False
 Compartment: False
 Date Last Used: 1996-03-14 00:00:00
 Close Date: 1996-04-16 00:00:00
 Closure Status: Tank closed in place
 Inert Material: None
 Site Assessment: True
 Leak Detected: False
 Pipe Material: Galvanized Steel
 Pipe Mod Desc: None
 Pipe Other Material: Not reported
 Pipe Repaired: True
 Pipe Type Desc: Gravity Feed
 Pipe Auto Line Leak Detection: True
 Pipe Line Tightness: True
 Pipe Vapor Monitoring: False
 Pipe GW Monitoring: False
 Pipe Interstitial Dbl Walled: False
 Pipe Interstitial Sec Contain: False
 Pipe Sir: False
 Pipe LD Other: False
 Pipe LD Deferred: False
 Pipe LD Not Listed: False
 Piping Comments: Not reported
 LD Other Methods: Not reported
 Over Fill Installed: False
 Spill Installed: False
 Stamp Date: 1996-08-06 00:00:00
 Small Delivery: False
 Tank Emer Gen: False
 Cathodically Protected: SAS False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Cathodically Protected: ICS False
 Exterior Epoxy Coating: False
 Asphalt Coating: False
 Galvanized: False
 Double Wall Tank: False
 Interior Lining: False
 Polyethylene Tank Jacket: False
 Excavation Liner: False
 Earthen Dike with Liner: False
 Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICS_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 2
 Alt Tank ID: 2
Tank Status: **POU**
 Tank Capacity: 20000
 Substance: Diesel
 Tank Material: Fiberglass Reinforced Plastic
 Tank Mods Desc: None
 Tank Other Material: INTERNAL INSP 5/90
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: True
 Tank Inventory Control: False
 Tank ATG: False
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449
 Tank LD Other: False
 Tank LD Deferred: False
 Tank LD Not Listed: False
 Pipe Leak Detected: False
 Date of Last Tightness Test: Not reported
 Month Tracer Tight Survey: False
 Federal Regulated Tank: True
 AST: False
 Manifold: False
 Compartment: False
 Date Last Used: 1990-10-01 00:00:00
 Close Date: 1996-04-16 00:00:00
 Closure Status: Tank closed in place
 Inert Material: None
 Site Assessment: True

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Leak Detected: False
 Pipe Material: Galvanized Steel
 Pipe Mod Desc: None
 Pipe Other Material: Not reported
 Pipe Repaired: True
 Pipe Type Desc: Gravity Feed
 Pipe Auto Line Leak Detection: False
 Pipe Line Tightness: True
 Pipe Vapor Monitoring: False
 Pipe GW Monitoring: False
 Pipe Interstitial Dbl Walled: False
 Pipe Interstitial Sec Contain: False
 Pipe Sir: False
 Pipe LD Other: False
 Pipe LD Deferred: False
 Pipe LD Not Listed: False
 Piping Comments: Not reported
 LD Other Methods: Not reported
 Over Fill Installed: False
 Spill Installed: False
 Stamp Date: 1996-08-06 00:00:00
 Small Delivery: False
 Tank Emer Gen: False
 Cathodically Protected: SAS False
 Cathodically Protected: ICS False
 Exterior Epoxy Coating: False
 Asphalt Coating: False
 Galvanized: False
 Double Wall Tank: False
 Interior Lining: False
 Polyethylene Tank Jacket: False
 Excavation Liner: False
 Earthen Dike with Liner: False
 Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICs_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 3
 Alt Tank ID: 3
Tank Status: POU
 Tank Capacity: 10000
 Substance: Gasoline
 Tank Material: Fiberglass Reinforced Plastic
 Tank Mods Desc: None
 Tank Other Material: Not reported
 Tank Repaired: False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

EAGLE BUTTE MINE (Continued)

U000683171

Tank Manual Gauge:	False
Tank Tightness:	True
Tank Inventory Control:	False
Tank ATG:	False
Tank Vapor Monitor:	False
Tank GW Monitor:	False
Tank Interstitial Dbl Walled:	False
Tank Interstitial Second Contain:	False
Tank Sir:	39449
Tank LD Other:	False
Tank LD Deferred:	False
Tank LD Not Listed:	False
Pipe Leak Detected:	False
Date of Last Tightness Test:	Not reported
Month Tracer Tight Survey:	False
Federal Regulated Tank:	True
AST:	False
Manifold:	False
Compartment:	False
Date Last Used:	1990-11-13 00:00:00
Close Date:	1990-11-15 00:00:00
Closure Status:	Tank removed from ground
Inert Material:	None
Site Assessment:	True
Leak Detected:	True
Pipe Material:	Fiberglass Reinforced Plastic
Pipe Mod Desc:	None
Pipe Other Material:	Not reported
Pipe Repaired:	True
Pipe Type Desc:	Pressurized
Pipe Auto Line Leak Detection:	False
Pipe Line Tightness:	False
Pipe Vapor Monitoring:	False
Pipe GW Monitoring:	False
Pipe Interstitial Dbl Walled:	False
Pipe Interstitial Sec Contain:	False
Pipe Sir:	False
Pipe LD Other:	False
Pipe LD Deferred:	False
Pipe LD Not Listed:	True
Piping Comments:	Not reported
LD Other Methods:	Not reported
Over Fill Installed:	False
Spill Installed:	False
Stamp Date:	1995-05-08 00:00:00
Small Delivery:	False
Tank Emer Gen:	False
Cathodically Protected: SAS	False
Cathodically Protected: ICS	False
Exterior Epoxy Coating:	False
Asphalt Coating:	False
Galvanized:	False
Double Wall Tank:	False
Interior Lining:	False
Polyethylene Tank Jacket:	False
Excavation Liner:	False
Earthen Dike with Liner:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICS_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 4
 Alt Tank ID: 4
Tank Status: POU
 Tank Capacity: 10000
 Substance: Gasoline
 Tank Material: Fiberglass Reinforced Plastic
 Tank Mods Desc: None
 Tank Other Material: Not reported
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: True
 Tank Inventory Control: False
 Tank ATG: False
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449
 Tank LD Other: False
 Tank LD Deferred: False
 Tank LD Not Listed: False
 Pipe Leak Detected: False
 Date of Last Tightness Test: Not reported
 Month Tracer Tight Survey: False
 Federal Regulated Tank: True
 AST: False
 Manifold: False
 Compartment: False
 Date Last Used: 1990-11-13 00:00:00
 Close Date: 1990-11-15 00:00:00
 Closure Status: Tank removed from ground
 Inert Material: None
 Site Assessment: True
 Leak Detected: True
 Pipe Material: Fiberglass Reinforced Plastic
 Pipe Mod Desc: None
 Pipe Other Material: Not reported
 Pipe Repaired: True
 Pipe Type Desc: Pressurized
 Pipe Auto Line Leak Detection: False
 Pipe Line Tightness: False
 Pipe Vapor Monitoring: False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Pipe GW Monitoring: False
 Pipe Interstitial Dbl Walled: False
 Pipe Interstitial Sec Contain: False
 Pipe Sir: False
 Pipe LD Other: False
 Pipe LD Deferred: False
 Pipe LD Not Listed: True
 Piping Comments: Not reported
 LD Other Methods: Not reported
 Over Fill Installed: False
 Spill Installed: False
 Stamp Date: 1995-05-08 00:00:00
 Small Delivery: False
 Tank Emer Gen: False
 Cathodically Protected: SAS False
 Cathodically Protected: ICS False
 Exterior Epoxy Coating: False
 Asphalt Coating: False
 Galvanized: False
 Double Wall Tank: False
 Interior Lining: False
 Polyethylene Tank Jacket: False
 Excavation Liner: False
 Earthen Dike with Liner: False
 Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICs_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 5
 Alt Tank ID: 5
Tank Status: POU
 Tank Capacity: 10000
 Substance: Hazardous Substance
 Tank Material: Fiberglass Reinforced Plastic
 Tank Mods Desc: None
 Tank Other Material: Not reported
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: True
 Tank Inventory Control: False
 Tank ATG: False
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Tank LD Other:	False
Tank LD Deferred:	False
Tank LD Not Listed:	False
Pipe Leak Detected:	False
Date of Last Tightness Test:	Not reported
Month Tracer Tight Survey:	False
Federal Regulated Tank:	True
AST:	False
Manifold:	False
Compartment:	False
Date Last Used:	1990-03-31 00:00:00
Close Date:	1990-05-01 00:00:00
Closure Status:	Tank closed in place
Inert Material:	None
Site Assessment:	True
Leak Detected:	True
Pipe Material:	Galvanized Steel
Pipe Mod Desc:	None
Pipe Other Material:	Not reported
Pipe Repaired:	False
Pipe Type Desc:	Gravity Feed
Pipe Auto Line Leak Detection:	False
Pipe Line Tightness:	False
Pipe Vapor Monitoring:	False
Pipe GW Monitoring:	False
Pipe Interstitial Dbl Walled:	False
Pipe Interstitial Sec Contain:	False
Pipe Sir:	False
Pipe LD Other:	False
Pipe LD Deferred:	False
Pipe LD Not Listed:	True
Piping Comments:	Not reported
LD Other Methods:	Not reported
Over Fill Installed:	False
Spill Installed:	False
Stamp Date:	1996-08-06 00:00:00
Small Delivery:	False
Tank Emer Gen:	False
Cathodically Protected: SAS	False
Cathodically Protected: ICS	False
Exterior Epoxy Coating:	False
Asphalt Coating:	False
Galvanized:	False
Double Wall Tank:	False
Interior Lining:	False
Polyethylene Tank Jacket:	False
Excavation Liner:	False
Earthen Dike with Liner:	False
Earthen Dike without Liner:	False
Concrete Dike with Liner:	False
Concrete Dike without Liner:	False
No Spill Diking:	False
Spill Ponds:	False
Spill Response:	False
CP_SAS_Date Last Tested:	Not reported
CP_ICS_Date Last Tested:	Not reported
IL Date Last Inspected:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 6
 Alt Tank ID: 6
Tank Status: POU
 Tank Capacity: 10000
 Substance: Other
 Tank Material: Steel
 Tank Mods Desc: None
 Tank Other Material: Not reported
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: False
 Tank Inventory Control: False
 Tank ATG: True
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449
 Tank LD Other: False
 Tank LD Deferred: False
 Tank LD Not Listed: False
 Pipe Leak Detected: False
 Date of Last Tightness Test: Not reported
 Month Tracer Tight Survey: False
 Federal Regulated Tank: True
 AST: False
 Manifold: False
 Compartment: False
 Date Last Used: 1996-02-20 00:00:00
 Close Date: 1996-04-11 00:00:00
 Closure Status: Tank closed in place
 Inert Material: None
 Site Assessment: True
 Leak Detected: False
 Pipe Material: Unknown
 Pipe Mod Desc: None
 Pipe Other Material: Not reported
 Pipe Repaired: False
 Pipe Type Desc: Safe Suction
 Pipe Auto Line Leak Detection: False
 Pipe Line Tightness: False
 Pipe Vapor Monitoring: False
 Pipe GW Monitoring: False
 Pipe Interstitial Dbl Walled: False
 Pipe Interstitial Sec Contain: False
 Pipe Sir: False
 Pipe LD Other: False
 Pipe LD Deferred: False
 Pipe LD Not Listed: True
 Piping Comments: Not reported
 LD Other Methods: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Over Fill Installed: False
 Spill Installed: False
 Stamp Date: 1996-08-06 00:00:00
 Small Delivery: False
 Tank Emer Gen: False
 Cathodically Protected: SAS False
 Cathodically Protected: ICS False
 Exterior Epoxy Coating: False
 Asphalt Coating: False
 Galvanized: False
 Double Wall Tank: False
 Interior Lining: False
 Polyethylene Tank Jacket: False
 Excavation Liner: False
 Earthen Dike with Liner: False
 Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICS_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

Tank ID: 7
 Alt Tank ID: 7
Tank Status: POU
 Tank Capacity: 10000
 Substance: Other
 Tank Material: Steel
 Tank Mods Desc: None
 Tank Other Material: Not reported
 Tank Repaired: False
 Tank Manual Gauge: False
 Tank Tightness: False
 Tank Inventory Control: False
 Tank ATG: True
 Tank Vapor Monitor: False
 Tank GW Monitor: False
 Tank Interstitial Dbl Walled: False
 Tank Interstitial Second Contain: False
 Tank Sir: 39449
 Tank LD Other: False
 Tank LD Deferred: False
 Tank LD Not Listed: False
 Pipe Leak Detected: False
 Date of Last Tightness Test: Not reported
 Month Tracer Tight Survey: False
 Federal Regulated Tank: True
 AST: False
 Manifold: False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Compartment:	False
Date Last Used:	1996-02-20 00:00:00
Close Date:	1996-04-11 00:00:00
Closure Status:	Tank closed in place
Inert Material:	None
Site Assessment:	True
Leak Detected:	False
Pipe Material:	Unknown
Pipe Mod Desc:	None
Pipe Other Material:	Not reported
Pipe Repaired:	False
Pipe Type Desc:	Safe Suction
Pipe Auto Line Leak Detection:	False
Pipe Line Tightness:	False
Pipe Vapor Monitoring:	False
Pipe GW Monitoring:	False
Pipe Interstitial Dbl Walled:	False
Pipe Interstitial Sec Contain:	False
Pipe Sir:	False
Pipe LD Other:	False
Pipe LD Deferred:	False
Pipe LD Not Listed:	True
Piping Comments:	Not reported
LD Other Methods:	Not reported
Over Fill Installed:	False
Spill Installed:	False
Stamp Date:	1996-08-06 00:00:00
Small Delivery:	False
Tank Emer Gen:	False
Cathodically Protected: SAS	False
Cathodically Protected: ICS	False
Exterior Epoxy Coating:	False
Asphalt Coating:	False
Galvanized:	False
Double Wall Tank:	False
Interior Lining:	False
Polyethylene Tank Jacket:	False
Excavation Liner:	False
Earthen Dike with Liner:	False
Earthen Dike without Liner:	False
Concrete Dike with Liner:	False
Concrete Dike without Liner:	False
No Spill Diking:	False
Spill Ponds:	False
Spill Response:	False
CP_SAS_Date Last Tested:	Not reported
CP_ICs_Date Last Tested:	Not reported
IL Date Last Inspected:	Not reported
Is Site Contaminated:	False
Contamtd Site Priority Rank:	False
Comments:	Tank EmptyTank EmptyTank EmptyTank EmptyTank Empty
Substance:	TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL
Tank ID:	8
Alt Tank ID:	8
Tank Status:	POU

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

EAGLE BUTTE MINE (Continued)

U000683171

Tank Capacity:	10000
Substance:	Other
Tank Material:	Fiberglass Reinforced Plastic
Tank Mods Desc:	None
Tank Other Material:	Not reported
Tank Repaired:	False
Tank Manual Gauge:	False
Tank Tightness:	False
Tank Inventory Control:	False
Tank ATG:	True
Tank Vapor Monitor:	False
Tank GW Monitor:	False
Tank Interstitial Dbl Walled:	False
Tank Interstitial Second Contain:	False
Tank Sir:	39449
Tank LD Other:	False
Tank LD Deferred:	False
Tank LD Not Listed:	False
Pipe Leak Detected:	False
Date of Last Tightness Test:	Not reported
Month Tracer Tight Survey:	False
Federal Regulated Tank:	True
AST:	False
Manifold:	False
Compartment:	False
Date Last Used:	1996-02-20 00:00:00
Close Date:	1996-04-17 00:00:00
Closure Status:	Tank closed in place
Inert Material:	None
Site Assessment:	True
Leak Detected:	False
Pipe Material:	Unknown
Pipe Mod Desc:	None
Pipe Other Material:	Not reported
Pipe Repaired:	False
Pipe Type Desc:	Safe Suction
Pipe Auto Line Leak Detection:	False
Pipe Line Tightness:	False
Pipe Vapor Monitoring:	False
Pipe GW Monitoring:	False
Pipe Interstitial Dbl Walled:	False
Pipe Interstitial Sec Contain:	False
Pipe Sir:	False
Pipe LD Other:	False
Pipe LD Deferred:	False
Pipe LD Not Listed:	True
Piping Comments:	Not reported
LD Other Methods:	Not reported
Over Fill Installed:	False
Spill Installed:	False
Stamp Date:	1996-08-06 00:00:00
Small Delivery:	False
Tank Emer Gen:	False
Cathodically Protected: SAS	False
Cathodically Protected: ICS	False
Exterior Epoxy Coating:	False
Asphalt Coating:	False

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EAGLE BUTTE MINE (Continued)

U000683171

Galvanized: False
 Double Wall Tank: False
 Interior Lining: False
 Polyethylene Tank Jacket: False
 Excavation Liner: False
 Earthen Dike with Liner: False
 Earthen Dike without Liner: False
 Concrete Dike with Liner: False
 Concrete Dike without Liner: False
 No Spill Diking: False
 Spill Ponds: False
 Spill Response: False
 CP_SAS_Date Last Tested: Not reported
 CP_ICS_Date Last Tested: Not reported
 IL Date Last Inspected: Not reported
 Is Site Contaminated: False
 Contamtd Site Priority Rank: False
 Comments: Tank EmptyTank EmptyTank EmptyTank EmptyTank EmptyTank Empty
 Substance: TRICHLOROETHANE/USEDLUBE OIL/HYDRAULICLUBE OIL/15W40LUBE OIL

SHWF:

EPA Id: WYD000712455
 Facility Type: Hazardous Waste Generator
 Facility Status: Active
 Township: Not reported
 Section: Not reported
 Range: Not reported
 File #: Not reported

RGA LUST:

2002 EAGLE BUTTE MINE 10023 HIGHWAY 14-16 EIGHT MILES NORTH OF
 GILLETTE/HW

1

**ALPHA COAL WEST_EAGLE BUTTE MINE
 SEVEN MILES NORTH OF GILLETTE
 GILLETTE, WY 82716**

**CORRACTS 1000438926
 RCRA-SQG WYD000712455
 RAATS
 US AIRS**

CORRACTS:

EPA ID: WYD000712455
 EPA Region: 08
 Area Name: MAINTENANCE SHOP TCA RELEASE
 Actual Date: 19940218
 Action: CA110 - RFI Workplan Received
 NAICS Code(s): Not reported
 Original schedule date: 19940218
 Schedule end date: Not reported

EPA ID: WYD000712455
 EPA Region: 08
 Area Name: MAINTENANCE SHOP TCA RELEASE
 Actual Date: 19940118
 Action: CA050RF - RFA Completed, Assessment was an RFA
 NAICS Code(s): Not reported
 Original schedule date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Schedule end date: Not reported

RCRA-SQG:

Date form received by agency: 08/12/2009
 Facility name: ALPHA COAL WEST, INC. EAGLE BUTTE MINE
 Facility address: 10023 HWY 14-16
 GILLETTE, WY 82717
 EPA ID: WYD000712455
 Mailing address: PO BOX 3040
 GILLETTE, WY 82717
 Contact: WILLIAM BOGER
 Contact address: PO BOX 3040
 GILLETTE, WY 82717
 Contact country: US
 Contact telephone: (307) 687-3412
 Contact email: Not reported
 EPA Region: 08
 Land type: Private
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: RAG COAL WEST, INC.
 Owner/operator address: PO BOX 3040
 GILLETTE, WY 82717
 Owner/operator country: US
 Owner/operator telephone: (307) 687-3412
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: 01/01/0001
 Owner/Op end date: 07/30/2004

Owner/operator name: RAG COAL WEST, INC.
 Owner/operator address: PO BOX 3040
 GILLETTE, WY 82717
 Owner/operator country: Not reported
 Owner/operator telephone: (307) 687-3412
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: FOUNDATION COAL WEST, INC.
 Owner/operator address: PO BOX 3039
 GILLETTE, WY 82717
 Owner/operator country: US
 Owner/operator telephone: 307-687-3400
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: 07/30/2004
 Owner/Op end date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Universal Waste Summary:

Waste type: Batteries
 Accumulated waste on-site: Yes
 Generated waste on-site: Not reported

Waste type: Lamps
 Accumulated waste on-site: Yes
 Generated waste on-site: Not reported

Waste type: Thermostats
 Accumulated waste on-site: Yes
 Generated waste on-site: Not reported

Historical Generators:

Date form received by agency: 08/06/2004
 Facility name: ALPHA COAL WEST, INC. EAGLE BUTTE MINE
 Site name: RAG COAL WEST, INC. EAGLE BUTTE MINE
 Classification: Small Quantity Generator

Date form received by agency: 08/18/1980
 Facility name: ALPHA COAL WEST, INC. EAGLE BUTTE MINE
 Site name: RAG COAL WEST, INC. EAGLE BUTTE MINE
 Classification: Small Quantity Generator

Corrective Action Summary:

Event date: 01/18/1994
 Event: RFA Completed, Assessment was an RFA.

Event date: 02/18/1994
 Event: RFI Workplan Received

Facility Has Received Notices of Violations:

Regulation violated: FR - 40 CFR 261.6(a)(1)
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/22/1991
 Violation lead agency: EPA
 Enforcement action: INITIAL 3008(A) COMPLIANCE

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Enforcement action date: 12/18/1991
 Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: Not reported
 Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 266.34
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/18/1991
 Violation lead agency: EPA
 Enforcement action: INITIAL 3008(A) COMPLIANCE
 Enforcement action date: 12/18/1991
 Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: Not reported
 Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 268.7
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/22/1991
 Violation lead agency: EPA
 Enforcement action: INITIAL 3008(A) COMPLIANCE
 Enforcement action date: 12/18/1991
 Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: Not reported
 Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 261.6(a)(1)
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/22/1991
 Violation lead agency: EPA
 Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
 Enforcement action date: 01/12/1994
 Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: 66267
 Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 268.7
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/22/1991
 Violation lead agency: EPA
 Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
 Enforcement action date: 01/12/1994

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: 66267
 Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 266.34
 Area of violation: Generators - General
 Date violation determined: 12/13/1991
 Date achieved compliance: 12/18/1991
 Violation lead agency: EPA
 Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
 Enforcement action date: 01/12/1994
 Enf. disposition status: Not reported
 Enf. disp. status date: Not reported
 Enforcement lead agency: EPA
 Proposed penalty amount: 80650
 Final penalty amount: 66267
 Paid penalty amount: Not reported

Evaluation Action Summary:
 Evaluation date: 02/06/2013
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Not reported
 Date achieved compliance: Not reported
 Evaluation lead agency: State

Evaluation date: 10/20/2009
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Not reported
 Date achieved compliance: Not reported
 Evaluation lead agency: State

Evaluation date: 10/20/1999
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Not reported
 Date achieved compliance: Not reported
 Evaluation lead agency: State

Evaluation date: 01/31/1995
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Not reported
 Date achieved compliance: Not reported
 Evaluation lead agency: EPA

Evaluation date: 05/08/1991
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Generators - General
 Date achieved compliance: 12/18/1991
 Evaluation lead agency: EPA

Evaluation date: 05/08/1991
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Generators - General
 Date achieved compliance: 12/22/1991
 Evaluation lead agency: EPA

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Evaluation date: 01/04/1991
 Evaluation: CASE DEVELOPMENT INSPECTION
 Area of violation: Generators - General
 Date achieved compliance: 12/18/1991
 Evaluation lead agency: EPA

AIRS (AFS):

Airs Minor Details:

EPA plant ID: 110041354094
 Plant name: ALPHA COAL WEST_EAGLE BUTTE MINE
 Plant address: SEVEN MILES NORTH OF GILLETTE
 GILLETTE, WY 82716
 County: CAMPBELL
 Region code: 08
 Dunn & Bradst #: Not reported
 Air quality cntrl region: 243
 Sic code: 1221
 Sic code desc: Not reported
 North Am. industrial classf: 212111
 NAIC code description: Bituminous Coal and Lignite Surface Mining
 Default compliance status: IN COMPLIANCE - INSPECTION
 Default classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
 Govt facility: ALL OTHER FACILITIES NOT OWNED OR OPERATED BY A FEDERAL, STATE, OR
 LOCAL GOVERNMENT
 Current HPV: Not reported

Compliance and Enforcement Major Issues:

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000
 Penalty amount: Not reported

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000
 Penalty amount: Not reported

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000
 Penalty amount: Not reported

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000
 Penalty amount: Not reported

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000
 Penalty amount: Not reported

Air program: SIP SOURCE
 National action type: Not reported
 Date achieved: 00000

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	SIP SOURCE
National action type:	Not reported
Date achieved:	00000
Penalty amount:	Not reported
Air program:	Not reported
National action type:	Not reported
Date achieved:	Not reported
Penalty amount:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Air program: Not reported
 National action type: Not reported
 Date achieved: Not reported
 Penalty amount: Not reported

Historical Compliance Minor Sources:

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1004
 Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1004
 Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1101
 Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1102
 Air prog code hist file: NSPS

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1103
 Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Hist compliance date:	1104
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1104
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1201
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1202
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1203
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1204
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1301
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1301
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1302
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1303
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1004
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1101
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1101
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1102
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1102

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1103
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1103
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1104
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1201
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1201
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1202
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1202
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1203
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1203
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1204
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1204
Air prog code hist file:	TITLE V PERMITS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1301
Air prog code hist file:	NSPS
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1302
Air prog code hist file:	SIP SOURCE
State compliance status:	IN COMPLIANCE - INSPECTION
Hist compliance date:	1302
Air prog code hist file:	NSPS

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ALPHA COAL WEST_EAGLE BUTTE MINE (Continued)

1000438926

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1303
 Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
 Hist compliance date: 1303
 Air prog code hist file: TITLE V PERMITS

Compliance & Violation Data by Minor Sources:

Air program code: SIP SOURCE
 Plant air program pollutant: TOTAL PARTICULATE MATTER
 Default pollutant classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
 Def. poll. compliance status: IN COMPLIANCE - INSPECTION
 Def. attainment/non atnmnt: ATTAINMENT AREA FOR GIVEN POLLUTANT
 Repeat violator date: Not reported
 Turnover compliance: Not reported

Air program code: NSPS
 Plant air program pollutant: TOTAL PARTICULATE MATTER
 Default pollutant classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
 Def. poll. compliance status: IN COMPLIANCE - INSPECTION
 Def. attainment/non atnmnt: ATTAINMENT AREA FOR GIVEN POLLUTANT
 Repeat violator date: Not reported
 Turnover compliance: Not reported

Air program code: SIP SOURCE
 Plant air program pollutant: PARTICULATE MATTER
 Default pollutant classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
 Def. poll. compliance status: IN COMPLIANCE - INSPECTION
 Def. attainment/non atnmnt: ATTAINMENT AREA FOR GIVEN POLLUTANT
 Repeat violator date: Not reported
 Turnover compliance: Not reported

Air program code: TITLE V PERMITS
 Plant air program pollutant: PARTICULATE MATTER
 Default pollutant classification: POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR
 Def. poll. compliance status: IN COMPLIANCE - INSPECTION
 Def. attainment/non atnmnt: ATTAINMENT AREA FOR GIVEN POLLUTANT
 Repeat violator date: Not reported
 Turnover compliance: Not reported

Permit Information:

Compliance plant ID: 00044
 Permit number: 30-089-1
 Permit category: V
 Permit category desc: TITLE V PERMIT - PLANT SP

Event Information:

Compliance permit ID: 00044
 Permit number: 30-089-1
 Event action type: IF
 Event description: *PERMIT AUTHORITY ISSUES FINAL PERMIT
 Event action #: 001
 Event date: 20001031

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
DOUGLAS	S108324341	MIDAS AUTO SERVICE EXPRESS	2307 S. DOUGLAS HIGHWAY	82716	SHWF
GILLETTE	S114540370	L & H WELDING	913 L & J COURT		RGA LF
GILLETTE	S114448828		913 L & J COURT		RGA LUST
GILLETTE	S114540369	L & H INDUSTRIAL	913 L & J COURT P. O. BOX 219		RGA LF
GILLETTE	U003112513	CUMMINS POWER, INC.	HIGHWAY 14 AND 16 NORTH	82716	TANKS, UST
GILLETTE	S109525140	CUMMINS GILLETTE DISTRIBUTORSHIP	2700 HIGHWAY 14 AND 16 NORTH		VCP
GILLETTE	S108324779	TRITON COAL CO. - BUCKSKIN MINE	HIGHWAY 14-16 NORTH OF GILLETTE	82716	SHWF
GILLETTE	1000173363	STOCKMENS MOTOR COMPANY	HIGHWAY 14-16 W		RCRA-CESQG, FINDS
GILLETTE	S111868686	SIMON CONTRACTORS GILLETTE, WY	2107 HIGHWAY 14-16	82716	SHWF
GILLETTE	S114448698		3604 HWY 14-16 NORTH		RGA LUST
GILLETTE	S108324686	STOCKMEN'S MOTOR COMPANY	HIGHWAY 14-16 W	82716	SHWF
GILLETTE	S108323757	CARL WEISSMAN & SONS - GILLETTE	2504 HIGHWAY 14-16 NORTH	82716	SHWF
GILLETTE	S106983144	V-1 OIL COMPANY	4800 HIGHWAY 14-16 NORTH		LTANKS
GILLETTE	S114448432		10023 HWY 14-16 EIGHT MILES NORTH OF GILLETTE/HW		RGA LUST
GILLETTE	S114448738		4800 HIGHWAY 14-16 NORTH P O BOX 2050		RGA LUST
GILLETTE	1000840577	CARL WEISSMAN & SONS	2504 HWY 14-16 NORTH		RCRA NonGen / NLR, FINDS
GILLETTE	1014962667	SIMON CONTRACTORS	2107 HIGHWAY 14-16, UNIT 6	82716	RCRA-CESQG
GILLETTE	S114448431		10023 HIGHWAY 14-16EIGHT MILES NORTH OF GILLETTE/HW		RGA LUST
GILLETTE	S114540401	EAGLE BUTTE MINE	HIGHWAY 14/16 7 MILES N. OF GILLETTE		RGA LF
GILLETTE	S111867484		3106 EAST 2ND STREET		SPILLS, VCP
GILLETTE	S114539989	MTG COMPRESSOR STATION	1660 HWY 50		RGA LF
GILLETTE	1000184601	WYODAK MINE	131-26 HWY 51	82716	RCRA-CESQG, US AIRS
GILLETTE	S114448501		131-26 HIGHWAY 51		RGA LUST
GILLETTE	S108248522	EPA CLEAN-UP - GILLETTE DRUM	13228 HIGHWAY 51, LOT 16	82716	SWF/LF, RGA LF
GILLETTE	1000880803	US EPA CLEAN-UP - GILLETTE DRUM SITE	13228 HWY 51, LOT 16	82716	RCRA NonGen / NLR
GILLETTE	1012064740	12626 HWY 59 N	12626 HWY 59 N		US CDL
GILLETTE	U000683218	R. A. MADER	HIGHWAY 59 NORTH	82716	TANKS, UST
GILLETTE	S114540439	HULETT CO-OP ASSOCIATION	P.O. BOX 3001 / 313 S HIGHWAY 24		RGA LF
GILLETTE	S114448751		515 EL CAMINO ROAD(1600 EAST HIGHWAY 14-16)		RGA LUST
GILLETTE	1007733684	WYOMING RESOURCES COMPANY	CAMPBELL COUNTY F & G		FINDS
GILLETTE	S114540111	WYOMING MATERIALS & IMPROVEMENT, INC.	2805 CONESTOGA P.O. BOX 1930		RGA LF
GILLETTE	S114540347	TIRE RAMA	805 L&J COURT		RGA LF
GILLETTE	S108324146	HOLIDAY PLAZA DRY CLEANERS	2005 SOUTH DOUGLAS HIGHWAY SUITE F	82716	SHWF
GILLETTE	S114448542		1704 FOUR-J ROAD		RGA LUST
GILLETTE	S114540247	BALER/TRANSFER FACILITY	500 S. GILLETTE, STE. 145		RGA LF
GILLETTE	1007483341	NORTHWINDS OF WYOMING, INC.	3248 HACKATHORNE		FINDS
GILLETTE	S114448452		106 NORTH HIGHWAY 14-16PO BOX 545		RGA LUST
GILLETTE	S114540361	THREE RIVERS WELL SERVICES INC.	874 SOUTH HIGHWAY 50		RGA LF
GILLETTE	U003428503	S. K. COMPANY	1300 EAST HIGHWAY 14-16	82716	LTANKS, TANKS, UST
GILLETTE	1001460603	TIMCO SERVICE & SUPPLY	100A N HIGHWAY 14-16	82716	RCRA-CESQG, FINDS
GILLETTE	S114539852	TIMCO SERVICE & SUPPLY	100A N. HIGHWAY 14-16: P.O. BOX 3200		RGA LF
GILLETTE	S114448527		1600 EAST HIGHWAY 14-16 EAST		RGA LUST
GILLETTE	S114448825		906 EAST HIGHWAY 14/16 OR EAST S		RGA LUST

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
GILLETTE	S111336824	CUMMINS ROCKY MOUNTAIN-GILLETTE (FRMR LOCATION)	NORTH HIGHWAY 14-16	82716	SHWF
GILLETTE	S108324174	INNOVATIVE MINING & EQUIPMENT, LLC	4988 N. HIGHWAY 14-16: P.O. BOX 986		SHWF
GILLETTE	S108324108	GUERNSEY STONE & CONSTRUCTION - GILLETTE	1805 NORTH HIGHWAY 14-16	82716	SHWF
GILLETTE	S108324762	TIMCO SERVICE & SUPPLY	100A N. HIGHWAY 14-16: P.O. BOX 3200	82716	SHWF
GILLETTE	1001234558	OSBORNE BROTHERS	1401 EAST HIGHWAY 14-16	82716	RCRA NonGen / NLR, FINDS
GILLETTE	S114540242	INNOVATIVE MINING & EQUIPMENT, L.L.C.	4988 N. HIGHWAY 14-16: P.O. BOX 986		RGA LF
GILLETTE	S114540194	WATKINS CONSTRUCTION CO. INC.	3801 NORTH HIGHWAY 14-16 P.O. BOX 2330		RGA LF
GILLETTE	S108324250	KOMATSU EQUIPMENT COMPANY	10790 S. HIGHWAY 59	82716	SHWF
GILLETTE	1004805034	ACTION ENERGY SERVICES	3801 N. HIGHWAY 14-16		RCRA NonGen / NLR, FINDS
GILLETTE	1008892734	KOMATSU EQUIPMENT COMPANY	10790 S HIGHWAY 59	82716	RCRA NonGen / NLR
GILLETTE	1014928595	BASIN ELECTRIC POWER COOPERATIVE-DRY FORK STATION	12460 N HWY 59	82716	RCRA-CESQG
GILLETTE	1000300214	CUMMINS ROCKY MOUNTAIN INC.	NORTH HWY 14-16		RCRA NonGen / NLR, FINDS
GILLETTE	1000365492	GUERNSEY STONE AND CONSTRUCTION	1805 NORTH HWY 14-16	82716	RCRA NonGen / NLR, FINDS
GILLETTE	S108323840	COBRE TIRE	3604 N. HWY 14-16	82716	SHWF
GILLETTE	S114539914	RAWHIDE MINE	12433 N. HWY 59		RGA LF
GILLETTE	S110358657	RAWHIDE MINE	12433 N. HWY 59		SHWF
GILLETTE	S110358542	BASIN ELECTRIC DRY FORK STATION POWER PLANT	INTER. OF HIGHWAY 59 AND OLD HIGHWAY 59		SWF/LF, RGA LF
GILLETTE	S110610061	INTERMOUNTAIN CONSTRUCTION AND MATERIALS, SHINGLES	209 N. LIMESTONE		SWF/LF, RGA LF
GILLETTE	S114540364	ELMORE RANCH-VRP	9 MILES NE OF GILLETTE, WY		RGA LF
GILLETTE	S108324261	LANDREK STATION	15 MILES NW ON HIGHWAY 14-16	82716	SHWF
GILLETTE	1009463051	GILLETTE DRUMS	7 MILES EAST OF GILLETTE ON US HWY 51	82716	CERC-NFRAP, PRP
GILLETTE	S108324160	ICI EXPLOSIVES USA GILLETTE	5 1/2 MILES EAST OF GILLETTE; HIGHWAY 51	82716	SHWF
GILLETTE	1001962373	LANDECK STATION	15 MILES N.W. ON HWY 14-16	82716	RCRA NonGen / NLR, FINDS
GILLETTE	S112163854	SANDRA LANGE TRUST RANCH PROPERTY	5 MILES SOUTH OFF BELL ROAD		SWF/LF, RGA LF
GILLETTE	S108323981	ENCOAL CORPORATION	11 MILES NORTH OF GILLETTE ON HIGHWAY 14-16	82716	SHWF
GILLETTE	S114540243	ICI EXPLOSIVES USA GILLETTE	5 1/2 MILES EAST OF GILLETTE; HIGHWAY 51		RGA LF
GILLETTE	1001092798	ICI EXPLOSIVES USA GILLETTE	5 1/2 MILES E GILLETTE HWY 51	82716	RCRA NonGen / NLR, FINDS
GILLETTE	U000683225	RAWHIDE MINE	8 MILES NORTH OF GILLETTE ON HIGHWAY 59	82716	TANKS, UST
GILLETTE	S114539992	LANDECK COMPRESSOR STATION	17 MILES NW OF GILLETTE, HWY 14/16		RGA LF
GILLETTE	S108323894	CUMMINS POWER (64.348)	NORTH OF GILLETTE OFF HWY 14-16	82716	SHWF
GILLETTE	S114539998	POWDER RIVER TRANSPORATION SERVICES INC.	1700 E US HIWAY 14-16		RGA LF
GILLETTE	S114539997	POWDER RIVER TRANSPORATION SERVICES INC.	1700 E US HIWAY 14-16 P.O. BOX 2578		RGA LF
GILLETTE	S114448468		1104 EAST US HWY 14-16		RGA LUST
GILLETTE	1001226790	POWDER RIVER TRANSPORTATION	1700 E US HWY 14-16		RCRA NonGen / NLR, FINDS
GILLETTE	S114540232	PACIFIC P & L - WYODAK STEAM ELEC PLANT	48 WODAK ROAD, GARNER LAKE ROUTE		RGA LF

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 01/21/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 04/21/2014
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 01/09/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 04/21/2014
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 01/09/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 04/21/2014
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 11/11/2013
Number of Days to Update: 94	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 11/11/2013
Number of Days to Update: 94	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/06/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/25/2013	Telephone: 202-564-6023
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 15	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/10/2013	Source: EPA
Date Data Arrived at EDR: 10/02/2013	Telephone: 800-424-9346
Date Made Active in Reports: 12/16/2013	Last EDR Contact: 01/02/2014
Number of Days to Update: 75	Next Scheduled EDR Contact: 04/14/2014
	Data Release Frequency: Quarterly

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 12/16/2013
Number of Days to Update: 75

Source: Environmental Protection Agency
Telephone: 303-312-6149
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 12/16/2013
Number of Days to Update: 75

Source: Environmental Protection Agency
Telephone: 303-312-6149
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 12/16/2013
Number of Days to Update: 75

Source: Environmental Protection Agency
Telephone: 303-312-6149
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 12/16/2013
Number of Days to Update: 75

Source: Environmental Protection Agency
Telephone: 303-312-6149
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Varies

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 12/16/2013
Number of Days to Update: 75

Source: Environmental Protection Agency
Telephone: 303-312-6149
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/17/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/14/2014	Telephone: 703-603-0695
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 12/09/2013
Number of Days to Update: 14	Next Scheduled EDR Contact: 03/24/2014
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/17/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/14/2014	Telephone: 703-603-0695
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 12/09/2013
Number of Days to Update: 14	Next Scheduled EDR Contact: 03/24/2014
	Data Release Frequency: Varies

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/30/2013	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 10/01/2013	Telephone: 202-267-2180
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 02/07/2014
Number of Days to Update: 66	Next Scheduled EDR Contact: 04/14/2014
	Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/30/2013	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 10/01/2013	Telephone: 202-366-4555
Date Made Active in Reports: 12/16/2013	Last EDR Contact: 01/03/2014
Number of Days to Update: 76	Next Scheduled EDR Contact: 01/13/2014
	Data Release Frequency: Annually

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 02/06/2014
Number of Days to Update: 42	Next Scheduled EDR Contact: 05/19/2014
	Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/04/2013
Date Data Arrived at EDR: 12/10/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 65

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 12/05/2013
Next Scheduled EDR Contact: 03/17/2014
Data Release Frequency: Quarterly

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/24/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/24/2013
Next Scheduled EDR Contact: 04/07/2014
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/15/2014
Next Scheduled EDR Contact: 04/28/2014
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 15

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 12/13/2013
Next Scheduled EDR Contact: 03/24/2014
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/20/2013
Date Data Arrived at EDR: 08/23/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 70

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/14/2014
Next Scheduled EDR Contact: 06/02/2014
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 08/07/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/26/2013
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/26/2013	Source: EPA
Date Data Arrived at EDR: 06/11/2013	Telephone: 703-416-0223
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 12/12/2013
Number of Days to Update: 143	Next Scheduled EDR Contact: 03/24/2014
	Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010	Source: Department of Energy
Date Data Arrived at EDR: 10/07/2011	Telephone: 505-845-0011
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 11/26/2013
Number of Days to Update: 146	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/2004	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/2004	Last EDR Contact: 06/09/2004
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009	Source: EPA, Region 9
Date Data Arrived at EDR: 05/07/2009	Telephone: 415-947-4219
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 01/27/2014
Number of Days to Update: 137	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: No Update Planned

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2013	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 09/05/2013	Telephone: 303-231-5959
Date Made Active in Reports: 10/03/2013	Last EDR Contact: 12/06/2013
Number of Days to Update: 28	Next Scheduled EDR Contact: 03/17/2014
	Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011	Source: EPA
Date Data Arrived at EDR: 07/31/2013	Telephone: 202-566-0250
Date Made Active in Reports: 09/13/2013	Last EDR Contact: 11/27/2013
Number of Days to Update: 44	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006	Source: EPA
Date Data Arrived at EDR: 09/29/2010	Telephone: 202-260-5521
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 12/26/2013
Number of Days to Update: 64	Next Scheduled EDR Contact: 04/07/2014
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 11/21/2013
Number of Days to Update: 25	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 11/21/2014
Number of Days to Update: 25	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 01/28/2014
Number of Days to Update: 77	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/10/2011	Telephone: 202-564-5088
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 10/09/2014
Number of Days to Update: 61	Next Scheduled EDR Contact: 04/28/2014
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2013	Source: EPA
Date Data Arrived at EDR: 07/17/2013	Telephone: 202-566-0500
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/28/2014
Number of Days to Update: 107	Next Scheduled EDR Contact: 04/28/2014
	Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 08/02/2013	Telephone: 301-415-7169
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 12/09/2013
Number of Days to Update: 91	Next Scheduled EDR Contact: 03/24/2014
	Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 09/30/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/09/2013	Telephone: 202-343-9775
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/10/2014
Number of Days to Update: 23	Next Scheduled EDR Contact: 04/21/2014
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/08/2013
Date Data Arrived at EDR: 03/21/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 111

Source: EPA
Telephone: (303) 312-6312
Last EDR Contact: 12/10/2013
Next Scheduled EDR Contact: 03/24/2014
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/01/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/25/2013
Next Scheduled EDR Contact: 03/10/2014
Data Release Frequency: Biennially

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 01/13/2014
Next Scheduled EDR Contact: 04/28/2014
Data Release Frequency: Varies

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 08/13/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/10/2014
Next Scheduled EDR Contact: 05/26/2014
Data Release Frequency: Quarterly

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013
Date Data Arrived at EDR: 02/14/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/03/2014
Next Scheduled EDR Contact: 04/21/2014
Data Release Frequency: Varies

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/14/2014
Next Scheduled EDR Contact: 05/26/2014
Data Release Frequency: Varies

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 01/20/2014
Next Scheduled EDR Contact: 05/05/2014
Data Release Frequency: Varies

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 12/26/2013
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/23/2013	Source: EPA
Date Data Arrived at EDR: 11/06/2013	Telephone: 202-564-5962
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 12/26/2013
Number of Days to Update: 30	Next Scheduled EDR Contact: 04/14/2014
	Data Release Frequency: Annually

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 11/20/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2013	Telephone: 202-566-1917
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 02/14/2014
Number of Days to Update: 72	Next Scheduled EDR Contact: 06/02/2014
	Data Release Frequency: Quarterly

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 11/19/2008	Telephone: 202-307-1000
Date Made Active in Reports: 03/30/2009	Last EDR Contact: 03/23/2009
Number of Days to Update: 131	Next Scheduled EDR Contact: 06/22/2009
	Data Release Frequency: No Update Planned

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2014
Number of Days to Update: 83	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010	Source: FEMA
Date Data Arrived at EDR: 02/16/2010	Telephone: 202-646-5797
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 01/13/2014
Number of Days to Update: 55	Next Scheduled EDR Contact: 04/28/2014
	Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/13/2013
Next Scheduled EDR Contact: 03/24/2014
Data Release Frequency: Varies

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/31/2013
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 151

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/10/2014
Next Scheduled EDR Contact: 04/21/2014
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 01/02/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Quarterly

STATE AND LOCAL RECORDS

SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: Department of Environmental Quality
Telephone: 307-777-7752
Last EDR Contact: 11/22/2013
Next Scheduled EDR Contact: 03/10/2014
Data Release Frequency: N/A

SWF/LF: Solid Waste Facility Database

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/18/2013
Date Data Arrived at EDR: 12/26/2013
Date Made Active in Reports: 01/08/2014
Number of Days to Update: 13

Source: Department of Environmental Quality
Telephone: 307-777-7752
Last EDR Contact: 12/16/2013
Next Scheduled EDR Contact: 03/17/2014
Data Release Frequency: Varies

UIC: UIC Well Locations List

A listing of Class I and Class V UIC wells.

Date of Government Version: 12/03/2013
Date Data Arrived at EDR: 12/06/2013
Date Made Active in Reports: 12/13/2013
Number of Days to Update: 7

Source: Department of Environmental Quality
Telephone: 307-777-5623
Last EDR Contact: 12/06/2013
Next Scheduled EDR Contact: 03/17/2014
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SWRCY: Recycling Facilities

A listing of recycling facility locations.

Date of Government Version: 09/30/2009
Date Data Arrived at EDR: 11/02/2009
Date Made Active in Reports: 11/25/2009
Number of Days to Update: 23

Source: Department of Environmental Quality
Telephone: 307-777-7752
Last EDR Contact: 09/06/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Annually

LTANKS: Known Contaminated Sites

Leaking storage tank sites.

Date of Government Version: 10/15/2013
Date Data Arrived at EDR: 10/25/2013
Date Made Active in Reports: 11/20/2013
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 307-777-7781
Last EDR Contact: 01/13/2014
Next Scheduled EDR Contact: 04/28/2014
Data Release Frequency: Annually

TANKS: Storage Tank Listing

A listing of aboveground and underground storage tank locations.

Date of Government Version: 10/15/2013
Date Data Arrived at EDR: 10/17/2013
Date Made Active in Reports: 11/20/2013
Number of Days to Update: 34

Source: Department of Environmental Quality
Telephone: 307-777-7752
Last EDR Contact: 10/17/2013
Next Scheduled EDR Contact: 01/27/2014
Data Release Frequency: Varies

UST: Underground Storage Tanks

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 05/23/2008
Date Data Arrived at EDR: 07/24/2008
Date Made Active in Reports: 08/12/2008
Number of Days to Update: 19

Source: Department of Environmental Quality
Telephone: 307-777-7781
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Annually

AST: Wyoming Aboveground Storage Tanks

Registered Aboveground Storage Tanks.

Date of Government Version: 05/23/2008
Date Data Arrived at EDR: 07/24/2008
Date Made Active in Reports: 08/13/2008
Number of Days to Update: 20

Source: Department of Environmental Quality
Telephone: 307-777-7781
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Annually

SPILLS: SPILL Database

Spills reported to the Department of Environmental Quality

Date of Government Version: 11/20/2013
Date Data Arrived at EDR: 11/22/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 14

Source: Department of Environmental Quality
Telephone: 307-777-7783
Last EDR Contact: 02/14/2014
Next Scheduled EDR Contact: 06/02/2014
Data Release Frequency: Varies

ENG CONTROLS: Engineering Controls Site Listing

A listing of sites with engineering controls in place.

Date of Government Version: 09/08/2009
Date Data Arrived at EDR: 09/08/2009
Date Made Active in Reports: 09/30/2009
Number of Days to Update: 22

Source: Department of Environmental Quality
Telephone: 307-777-5547
Last EDR Contact: 11/25/2013
Next Scheduled EDR Contact: 03/10/2014
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INST CONTROL: Sites with Institutional Controls

Voluntary Remediation Program sites with institutional Controls in place.

Date of Government Version: 11/14/2013	Source: Department of Environmental Quality
Date Data Arrived at EDR: 11/27/2013	Telephone: 307-777-7752
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 11/27/2013
Number of Days to Update: 9	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Varies

VCP: List of Voluntary Remediation Program Sites

A listing of sites participating in the Voluntary Remediation Program.

Date of Government Version: 11/14/2013	Source: Department of Environmental Quality
Date Data Arrived at EDR: 11/27/2013	Telephone: 307-777-5447
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 11/27/2013
Number of Days to Update: 9	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Varies

BROWNFIELDS: Brownfields Sites Listing

A listing of Brownfields sites locations. Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment.

Date of Government Version: 11/14/2013	Source: Department of Environmental Quality
Date Data Arrived at EDR: 11/27/2013	Telephone: 307-777-7752
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 11/27/2013
Number of Days to Update: 9	Next Scheduled EDR Contact: 03/10/2014
	Data Release Frequency: Varies

CDL: Clandestine Drug Lab Site Locations

Information collected by the Wyoming Department of Health concerning Drug Lab Sites.

Date of Government Version: 12/10/2013	Source: Department of Health
Date Data Arrived at EDR: 12/12/2013	Telephone: 307-777-8736
Date Made Active in Reports: 12/18/2013	Last EDR Contact: 12/10/2013
Number of Days to Update: 6	Next Scheduled EDR Contact: 03/24/2014
	Data Release Frequency: Varies

SHWF: Solid & Hazardous Waste Facility Database

A listing of Solid and Hazardous waste facility locations in the state.

Date of Government Version: 12/18/2013	Source: Department of Environmental Quality
Date Data Arrived at EDR: 12/26/2013	Telephone: 307-777-7752
Date Made Active in Reports: 01/08/2014	Last EDR Contact: 12/16/2013
Number of Days to Update: 13	Next Scheduled EDR Contact: 03/17/2014
	Data Release Frequency: Annually

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists.

Date of Government Version: N/A	Source: EDR
Date Data Arrived at EDR: 07/01/2013	Telephone: N/A
Date Made Active in Reports: 01/17/2014	Last EDR Contact: 06/01/2012
Number of Days to Update: 200	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

MINES: Mine Locations Listing

Coal mine locations and production; commodity mine locations; mining lease boundaries for the Powder River Basin; Mine permit boundaries for the BLM Rawlins Field Office.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/18/2013
Date Data Arrived at EDR: 10/02/2013
Date Made Active in Reports: 10/21/2013
Number of Days to Update: 19

Source: Wyoming Geographic Information Science Center
Telephone: 307-766-2532
Last EDR Contact: 01/03/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank
Recovered Government Archive Leaking Underground Storage Tank

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/04/2014
Number of Days to Update: 187

Source: EDR
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/15/2014
Next Scheduled EDR Contact: 04/28/2014
Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 11/04/2013
Next Scheduled EDR Contact: 02/17/2014
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 08/20/2013
Date Data Arrived at EDR: 08/23/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 70

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/30/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011	Source: EPA Region 6
Date Data Arrived at EDR: 09/13/2011	Telephone: 214-665-6597
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 01/27/2014
Number of Days to Update: 59	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 08/27/2013	Source: EPA Region 7
Date Data Arrived at EDR: 08/27/2013	Telephone: 913-551-7003
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 66	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012	Source: EPA Region 8
Date Data Arrived at EDR: 08/28/2012	Telephone: 303-312-6271
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 01/27/2014
Number of Days to Update: 49	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2013	Telephone: 415-972-3372
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 42	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/06/2013	Source: EPA Region 10
Date Data Arrived at EDR: 11/07/2013	Telephone: 206-553-2857
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 29	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011	Source: EPA Region 6
Date Data Arrived at EDR: 05/11/2011	Telephone: 214-665-7591
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 01/27/2014
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/01/2013	Source: EPA, Region 1
Date Data Arrived at EDR: 05/01/2013	Telephone: 617-918-1313
Date Made Active in Reports: 01/27/2014	Last EDR Contact: 01/30/2014
Number of Days to Update: 271	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 08/01/2013	Source: EPA Region 4
Date Data Arrived at EDR: 08/02/2013	Telephone: 404-562-9424
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 91	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 08/20/2013	Source: EPA Region 5
Date Data Arrived at EDR: 08/23/2013	Telephone: 312-886-6136
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 70	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 65	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 07/29/2013	Source: EPA Region 9
Date Data Arrived at EDR: 07/30/2013	Telephone: 415-972-3368
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 129	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 07/29/2013	Source: EPA Region 8
Date Data Arrived at EDR: 08/01/2013	Telephone: 303-312-6137
Date Made Active in Reports: 11/01/2013	Last EDR Contact: 01/27/2014
Number of Days to Update: 92	Next Scheduled EDR Contact: 05/12/2014
	Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 43

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/17/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 01/03/2014
Next Scheduled EDR Contact: 04/14/2014
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 11/01/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 11/18/2013
Number of Days to Update: 11

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/07/2014
Next Scheduled EDR Contact: 05/19/2014
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health
Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Day Care Provider List

Source: Department of Family Services

Telephone: 307-777-6595

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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Appendix E. WYDOT Letter



Matthew H. Mead
Governor

Wyoming Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



John F. Cox
Director

October 1, 2014

Mr. CJ Fisk
Land Manager
Alpha Wyoming Land Company
P.O. Box 3039
Gillette, WY 82718-3039

Re: Wyoming State Highway 59 Relocation

Mr. Fisk:

WYDOT has reviewed and is responding to the proposal submitted by Alpha Coal West, Inc (Alpha) to relocate Wyoming Highway 59 (WYO 59). Over the last several months, WYDOT has worked with you to look at the engineering feasibility and analyze potential environmental impacts of moving the highway. Opportunities to obtain stakeholder input were provided through public meetings and coordination with resource agencies. WYDOT looks at each of these aspects of project development to ensure the transportation solution identified best meets the greater public good. In other words, WYDOT will not assume the liability of substantially negatively impacting an identified stakeholder interest. Multiple issues were identified during the feasibility study and stakeholder input that need to be addressed by Alpha before WYDOT can make a final determination on relocating WYO 59 as proposed.

WYDOT has determined the following engineering items will be needed:

- Turn lanes at the intersections of relocated WYO 59 with US 14-16 and existing WYO 59 designed and constructed in accordance with the 2014 *WYDOT Design Guide* and that will accommodate large trucks used for the mines, county landfill, and Dry Fork Station.
- Wider shoulders between the intersection of relocated WYO 59 and US 14-16 and the mine entrance constructed.
- Studies and work necessary to fulfill Campbell County's requirements for accepting the transfer of existing WYO 59 between US 14-16 and Little Powder Road as laid out in the letter from the Campbell County Commissioners dated January 2, 2014 (attached). This includes completion of a pavement Overall Condition Index (OCI) analysis for the roadway using the County methodology, planning and completion of any required maintenance (crack seal, chip seal, overlay, etc.) as evidenced by the OCI prior to the transfer of jurisdiction, and execution of an agreement for Alpha to design and reconstruct the connection of Little Powder River Road and WYO 59 (with a sweeping curve rather than a ninety degree intersection).
- Right-of-way application for Road Easement in Section 16, T51N, R72W. Alpha will provide the completed road easement application attachments, and fees for submittal to Wyoming Office of State Lands and Investments. As required, Alpha will provide the post construction report and plat survey according the state lands office guidelines.

WYDOT has determined that Alpha will need to show that the proposed route avoids and minimizes impacts to environmental and socioeconomic resources and to obtain the regulatory permits, specifically:

- Alpha will perform any additional cultural resource studies for the segments of the roadway not completed during the initial Class III Cultural Resource Survey. A copy of the report was previously provided to Alpha. If cultural resources are found, Alpha will consult with WYDOT regarding the impacts.
- Alpha will show compliance with the Campbell County floodplain regulations associated with building in the 100-year floodplain of Little Rawhide Creek through additional design and modeling. Alpha will be responsible for obtaining the necessary approvals from the County prior to construction.
- Alpha will complete additional design work at Rawhide Creek to demonstrate restored wetlands north of the proposed relocation can be avoided, or Alpha will work with Peabody Energy and the Corps of Engineers to mitigate impacts to the wetlands and satisfy the conditions associated with Rawhide mine's Section 404 permit approval. Alpha will be responsible for obtaining a Section 404 permit. Any areas along Little Rawhide Creek not previously surveyed resulting from design shifts will be delineated in accordance with the U.S. Army Corps of Engineers 1987 delineation manual and regional supplements.
- Alpha will complete protocol surveys for Ute ladies'-tresses orchid prior to construction or will provide documentation with USFWS concurrence that surveys are not needed (e.g. previous mine surveys)
- Alpha will develop a plan to control fugitive dust during construction to minimize any contribution the road construction will have on attainment status for PM_{2.5} and PM₁₀, this could include paving the connecting route to Garner Lake Road that is being completed as a separate but related project.
- Alpha will complete a traffic safety and capacity analysis related to stop conditions and vehicle storage along relocated WYO 59 during blasting events. If any issues are identified through the analysis, Alpha will work with WYDOT to develop mitigation and incorporate the mitigation in the design plans accordingly.

WYDOT solicited stakeholder input through three public meetings. Many stakeholders provided input including resource agencies, citizens of Campbell County, adjacent landowners, and Campbell County. As a result of the input received, Campbell County signed a resolution initiating the procedure to establish the connecting road between WYO 59 and Garner Lake Road; which will be a county road. WYDOT has determined that this connecting road segment satisfies the concerns raised by the residents of Campbell County including emergency access, out of distance travel, and eastern travel mobility, provided the road is constructed with a permanent surface in the near future. Alpha will need to continue coordinating with Campbell County regarding the connecting road segment to ensure any outstanding issues associated with the road, including comments related to capacity and geometrics along existing Garner Lake Road and air quality concerns if the connecting road is not paved, as brought up during the third public meeting are addressed.

However, several other concerns were raised by the adjacent landowners – Rawhide Mine and Dry Creek Mine – that need to be addressed before WYDOT will make a final determination on relocating WYO 59. WYDOT is requesting documentation of discussions with neighboring mines related to their concerns. Documentation could include agreements between Alpha and Peabody Energy or Western Fuels or letters from these mines stating their concerns have been resolved or how they will be resolved through future actions completed by Alpha. The comments, as submitted by Peabody Energy on April 15, 2014

and September 18, 2014 and Western Fuels on May 9, 2014, have been attached to this letter. A summary of issues that WYDOT requests be addressed before a decision can be made follows:

- Alpha must show evidence through additional design that the route for relocating WYO 59 has been shifted south out of the Rawhide Mine permit boundary and into land owned by Alpha.
- Alpha must show that relocating WYO 59 will not create flooding conditions at Cottonwood Reservoir. Additional design and modeling will be necessary to ensure the relocated road segment does not affect negatively the capacity of the reservoir nor the reservoir negatively affect the potential stability of the road. Appropriate documentation will be provided to Peabody Energy and the Mine Safety and Health Administration which permitted the impoundment.
- Alpha will work with Peabody to specifically minimize impacts at the Rawhide Mine Section 17 pit related to blasting near the relocated segment of WYO 59. Alpha will provide documentation of acceptable potential mitigation to avoid or minimize the impacts to the mining operations associated with relocating the road. As required by State and Federal regulations, blasting plans will be amended for Rawhide and Eagle Butte Mines for blasting near relocated segment of WYO 59. The amended plans protect the health and safety related to mining operations along public roadways putting the liability with the mines in accordance with State and Federal regulations. WYDOT acknowledges that Alpha cannot be expected to accept all liability for blasting impacts to the public that may result from Rawhide Mine as indicated in the WYDEQ letter dated March 13, 2014. At the same time, WYDOT cannot approve the relocation of WYO 59 if undue hardship to another mine would result from relocating WYO 59. Alpha will work with Peabody Energy related to any necessary blasting plan amendments at Rawhide Mine and provide documentation that their concern related to operational impacts created by relocated WYO 59 has been resolved.
- Alpha will work with Campbell County and Western Fuels to ensure the connecting road between existing WYO 59 and Garner Lake road can be constructed without impacting current or future mining at Dry Fork mine. Alpha will provide documentation that Western Fuels supports the current proposed relocation and associated connecting road between existing WYO 59 and Garner Lake Road being completed by Campbell County.

Once Alpha has provided documentation showing that the issues in this letter have been resolved or can demonstrate a plan or agreement for resolving the issues during design and construction, WYDOT will conclude the feasibility study and make a decision on relocating WYO 59. If the issues have been resolved and relocating WYO 59 is determined to further the greater public good, WYDOT will execute an agreement with Alpha outlining responsibilities, design standards, and how the project will be designed and constructed (e.g. design - build).

If you have questions, please contact myself at (307) 674-2300 or via email at mark.gillett@wyo.gov or Josh Jundt at (307) 682-3550 or via email at josh.jundt@wyo.gov . We look forward to your response and concluding the feasibility study in a timely manner to meet your schedule.

Sincerely,



for

Mark Gillett, P.E.
District Engineer

Attachments: Campbell County Commission letter dated January 2, 2014
Peabody Energy letters dated April 15, 2014 and September 15, 2014
Western Fuels letter dated May 9, 2014

cc: Nick Hines, WYDOT
Mark Christensen, Campbell County Board of Commissioners
Phillip Giffin, Campbell County Public Works
Laura Lutz-Zimmerman, HDR
File

**OFFICE**

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Gillette, Wyoming 82716
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(307) 687-6325 FAX
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Robert P. Palmer, Commissioners
Administrative Director

BOARD OF COMMISSIONERS

Dan Coolidge, Chairman
Matt Avery
Micky Shober
Garry G. Becker, M.D.
Mark A. Christensen

2 January 2014

Timothy Stark, P.E.
Wyoming Department of Transportation
Environmental Services Engineer
5300 Bishop Boulevard
Cheyenne, WY 82009-3340

Re: Highway 59 Relocation Comments

Dear Mr. Stark,

On behalf of Campbell County, thank you for the opportunity to provide comments and suggestions in regard to your proposed relocation of Highway 59 north of Gillette. As you know, our north landfill is located near the proposed corridor so we have a vested interest in the location and design of this roadway. On an average day, we ship ten or more truckloads of waste to the landfill, and other loads by commercial carriers add another ten. During times when our Baler is down, we require direct haul to the landfill by commercial carriers. These days could result in around thirty truckloads of waste. In addition, the mines to the north and the Dry Fork Station likely have substantial numbers of trucks servicing their sites on a daily basis.

The Campbell County Board of Commissioners and Staff submit the following comments on the above referenced project for your consideration.

Comments:

- For security and public perception, we would ask that you avoid an alignment that would allow any portion of the Campbell County Landfill permit area to be seen from the roadway. No encroachment onto the permitted landfill area will be allowed for the new roadway right-of-way or temporary construction easements.
- We ask that the proposed tie-in to Highway 59 near Dry Fork Station be sufficient distance from the landfill access road to provide a safe means for trucks to decelerate and make the left turn into the landfill. We would like a left turn lane into the landfill access approach and an improved approach. If a new landfill access point is required to make the design work, please coordinate with County Public Works and Road and Bridge staff as the design develops.
- We ask that the intersection of Highway 59 and US 14-16 be designed to be truck friendly, with large radii, a free right turn lane for north then east bound trucks, and a left turn lane with stacking room for two trucks for west then south bound trucks. The intersection design should be such that truck turning movements do not come into conflict with other lanes.

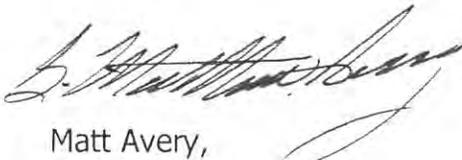
- Due to the steady truck use of this route, we would like to see profile grades on the new alignment as flat as possible. Also, in the future, there is a possibility that increased commercial haulers and even the general public may be hauling loads to the landfill if we switch from baled to non-baled landfilling.
- We encourage Alpha Coal, WYDOT and/or their consultants to utilize the Coal Belt Transportation GIS modeling capabilities to hone in on a preferred alignment.
- We ask that if you have any excess topsoil generated from this project that we have an opportunity to stockpile it for our use.
- We ask that if WYDOT does not wish to salvage the roto-mill tailings and/or gravel base from the existing roadway that we have the opportunity to collect this material.
- Our landfill currently has approximately 600,000 cubic yards of excess soil. If you need a borrow source for the roadway we will be willing to work with you to create a win-win situation.
- We request that WYDOT preserve the existing right-of-way proposed to be removed so that post all mining activity the roadway can be re-established in the same corridor.
- Prior to considering taking over the existing east-west section of Highway 59, the Commissioners will require the following:
 - A pavement Overall Condition Index (OCI) analysis for the roadway. HDR currently does the analysis for our paved County roads so WYDOT or Alpha could pay to have this done so we are using the same methodology as our other roads.
 - Any required maintenance (crack seal, chip seal, overlay, etc.) as evidenced by the OCI shall be planned to be completed by Alpha prior to County taking over the road.
 - A design and agreement for the mine to reconstruct the connection of Little Powder River Road and Highway 59 (with a sweeping curve rather than a ninety degree intersection) will need to be in place.

We appreciate the opportunity to provide comments on this proposed relocation and look forward to working with you as this project moves forward. Thank you.

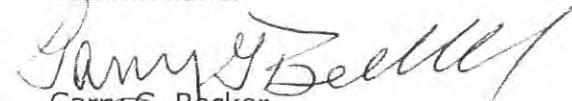
Sincerely,



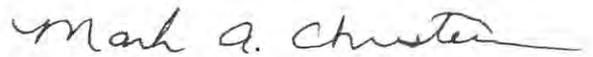
Dan Coolidge,
Chairman



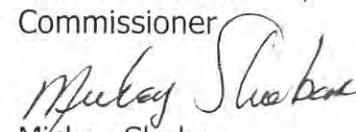
Matt Avery,
Commissioner



Garry G. Becker,
Commissioner



Mark A. Christensen,
Commissioner



Mickey Shoher,
Commissioner



PEABODY ENERGY

1013 East Boxelder
Gillette, Wyoming 82718
P.O. Box 1508
Gillette, Wyoming 82717-1508
307.687.3983
Fax 307.687.3988

April 15, 2014

Wyoming Department of Transportation
Attn: Timothy Stark
Environmental Services Engineer
5300 Bishop Road
Cheyenne, WY 82009-3340

RE: Proposed Relocation of State Highway 59 (Near Eagle Butte Mine)

Dear Mr. Stark:

Peabody Energy, through its local affiliate Peabody Caballo Mining, LLC ("PCM") appreciates the opportunity to comment on the proposed realignment of State Highway 59 north of Gillette. The proposed alignment has been advertised in the Gillette NewsRecord as an east-west corridor between the Rawhide and Eagle Butte Mines. Since Rawhide Mine is a Peabody facility, the company is very interested in the proposed alignment and how it may impact our operations. We are also interested in the impact to the general public.

A positive aspect of this proposed road alignment is the fact that it will be located across lands where coal extraction will not occur in the future. A permanent alignment is desirable and cost effective. However, PCM has several concerns that we would like to share with WDOT.

The road corridor is proposed to intersect with U.S. Highway 14-16 just north of the Rawhide School. Safety of the county's elementary-aged children should be foremost in our planning, and the proximity of this highway intersection to the school presents some serious safety concerns. This is especially important at the times that children are traveling to and from school. School bus traffic compounded by the traffic of parents and teachers may be a reason to consider significant separation between the school and the intersection.

Continuing east from this intersection, a portion of the proposed highway alignment in the southernmost portion of Section 16, T.51 N., R. 72 W., crosses the permit area for the Rawhide Mine. The mining permit in this vicinity was approved in 2010. PCM is concerned the proximity of the highway to the Rawhide permit area has the potential to cause the Department of Environmental Quality and perhaps the Department of Transportation to impose various restrictions on operation of the Rawhide Mine. For example, State statutes and rules constituting the surface coal mine regulatory program in Wyoming restrict mining operations within 100 feet of the right-of-way of a public road without approval from the Department of Environmental Quality. If the proposed road alignment enters the Rawhide mining permit area, such approval

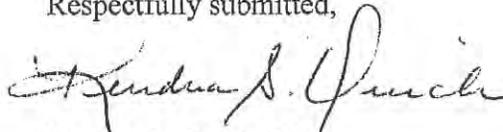
could be necessary for PCM. Additionally, imposition of restrictions or traffic control procedures may be placed on Rawhide Mine's blasting activities because of proximity to the proposed road alignment. Despite the existence of currently approved permits and procedures, the proposed road relocation has the potential to create increased regulatory burdens and reopen the Rawhide permits for reasons beyond their control.

Proceeding to the east, the proposed alignment crosses the reclaimed channel of Little Rawhide Creek. This channel was reclaimed by the Eagle Butte Mine. South of the proposed road alignment, the reclamation liability remains with Alpha Natural Resources. Rawhide Mine has the reclamation liability for the channel and notably, reclaimed wetlands, immediately north of the proposed road alignment. In fact, the road corridor may actually remove a very small portion of these wetlands. PCM has concerns about how construction and/or road maintenance activities will impact runoff or sedimentation in this area, and whether this would jeopardize our ability to reach ultimate bond release of the area. Moreover, the wetlands constitute Rawhide Mine's mitigation activities permitted with the U.S. Army Corps of Engineers (ACOE). Avoidance of the wetlands is the preferred alternative, but if not possible, Rawhide Mine will need to revisit this commitment with ACOE. PCM respectfully requests the opportunity to participate in procedural discussions and/or design to minimize or eliminate such impacts.

This same area is located within the high water-line of a significant impoundment located north of the proposed road alignment along Little Rawhide Creek. The Department of Transportation should be aware of this obstacle and the potential effects on the stability of the road embankment. The clean-water reservoir is permitted as a major impoundment by the Mine Safety and Health Administration, and we are unsure at this time what concerns that agency would have with this road alignment.

In summary, PCM has concerns regarding public safety in connection with the proposed alignment and the proximity of the proposed road alignment with respect to the ongoing mining activities at Rawhide Mine. PCM encourages the Department of Transportation to consider alternatives which avoid these concerns. PCM will be pleased to work with the Department to attain the highest level of public safety along with reduction or elimination of impacts to our mining operation. Thank you for your consideration of these issues.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Kendra S. Quick".

Kendra S. Quick, CPL
Manager Land

Peabody

PEABODY ENERGY

8600 04E8602E



02 1M
0004230841 APR 21 2014
MAILED FROM ZIP CODE 82718



Wyoming Department of Transportation
Attn: Timothy Stark
Environmental Services Engineer
5300 Bishop Road
Cheyenne, WY 82009-3340

May 9th, 2014
to



Your input is an important part of the public involvement process. Your comments and suggestions can help us adequately identify the public's concerns, and issues regarding the **WYO59 Relocation Project**. Please indicate your thoughts regarding the project purpose and need, alternatives presented, and any sensitive resources in the area. Space is provided below to write down any comments you wish the study team to consider. Also, please use the map on the back of this sheet to identify issues at specific locations. You may hand in your comments at the end of the meeting or, if you prefer mail or fax this form to the address printed below. You may also email comments at the address provided below.

Please print legibly:

Name: (Optional) BETH GOODNOUGH

Address: (Optional) 2201 S Douglas Highway, Suite 130, Gillette, WY

Representing: (Optional) WESTERN FUELS

Comments: PLEASE SEE ATTACHED LETTER.

Written comments on the EA can be submitted to:
Timothy L. Stark, P.E.
Wyoming Department of Transportation
Environmental Services Engineer
5300 Bishop Blvd.
Cheyenne WY 82009-3340
Fax: 307-777-4193
Email: : dot-hwy-59@wyo.gov



May 9, 2014

Mr. Timothy L. Stark, P.E.
Wyoming Department of Transportation
Environmental Services Engineer
5300 Bishop Blvd
Cheyenne, WY 82009-3340

RE: Wyoming Highway 59 Relocation

Dear Mr. Stark:

Western Fuels Association, Inc. (Western Fuels) appreciates the opportunity to comment on the Wyoming Department of Transportation WYO59 Relocation Project. Western Fuels is a not-for-profit cooperative that manages coal mining, procurement and delivery of primarily Wyoming Powder River Basin (PRB) coal to cooperative owned rural utilities throughout the West and Midwest. Because Western Fuels operations are impacted either directly or indirectly by the proposed relocation of WYO59, we have substantial interest in this issue and find it necessary to identify the concerns described below.

Western Fuels (or its affiliates) is the owner of lands beneath segments of the current WYO59, and is the owner along several alternative routes which the public has been proposing during the WYO59 relocation public meetings. Therefore we feel compelled to comment on the publicly discussed alternatives in order to inform WYDOT of the issues with the alternative routes. Attached is a map showing the routes we will be discussing in this letter.

Route 1: Western Fuels prefers this route. This is the route proposed by Alpha Coal Resources Company. This route relocates Wyo 59 north of the Eagle Butte Mine.

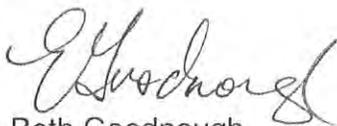
Route 2. This is a publicly discussed optional route connecting Wyoming Highway 59 with Garner Lake Road. This route would require approximately 3-4 miles of new road, plus upgrade of approximately 4 miles of paved existing Garner Lake Road, and an additional 1-2 miles of unpaved Garner Lake Road. We are concerned about this optional route for several reasons. First, a portion of this road will have to be relocated in the future to accommodate Western Fuels' mining operation. It does not make economic sense to build a road knowing that it will have to be relocated - especially if there is another available option. Second, the

existing Garner Lake Road is not safely built to handle more traffic. Finally, this proposed route could lead to longer commutes for the public, possibly defeating the purpose of investment in this option. Western Fuels opposes this route.

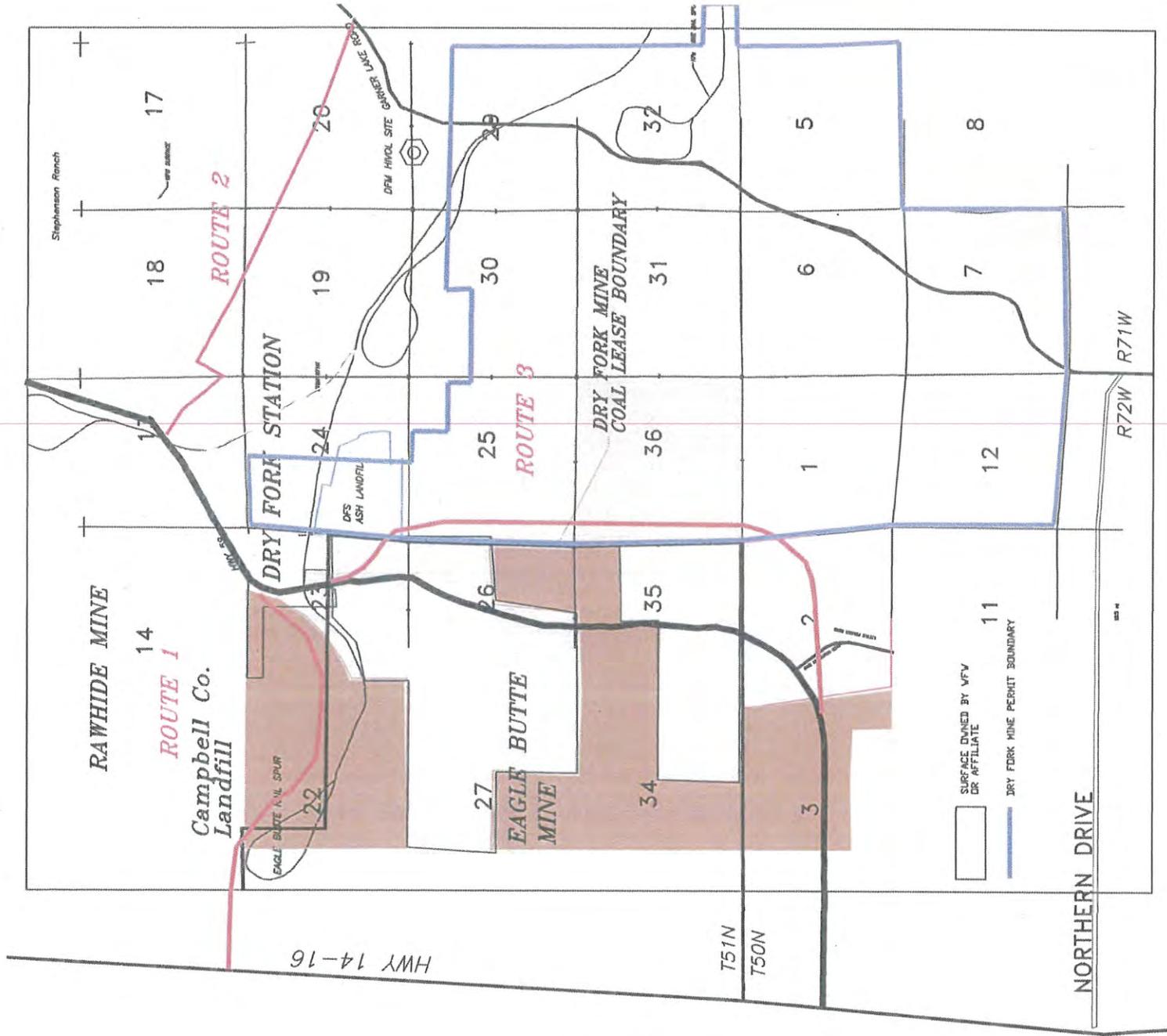
Route 3: This is another publicly discussed optional route relocating existing Highway 59 further east, onto Sections 25 and 36, T51N., R72W, and Section 1 T50N., R72W. Sections 1 and 25 are owned by Western Fuels. Section 36 is owned by the State of Wyoming. This publicly discussed route would put the road onto Western Fuels owned coal leases in Sections 25, 36, and 1. All the recoverable coal in these sections is leased, permitted, and under contract as part of the operating Dry Fork Mine. We oppose constructing a permanent road on this publicly discussed potential route due to the value of the coal that would be covered by the road. The estimated value of the coal which would be made unrecoverable by this road option is over \$200 million of which 38% of this value is payable for federal, state, and local taxes. Unless the road is relocated again, this option is clearly a significant loss to the taxpayers. We are available to discuss specifics regarding reserves and taxpayer revenues with WDOT officials if deemed necessary. At this point, Western Fuels cannot justify voluntarily granting an easement across its privately owned land to accommodate this route. The cost of relocating this road in the future together with the increased costs of operating the mine, makes this route economically unfeasible. Western Fuels is opposed to this route.

We appreciate the opportunity to comment. We are available to discuss the issues and to answer any questions you may have regarding these comments.

Sincerely,



Beth Goodnough
Manager, Regulatory Affairs



September 18, 2014

Wyoming Department of Transportation
Attn: Mr. Timothy Stark
Environmental Services Engineer
5300 Bishop Road
Cheyenne, WY 82009-3340

RE: Comments Regarding the Proposed Relocation of State Highway 59

Dear Mr. Stark:

On April 15, 2014, Peabody Energy, through its subsidiary Peabody Caballo Mining LLC (PCM), submitted comments to the Wyoming Department of Transportation (WYDOT) on the proposed realignment of State Highway 59 north of Gillette. Our primary concerns expressed in that letter focused on safety (traffic in the vicinity of Rawhide School); reduced access to and from Gillette for residents and emergency services; and impacts and potential costs to PCM's Rawhide Mine Operations. We were pleased to receive a response from WYDOT with questions specific to our concerns and subsequently, an invitation to meet with WYDOT. In a May 15, 2014 letter, we provided additional information about Peabody's concerns.

Based on those follow-up communications and the more recent (August 20, 2014) revision to the relocation proposal by WYDOT, several of our original concerns remain. At least one new significant issue has also arisen. The current proposal as we understand it, involves two road projects. First is the establishment of an east-west leg of State Highway 59 across the northern end of the Eagle Butte Mine. The alignment of this has not changed from the original proposal and we estimate this to be a \$4-\$6 million project. The second road project involves extending the Garner Lake Road from its current paved northern terminus to intersect with Highway 59 to the north and east of the Eagle Butte Mine. This County Road extension would then form an access to and from Gillette on the east side of town. It is also our understanding this Garner Lake Road would remain in county ownership and the extension would not be paved in the short term.

Under this proposal, each of our original issues persists. In our May 15 letter we stated:

"With regard to blasting, the Rawhide surface mining permit does not address restrictions at public roads simply because blasting does not, at this time, occur in the vicinity of any public roads at Rawhide Mine. Relocation of Highway 59 as proposed

could change that..."

Upon further review, we have considered wind direction patterns and the potential for blasting activities at Rawhide to have an impact on traffic on the proposed east-west leg of State Highway 59. Mining activities at Rawhide Mine in the Section 17 pit could be impacted more than forty percent (40%) of the time due to wind direction patterns which would result in delaying shots or temporarily causing Rawhide to close the State Highway to public traffic. This situation is not acceptable to Peabody and will not exist if the east-west leg of State Highway 59 is never constructed.

Additionally, we foresee a safety issue resulting from the stopping of traffic for blasting activities due to the high volume of traffic that will be funneled onto the proposed east-west leg of Highway 59. With our blasting procedures, traffic could possibly be delayed up to 20 minutes or more during each blast. It appears that there would not be adequate storage capacity for vehicles delayed during this time and traffic could possibly be delayed on both State Highways (Highway 59 and Highway 14-16). Additionally, the sight distance for stopping would be shortened due to vehicles being delayed on the roadway. Peabody finds this safety issue to be unacceptable.

If the relocation occurs and the extension of Garner Lake Road remains an unpaved county road, there is a high likelihood of fugitive dust from the road resulting in air quality exceedances in the area. Rawhide currently owns and operates a PM₁₀ continuous particulate monitor located about 1,000 feet north of the proposed intersection of Garner Lake Road and State Highway 59. Prevailing winds at Rawhide are from the northwest and south southeast. As with the blasting situation described above, this is not acceptable to Peabody and is unlikely to occur if Garner Lake Road is paved. Moreover, the Wyoming Department of Environmental Quality will also be highly concerned if exceedances occur.

Peabody questions the value of the east-west leg of State Highway 59. We understand that according to a Highway Department policy or guidance document, each state highway must connect to another state or federal highway. Using this policy, it has apparently been concluded that State Highway 59 cannot terminate at Garner Lake Road, so the project continues to include this east-west leg. We suggest that WYDOT request or propose a temporary exception to the policy. By replacing the east-west leg of State Highway 59 with an upgraded Garner Lake Road, perhaps over a period of two or three years, all efforts could be focused on this single road rather than two road routes. In doing so, WYDOT might avoid spending \$4 to \$6 million (regardless of the source of the funds) on a project required only by policy. Notably, without exception, all of Peabody's concerns (several of which are shared by many residents of the county) can be eliminated by altering your most recent proposal in this way.

Peabody appreciates the opportunity to participate in the road relocation process and to work with the Department of Transportation to attain the highest level of public safety. We

believe the issues we have identified are of concern to many people and organizations in the County and feel we have offered one very workable solution. Thank you for your consideration of these issues. Please let us know if you wish to further discuss our comments.

Sincerely,

Kendra S. Quick, CPL
Land Manager

November 10, 2014

Wyoming Department of Transportation
Attn: Mr. Timothy Stark
Environmental Services Engineer
5300 Bishop Road
Cheyenne, WY 82009-3340



RE: Proposed Relocation of Highway 59

Dear Mr. Stark:

Peabody Energy, through its subsidiary Peabody Caballo Mining, LLC submitted comments to the Wyoming Department of Transportation (WYDOT) on April 15, 2014 and September 18, 2014. Since that time, Peabody has met with Alpha Coal West, Inc., a subsidiary of Alpha Natural Resources (Alpha) in an attempt to resolve concerns outlined in the submitted comments. It is our understanding that the issues are:

1. In reference to Peabody's concern of fugitive dust from the Garner Lake Road extension, Campbell County has proposed funding in the 2015 budget to pave the northern three miles of the new extension. If funding for paving this portion of road is not received, then Campbell County will apply magnesium-chloride, or its equivalent, to the surface to minimize dust. Peabody finds this acceptable and will evaluate internally if there is a need to move the air quality monitor located in the vicinity of the county road.
2. The relocated Highway 59 will cross through wetlands that Rawhide Mine has mitigated under a permit issued by the US Army Corps of Engineers. It has been agreed that Alpha will be responsible for establishing and maintaining the new wetlands to replace the mitigated wetlands if and when the wetlands are disturbed by the proposed route. Alpha will cooperate with Peabody in transferring this acreage of affected wetlands from Peabody.
3. Peabody expressed concerns about the proposed Highway 59 route falling within the high-water line of Rawhide's Cottonwood Reservoir. The main concern is recognized by Alpha and WYDOT that the Highway 59 relocation will be located within the high-water line of the reservoir. As long as Peabody continues to operate consistent with its current method of operation and is consistent with respect to its pumping and water control efforts Peabody will not be liable for any damage to the road embankment or roadway caused by flooding which results from Alpha Coal West, Inc., actions.
4. Peabody and Alpha will work to resolve issues associated with blasting operations in the vicinity of the road, once a final road design is developed and provided to Peabody.

Peabody has an excellent working relationship with Alpha and it has never been Peabody's intent to prevent Alpha from moving forward with this project. We appreciate having the opportunity to meet with everyone involved with this project to obtain additional information and better understand the plan.

Agreed to this 10th day of November, 2014.

Peabody Caballo Mining, LLC

Lyndra J. Sencer, CPH
Manager Land

Alpha Coal West, Inc.

Shane D. Dugan
PRESIDENT, ALPHA COAL WEST

----- Forwarded message -----

From: **CJ Fisk** <cjfisk@alphanr.com>

Date: Tue, Nov 25, 2014 at 1:07 PM

Subject: RE: Hwy 59 Feasibility

To: Mark Gillett <mark.gillett@wyo.gov>

Cc: Josh Jundt <josh.jundt@wyo.gov>, Scott Taylor <scott.taylor@wyo.gov>, Timothy Stark <timothy.stark@wyo.gov>, Nick Hines <nick.hines@wyo.gov>, "W. Mike. Lepchitz" <wlepchitz@alphanr.com>

Mark~

Attached is the design drawing for Cottonwood Reservoir that was obtained from the State Engineer's Office website. The design of Cottonwood has the high water level at 4196.8ft. There is an emergency spillway designed downstream of the road crossing that will discharge water above 4196.8ft. The current permitted design does not allow water to back up above this elevation. The current road crossing has an elevation of 4220ft. With current elevation of the road being 23.2ft above the high water level, the impacts from the reservoir should be minimal. As we design of the relocation of Hwy 59, the Design Engineer will have to evaluate best design practices to accommodate the hydrology and geological impacts of this area.

Thanks,

CJ Fisk

Land Manager
Alpha Wyoming Land Company
P.O. Box 3039
Gillette, WY 82718-3039
Phone: [307-687-3242](tel:307-687-3242)
Cell: [307-689-2132](tel:307-689-2132)
E-fax: [276-739-4675](tel:276-739-4675)
e-mail: cjfisk@alphanr.com

From: Mark Gillett [mailto:mark.gillett@wyo.gov]

Sent: Tuesday, November 18, 2014 8:30 AM

To: CJ Fisk

Cc: Josh Jundt; Scott Taylor; Timothy Stark; Nick Hines

Subject: Re: Hwy 59 Feasibility

Good morning CJ,

Yes I received an electronic copy of the letter, it appears the original went to Tim Stark Cheyenne WYDOT which is fine. I noticed Peabody is warning us that the high water mark from Cottonwood Reservoir backs up into the area where your proposed relocation of the highway will be. Is this true?

I sent an email to Mr. Stark couple days ago inquiring about the outcome of the feasibility study and that I had some concerns with the reservoir issue. He said he had concerns with the high water mark as well, and is discussing with folks in Cheyenne.

I think it would be good if Alpha has an opinion or some documentation concerning the high water mark, or otherwise let us know what you are thinking.

Mark