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Organization:

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Comments: We live on Miller Creek Road. We bought our property, like a lot of our neighbors, because it is on a quiet county road where we can enjoy peace and quiet. The gravel pit was referred to numerous times during meetings and alluded to the fact that we should all be fine having more trucks on this road because the gravel pit already runs them. First, the number of trucks was greatly exaggerated and even if it was correct, we would not want to add more. If the gravel pit runs 40 trucks a day, that is roughly a truck going by every 10-15 minutes. If Rare Earth uses this road and also has 40 trucks, that is a near constant stream of vehicles on this road. That doesn't even take into account the other vehicles for the mine; service vehicles, employee vehicles and equipment workers. That is an exorbitant number of vehicles coming and going on a county road that residents chose because of the quiet and seclusion it offers. It would disrupt the peace and tranquility that many who live on this road have based our whole lives around.

We also need to consider the very real possibility that in the future we would not only have to deal with RER vehicles but any other mining company wanting the gold or other minerals in the hills. If RER chooses this route, it is highly likely that another mining company coming in would also use the same route, adding even more traffic to the road.

The noise generated by a truck driving on gravel is substantially louder than one moving on pavement. The amount of dust that would require mitigation measures is also another concern. While yes, the gravel pit does have to do dust mitigation, they are running far fewer trucks than RER is proposing and over a much shorter distance. We also need to take into account how disruptive mag chloride is. When it dries on your vehicle it is almost impossible to remove. When mag chloride is first applied to the road, it is an absolute nightmare to drive on for days and it sticks to everything. The dust is diminished yes, but anyone using the road has to drive significantly slower and deal with a vehicle absolutely caked in the stuff and having a nightmare time removing it. Anytime it rains the road turns into a nasty slippery soup and the process starts all over.

There are several businesses on Miller Creek that would be greatly impacted if this is the route being used. Several families run cattle on both sides of the road and have for multiple generations. They all move equipment and animals across and along this route. They shouldn't have to worry about a constant stream of trucks possibly endangering their animals and creating hazards when moving equipment. An outfitter runs their business along this road. They are a major part of this community and bring a lot of business into our area. A huge reason for having their business in this location is because of the tranquility it offers to their clients while being close to amenities. Having to deal with this amount of traffic would completely ruin the atmosphere that their many clients have come to know and expect when bringing their patronage to this business. If RER were to use this route, it has the potential to ruin this business to the point of not being able to operate. Everyone on Miller Creek would be disrupted by the amount of traffic being proposed, either because of the tranquility disrupted (the whole point of living here) for those who chose to raise children or retire in this specific area, or those who are trying to make a living and this road is a vital part of their business. This, in itself, makes using Miller Creek an unacceptable choice.

Let me be clear, many of us do not want this mine here. The amount of people at the meetings with pages of concerns shows the sentiment is shared by many. Most of us don't care about the tax money that would be added. More money is mostly just followed with more corruption. More jobs: The pull of more jobs to this mine is being paraded like it is a good thing. People who live in a small town do so because we like the small-town feel. People commute to the mines in Gillette but live here, because they still want the small-town life. Bringing a mine in changes everything. We like knowing our kids' teachers on a personal level and know the parents of the kids our children share a school with. More people means more crime, and the track record for mining towns isn't

great.

If we absolutely have no say in this and this mine has to come in, they need to figure out how to make the Warren Peak Road work. Logging trucks have been making it work for decades. I'm sure this company with seemingly unlimited resources can figure out a way. It is already paved, a faster route with less mitigation requirements and has less impacts on businesses that run along Miller Creek. If Warren Peak Road is deemed unacceptable to use then I'm sure another route can be found that doesn't jeopardize people trying to make a living and support their families.