Rail Tie Wind Project
Albany County, Wyoming

Public Roads Use Plan

February 2021

Prepared for:
ConnectGen Albany County LLC

Prepared by:

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ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ConnectGen	ConnectGen Albany County LLC
CR	County Road
EPM	Environmental Protection Measure
I-	Interstate
LOS	Level of Service
MW	Megawatt
O&M	Operations and Maintenance
Project	Rail Tie Wind Project
PRUP	Public Road Use Plan
PSR	Pavement Serviceability Rating
Tetra Tech	Tetra Tech, Inc.
U.S. 287	U.S. Highway 287
WECS	Wind Energy Conversion System
WTG	Wind Turbine Generator
WYDOT	Wyoming Department of Transportation

1 INTRODUCTION

At the request of ConnectGen Albany County LLC (ConnectGen), Tetra Tech, Inc. (Tetra Tech) prepared this Public Roads Use Plan (PRUP) for the Rail Tie Wind Project (Project). This document was prepared to provide Albany County with an outline of the transportation features that are intended to be utilized as part of Project construction, including a description of potential haul routes; identification of county, state, and private roads used by the Project; a basic road condition assessment of these roads; and a summary of potential impacts to these features. The PRUP also outlines measures that will be implemented by ConnectGen to address potential impacts to transportation infrastructure and safety considerations. The PRUP has been developed utilizing the Transportation Analysis Technical Report provided as Appendix F-2, which provides detailed qualitative and quantitative information and analyses on the potential impacts to transportation infrastructure from development of the Project. The Transportation Analysis Technical Report considered the full range of potential turbine model and layout options.

The Project is located in southeastern Albany County, Wyoming, and encompasses approximately 26,000 acres of ranchland on private and state lands near Tie Siding, Wyoming (Figure 1). The Project would include 120 wind turbine generators (WTG), each 4.2 megawatts (MW) in size, with a combined maximum nameplate capacity of 504 MW. The Project proposes to interconnect to the existing transmission system of Western Area Power Administration via the Ault-Craig 345-kilovolt transmission line that runs through the Project Area.

For construction planning and site optimization, the Project consists of two separate stages, each approximately 252 MW. These stages are defined as the East stage and the West stage as differentiated by U.S. Highway 287 (U.S. 287). Construction of the Project is expected to begin in 2022, and will require 2 years to fully construct. It is anticipated that the first 252 MW West stage would be completed and fully operational by the end of 2022, and the second East stage operational in 2023.

The Albany County Commercial Wind Energy and Solar Energy Siting Regulations (Regulations; Chapter 5 Section 12) require that all facilities with an aggregate generating capacity greater than 25 kilowatts apply for a Wind Energy Conversion System (WECS) Permit (Albany County 2020). Albany County is currently considering proposed ordinance revisions to the current Regulations, which are anticipated to be formally adopted in March 2021. The information provided in this analysis has been developed to comply with both the existing Regulations and proposed ordinance revisions. This PRUP is intended to meet requirements necessary for approval of the WECS Permit as outlined in Section 12, G.9 (a)(1)-(4) of the Regulations (as proposed). The information and analysis in this PRUP will be used to develop a Road Improvement and Maintenance Agreement between Albany County and ConnectGen prior to the commencement of Project construction.

2 PROJECT ACCESS AND TRANSPORTATION ROUTES

Figure 2 depicts the local public and private roads that will be utilized for Project construction. Primary legal access to the Project is provided via U.S. 287 onto the following county roads: Hermosa Road (County Road [CR] 222), Pumpkin Vine Road (CR 241), Cherokee Park Road (CR 31), Sportsman Lake Road (CR 316), and Boulder Ridge Road (CR 319). Project access is also provided from the private Dale Creek Road (formerly CR 231) as well as an unnamed paved turn-off of U.S. 287. Interstate 80 (I-80) will provide additional access to the north side of the Project Area via Vedauwoo Road (CR 700) and Monument Road (CR 234). In addition to the county roads outlined above, various portions of the Project would also be accessible via smaller private roads within the Project Area.

Figure 3 depicts the Transportation Analysis Area utilized for the Transportation Analysis Technical Report (Appendix F-2), which includes the proposed truck haul routes for delivery of WTG components for the Project. Primary proposed haul routes include I-80 from Cheyenne, Wyoming, west to either the Vedauwoo Exit (Exit 329) or Laramie, Wyoming; I-25 north to Cheyenne; and U.S. 287 north from Fort Collins, Colorado, or south from Laramie. ConnectGen is in the process of identifying material sourcing locations and methods of delivery. It is still undecided whether the Project will make use of rail delivery to Laramie and then truck the components to the Project or whether the components will be trucked all the way from the source to the Project. The final haul routes utilized for the Project will depending on the final methods and sources for delivery.

A summary of each of the Project access and proposed haul routes is provided below. An assessment of road condition was determined for each route using the following publicly available information:

- Wyoming Department of Transportation (WYDOT) Interactive Transportation System Map (WYDOT 2019a)
- WYDOT Long Range Transportation Plan (WYDOT 2010)
- WYDOT Transportation Asset Management Plan (WYDOT 2018)
- Aerial imagery via Google Earth

Pavement conditions are based on WYDOT's pavement serviceability rating (PSR; WYDOT 2018). The PSR combines multiple pavement quality factors to a single metric that is then defined as either poor, fair, good, or excellent. County gravel road condition was based on visual inspection of aerial imagery to identify evidence of rutting, washout, or vegetative growth on the road surface. An in-person visual inspection was not performed as part of this assessment.

2.1 I-80

I-80 is a four-lane divided freeway with a grade-separated interchange and is classified as a principal arterial interstate. I-80 extends east to west through Cheyenne and Laramie and is a major national freight route. It is well maintained and designed for significant heavy vehicle traffic. In the vicinity of the Vedauwoo Exit (Exit 329), the pavement is in excellent condition and is scheduled for rehabilitation in 2022 starting immediately west of the exit (WYDOT 2019a). I-80 is a proposed primary route for delivery of Project components, construction equipment, and materials to the Project site, and it may support some limited construction traffic (Figure 3).

2.2 I-25

I-25 is a four-lane divided freeway with a grade-separated interchange and is classified as a principal arterial interstate. I-25 extends south to north through Cheyenne (where there is an interchange with I-80) and is a major national freight route. It is well maintained and designed for significant heavy vehicle traffic. The I-25/I-80 interchange is proposed for upgrades, including the construction of elevated flyover ramps, bridges, new on- and off-ramps, and realignment work (WYDOT 2020). The schedule for these improvements is still pending. I-25 is a proposed primary route for delivery of Project components, construction equipment, and materials to the Project via its interchange with I-80 in Cheyenne (Figure 3).

2.3 U.S. 287

The segment of U.S. 287 between Fort Collins and Laramie is a four-lane divided highway classified as a principle arterial with at-grade intersections. It is well maintained and has an excellent pavement condition rating with the exception of a 2-mile stretch immediately south of Laramie rated as poor. Pavement maintenance is scheduled in 2021 north of the Project and south of Laramie (WYDOT 2019a). U.S. 287 is a proposed primary route for delivery of Project components, construction equipment, and materials to the Project as well as the primary access route for construction worker and operations and maintenance (O&M) traffic (Figure 3).

2.4 Hermosa Road (CR 222)

Hermosa Road (CR 222) is two-lane gravel road that is approximately 20 to 24 feet wide. It extends northeast from U.S. 287 opposite Tie Siding to Monument Road (CR 234), north of the Project Area, and approximately 1.5 miles south of the I-80-Vedauwoo Exit (Figure 2). There are dedicated turn lanes from U.S. 287 onto Hermosa Road (CR 222) but no acceleration lanes for merging vehicles (Figure 4). This road is used by local residents and is likely rarely maintained, but it appears to be in good condition. There is an at-grade railroad crossing on the road approximately 1 mile east of U.S. 287 that may restrict delivery of Project components. Hermosa Road (CR 222) will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area.

2.5 Dale Creek Road

Dale Creek Road (formerly CR 231) is a private two-lane gravel road that is approximately 18 to 22 feet wide. It extends east from U.S. 287 to Monument Road (CR 234) through the central portion of the eastern half of the Project (Figure 2). There are dedicated turn/deceleration lanes for both directions accessing Dale Creek Road (Figure 4). This road is likely rarely maintained, but it appears to be in fair condition. There is evidence of rutting in several locations as well as some vegetation growth in the center for the road in several locations along its length. Dale Creek Road crosses below the Union Pacific Railroad via a small tunnel approximately 4.6 miles from its intersection with U.S.287, and this tunnel may restrict transportation of large Project components to either the eastern or western portions of the road depending on the access point. Dale Creek Road will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area.

2.6 Pumpkin Vine Road (CR 241)

Pumpkin Vine Road (CR 241) is a two-lane gravel road that is approximately 18 to 22 feet wide. It extends east from U.S 287 to Monument Road (CR 234) through the southern portion of the eastern half of the Project (Figure 2). Its intersection with U.S. 287 is a T intersection with the minor leg headed northeast (Figure 4). There is a dedicated turn lane for southbound (left-turning) vehicles but not for the northbound (right-turning) vehicles. This road is used by local residents and is likely rarely maintained, but it appears to be in good condition. After exiting the intersection on the minor leg, the road makes a tight turn to the south, which may restrict delivery of Project components if it is not modified. Pumpkin Vine Road (CR 241) will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area.

2.7 Cherokee Park Road (CR 31)

Cherokee Park Road (CR 31) is a two-lane gravel road that is approximately 22 to 26 feet wide. It extends southwest from U.S. 287 at Tie Siding approximately 3.2 miles to its intersection with Boulder Ridge Road (CR 319), bisecting the western portion of the Project, then extending south to the Wyoming-Colorado border west of the Project (Figure 2). There are dedicated turn lanes from U.S. 287 onto Cherokee Park Road (CR 31), but no acceleration lanes for merging vehicles (Figure 4). The entrance at U.S. 287 is the primary access to Tie Siding. This road is the most heavily utilized county road in the Project Area and likely well maintained as it appears to be in good condition. Cherokee Park Road (CR 31) will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area.

2.8 Sportsman Lake Road (CR 316)

Sportsman Lake Road (CR 316) is a two-lane gravel road that is approximately 18 to 22 feet wide. It extends west from U.S 287 across the northwestern Project boundary (Figure 2). There are dedicated turn lanes from U.S. 287 onto Sportsman Lake Road (CR 316), but they have no acceleration lanes for merging vehicles (Figure 4). This road is used by local residents and is likely rarely maintained, but it appears to be in fair condition. There is evidence of rutting in several locations along the area that will be used for Project construction. Sportsman Lake Road (CR 316) will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area.

2.9 Unnamed Access Road

This unnamed access road is a paved turn-off of U.S. 287 approximately 1.7 miles south of Tie Siding. This location is proposed for development as a new access road on the west side of U.S. 287 (Figure 2). The turn-off is paved for approximately 100 feet before transitioning to a private two-track road that provides access to a cell tower about 1,900 feet southwest of the intersection. There are currently no turn lanes at this intersection; however, the road pavement is wide enough to allow for striping of the turn lanes (Figure 4). This access road will be utilized for transportation of Project components, construction equipment and materials, construction workers, and O&M activities within the Project Area

2.10 Boulder Ridge Road (CR 319)

Boulder Ridge Road (CR 319) is a two-lane gravel road that is approximately 20 to 24 feet wide. It extends west from its intersection with Cherokee Park Road (CR 31) in the northwestern portion of the Project (Figure 2). This road is used by local residents and is likely rarely maintained, but it appears to be in good condition. Boulder Ridge Road (CR 319) will be utilized for access to the O&M building, which is located just west of the intersection of Boulder Ridge Road (CR 319) and Cherokee Park Road (CR 31; Figure 2).

2.11 Vedauwoo Road (CR 700)

The segment of Vedauwoo Road (CR 700) that would be utilized for the Project is a two-lane paved road that is approximately 30 feet wide. It extends west from its intersection with I-80 at Exit 329 approximately 0.14 mile to its intersection with Monument Road (CR 234), approximately 1.7 miles northeast of the Project (Figure 2). This intersection is a low-traffic volume, grade-separated exit off of I-80 (Figure 4). This intersection is utilized primarily by local residents is well maintained, and appears to be in good condition. Vedauwoo Road (CR 700) will be utilized as a primary haul route access point for transportation of Project components and construction equipment and materials within the Project Area and may support some limited construction worker and O&M traffic.

2.12 Monument Road (CR 234)

Monument Road (CR 234) is a two-lane gravel road that is approximately 24 to 26 feet wide. It extends south from its intersection with Vedauwoo Road (CR 700) along the northeastern boundary of the Project before turning east (Figure 2). Monument Road (CR 234) provides connectivity on the eastern portion of the Project to Hermosa Road (CR 222), Pumpkin Vine Road (CR 241), and Dale Creek Road. This road is also a heavily utilized county road in the Project Area, and it is likely well maintained as it appears to be in good condition. Monument Road (CR 234) will be utilized as a primary route for transportation of Project components and construction equipment and materials within the Project Area and may support some limited construction worker and O&M traffic.

3 TRAFFIC VOLUME

3.1 Existing Traffic Conditions

Traffic on U.S. 287 is relatively low for a Highway and is primarily through traffic in the vicinity of the Project. All the county roads have extremely light use relative to their capacity, and they mainly serve local residents. Non-resident uses along these county roads are likely for recreational purposes, namely hunting. No traffic volume data are available for county roads within Albany County; however, the average daily traffic (ADT) for these roads is assumed to be less than 70 vehicles based on the low density of development within the area.

Table 1 provides a breakdown of estimated baseline traffic volumes along the major interstates/highways potentially impacted by the Project for 2022, when construction is planned to commence on the Project, using Annual Average Daily Traffic (AADT) estimates. Table 2 provides a breakdown of estimated baseline traffic volumes for 2022 at the major intersections of county/private roads with U.S. 287 and I-80 potentially impacted by the Project (Figures 3 and 4). The AADT and Level of Service (LOS) estimates were developed based on the following:

- Wyoming Annual Automatic Traffic Recorder Report Map (WYDOT 2019b)
- Monthly Reports from the WYDOT automatic traffic recorders (WYDOT 2019b)
- Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (TRB 2016)

Tables 1 and 2 also outline the estimated LOS in 2022 for these routes and intersections. It is anticipated that in 2022, at the start of Project construction, all Project roads and intersections will be performing at LOS A (0–10 second delay) or LOS B (10–15 second delay) with excellent functionality, indicating relatively low traffic volumes compared to the capacity of the roadway. More detailed traffic volume information, including LOS methodology, is provided in the Transportation Analysis Technical Report (Appendix F-2).

Table 1: Estimated Existing Road Traffic Conditions Pre-Construction (2022)

Interstate/ Highway	Location Description	% Trucks	AADT (2022)	Number of Lanes	Peak Hour LOS
I-80	East of Laramie	47%	13,918	4	A
I-25	South of Cheyenne	15%	22,682	4	A
U.S. 287	Near Tie Siding	17%	4,676	4	A

Table 2: Estimated Existing Intersection Conditions Pre-Construction (2022)

Intersections	Location Description	% Trucks	AADT (2022)	Number of Lanes	Peak Hour LOS
Intersection 1	U.S. 287, Sportsman Lake Road (CR 316)	15%	4686	2	B
Intersection 2	U.S. 287, Cherokee Park Road (CR 31)/ Hermosa Road (CR 222)	15%	4736	2	B
Intersection 3	U.S. 287, Dale Creek Road	15%	4686	2	A
Intersection 4	U.S. 287, Unnamed Access Road	15%	4676	2	A
Intersection 5	U.S. 287, Pumpkin Vine Road (CR 241)	15%	4686	2	A
Intersection 6	I-80, Vedauwoo Road Exit (Exit 329)	NA[1]	40	2	NA[1]

[1] Vedauwoo Road is a grade-separated intersection at I-80. Project traffic utilizing this intersection will not affect the traffic on I-80.

3.2 Construction and Decommissioning Traffic Conditions

Construction activities are scheduled to begin in early 2022 and the construction of the Project is anticipated to take 20 months, during which time the average monthly workforce is estimated to average 120 workers and peak at 195 workers. It is anticipated that the first 252 MW West stage would be completed and fully operational by the end of 2022, and the second East stage operational in 2023. While worker numbers may vary, decommissioning is anticipated to be approximately the same average number of workers as construction. During peak construction and decommissioning, it is assumed that a peak of approximately 50 heavy vehicles, including but not limited to semi-trucks, component delivery trucks, water trucks, heavy machinery, and concrete trucks arrive per day. These peak values are assumed to represent the largest number of vehicles that would feasibly access the Project Area in a day. It is assumed that tower components will be delivered at a rate of up to 10 towers per week during a 6-day work week, for an average of up to 15 WTG components per day.

Regardless of which delivery method is chosen, it is likely that all haul routes (I-80, I-25, and U.S. 287) will see at least a slight increase in construction and decommissioning traffic from estimated baseline traffic. Impacts to LOS from increased traffic along these routes would result in a drop in LOS by no more than on letter grade (A to B), and therefore would not result in qualitative changes to LOS beyond normal wear and tear.

During construction, impacts to LOS from increased traffic at the Project intersections would result in in a drop in LOS by no more than on letter grade (A to B). During decommissioning at the end of the project life, the LOS at Project intersections would similarly drop by no more than one letter grade (A to B), with the exception of one intersection which is conservatively

estimated to drop by one letter grade from B to C during decommissioning. While LOS C is not representative of ideal traffic conditions, it is considered the lowest acceptable LOS in rural areas (i.e., the lowest level of service that has not become objectionable to motorists). In addition, the LOS of C would only be anticipated during peak commuting hours at the peak of decommissioning, and thus would be temporary in nature. Overall, all intersections are anticipated to support acceptable LOS during peak construction and decommissioning conditions.

Daily traffic volumes along county/private roads being utilized for the Project would increase significantly during the construction and decommissioning period, including some disruptions or delays at their intersections with U.S. 287 and I-80. However, because the major legs of these intersections are continuous flow, the impacts to these roads from the addition of Project traffic would be negligible. Primarily, delays will be experienced by Project workers who have to wait for a gap in the cross-traffic along these major legs to move from the minor leg of the intersection. Complete analysis of the estimated traffic volumes and level of service is provided in the Transportation Analysis Technical Report (Appendix F-2).

During construction, modifications to county and private roads, including grading and addition of gravel aggregate and temporary radii expansions, will be completed as necessary to accommodate construction traffic, including delivery of large Project components such as turbine blades. Road closures would be required during construction and decommissioning of the Project to allow the transport of large Project infrastructure (e.g., turbine components) and to allow haul trucks sole access to the road while delivering Project components. These road closures would be temporary and, depending on their location, could temporarily restrict public access to certain roads.

3.3 Operation and Maintenance Traffic Conditions

Once the Project is operational, traffic levels associated with O&M activities will be low in volume, and the traffic in the area will appear similar to existing conditions. The operation of the Project will require approximately 23 workers on a daily basis who work on different shifts. Occasionally, larger maintenance tasks will involve deliveries and short-term increases in workforce. These O&M activities would have no appreciable effect on the operation of the haul route or Project access roads and intersections.

4 COMPLIANCE AND SAFETY CONSIDERATIONS

The Project would contribute to changes in traffic volumes on roadways; however, the anticipated impact to LOS for highway and interstate routes and Project intersections at county and private roads is minimal. Intersections and roads will operate at good conditions (LOS A or B) during peak construction and decommissioning. The Project would minimize the extent and duration of access restrictions and changes to traffic patterns as well as ensure the safety of Project staff and motorists, through implementation of the transportation Environmental Protection Measures (EPMs) outlined below. Based on the information provided in this PRUP, as well as ConnectGen's ongoing coordination with Albany County Road and Bridge Department, no significant impacts to transportation and access from Project development are anticipated.

4.1 Transportation Environmental Protection Measures

With the exception of the addition of gravel aggregate and grading improvements, no permanent upgrades or changes to existing transportation infrastructure would be required as part of construction, O&M, or decommissioning of the Project. During construction, temporary modifications to county and private roads, such as radii expansions, will be completed to accommodate delivery of large Project components such as turbine blades. The Project would be constructed and operated in compliance with applicable zoning, siting, and environmental regulations, which include implementation of appropriate transportation planning and traffic controls. Project-related travel during construction would be restricted to routes identified in the Project Site Plan. No equipment or vehicles would be parked on roads maintained by Albany County. Prior to the start of construction, a Fugitive Dust Plan would be prepared pursuant to Wyoming Air Quality Standards and Regulations. Unpaved access roads and disturbed areas where construction activities are occurring, including temporary laydown areas, would be treated with water or other surfactants as frequently as necessary to further control fugitive dust. A Transportation and Traffic Management Plan would be developed and implemented in coordination with WYDOT and Albany County to manage turbine component deliveries, traffic, and circulation in and around the Project Area and minimize traffic delays. Deliveries of Project components during construction would be scheduled outside of local traffic volume peak times to the extent feasible, thereby minimizing conflicts between Project and non-Project traffic. Deliveries would be made by professional transportation companies familiar with the type of equipment, loads involved, and U.S. Department of Transportation, WYDOT, and Albany County regulations. Construction deliveries would be coordinated to avoid major traffic-generating events in Laramie, including events held on the University of Wyoming campus, to the extent practicable. The Project would coordinate with local law enforcement to manage traffic flows and monitor traffic speed during deliveries. If temporary closures are necessary to allow haul trucks sole access to the road while delivering Project components, closures are not expected to exceed 15 minutes during each closure event. Temporary road closures would be

implemented with construction cones and/or staffed intersections with a traffic-control flagger. Signage would be placed near construction areas in accordance with the Regulations (Albany County 2020) and in coordination with Albany County Road and Bridge Department and WYDOT to notify travelers and local residents about construction and the timing and routes for oversized vehicle movements and deliveries.

4.2 Regulatory Approvals/Authorizations

The following transportation-related approvals or authorizations will be required for the Project.

4.2.1 State Road Use Agreement

A Road Use Agreement is required by WYDOT prior to the use of state roads by Project traffic and requires applicants to be financially responsible for state road repairs and maintenance as determined by WYDOT.

4.2.2 Access Permit

An Access Permit is required by WYDOT for any widening or building of an approach from land joined to a State highway right-of-way and requires applicants to be responsible for construction, maintenance, and removal (if necessary) of the approach.

4.2.3 Approach License

An Approach License is required by Albany County Road and Bridge Department for building an approach from land joined to a county road right-of-way and requires applicants to be responsible for construction, maintenance, and removal (if necessary) of the approach.

4.2.4 County Road Use Agreement

A Road Improvement and Maintenance Agreement (Agreement) is required by Albany County Road and Bridge Department for use of county roads by the Project and could include requirements for road improvements and/or maintenance as deemed necessary.

ConnectGen anticipates that specific road maintenance requirements will be addressed in the Agreement and commits to working cooperatively with Albany County to determine road access, safety measures, upgrades, and maintenance requirements. Although not currently anticipated, should ConnectGen determine that modifications to a county road are necessary for the Project, they will present the design to the Albany County Road and Bridge Supervisor for review. At the completion of the Project and during decommissioning, ConnectGen will reclaim disturbed areas in accordance with the Decommissioning and Reclamation Plan submitted as part of the County WECS Permit Application.

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Figures

ConnectGEN

Rail Tie Wind Project

Figure 1
Project Layout

Albany County, WY

- Project Area
- Turbine
- Met Tower
- Access Road
- Collection Line
- Crane Path
- Transmission Line
- Project Substation
- Interconnection Substation
- LaydownYards
- O&M Site
- State/County Boundary
- Highways
- Other Roads

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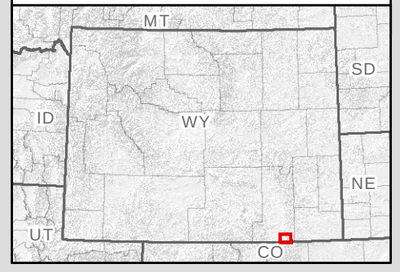
Miles



TETRA TECH

Albany County, Wyoming

Larimer County, Colorado

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ConnectGEN

Rail Tie Wind Project

Figure 2
Public Roads and
Transportation Routes

Albany County, WY

- Project Area
- Turbine
- Met Tower
- Access Road
- Project Substation
- Interconnection Substation
- LaydownYards
- O&M Site
- Transportation Analysis Area
- State/County Boundary
- Highways
- Other Roads
- Railroad
- Intersection

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W Vedauwoo Rd
Intersection #6
Iron Horse Rd
Monument Rd
Klondike Rd
Davis Pkwy
Rams Horn Rd
Stevenson Rd
Hermosa Rd
Intersection #1
Sportsman Lake Rd
Intersection #2
Tie Siding
Intersection #3
Dale Creek Rd
Intersection #4
Union Pacific Railroad
Monument Rd
Intersection #5
Pumpkin Vine Rd
Boulder Ridge Rd
Deer Crossing Rd
Cherokee Park Rd
Weaver Ranch Rd
Albany County, Wyoming
Larimer County, Colorado
316
287
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43f

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ConnectGEN

Rail Tie Wind Project

Figure 3
Transcription Analysis Area

Albany County, WY

Project Area
Transportation Analysis Area
Intersection
State/County Boundary
Highways
Other Roads
Railroad

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TETRA TECH

Union Pacific Railroad
Laramie
Laramie Valley Railroad
The Buttes
W Vedauwoo Road
Intersection #6
Hermosa Rd
Sportsman Lake Rd
Intersection #1
Intersection #2
Intersection #3
Intersection #4
Intersection #5
Dale Creek Rd
Monument Rd
Pumpkin Vine Rd
Cherokee Park Rd
Boulder Ridge Rd
Burlington Northern Railroad
Ranchettes
Warren AFB
South Greeley
Up Railroad
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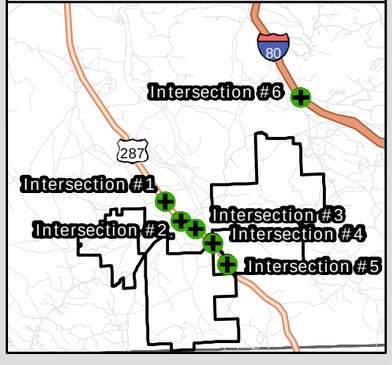
ConnectGEN

Rail Tie Wind Project

Figure 4
Project Intersections

Albany County, WY

NOT FOR CONSTRUCTION



TETRA TECH

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