

To: Wyoming Department of Environmental Quality

Re: Permit application #588ET

There are two serious flaws within the Evans Construction permit application.

First, The Game and Fish sign off letter was written October 11, 2022, immediately preceding the devastating winter of 2023. The pronghorn population lost is estimated to include half the does and all the previous year's fawns.

For eleven years I have watched up to a dozen or so babies born on the upper bench at 68 Dell Creek Road. In June of 2023, there were none. The usual herd of 35-40 was nowhere to be seen. Historically they stayed the summer into fall grazing on the upper bench and especially just below the gravel pit where the hayfield is kept green by 2 year-round spring creeks that originate on the property.

While this epoch die-off was happening, Evans Construction was planning next door a major expansion of its heretofore mostly benign gravel operation to include a crusher, cement, and asphalt installations. Plans are to operate from 6 AM to 7 PM daily.

As an iconic species of the Bondurant Basin, Sublette County and the Rockies, the pronghorn are starting to return this August of 2024 with 25 – 35 animals now reappearing where they have ranged since long before man came here. The migration corridor is being evaluated and is most likely less than a year away from the governor's executive order for designation which will surely change the possibility of this kind of permit. It is impossible to imagine that greedy capitalism will be allowed to derail the comeback of the pronghorn by sneaking under the deadline.

The second flaw in the application is that it is not in compliance with Sublette County's agriculture zoning regulations. Understandably, Wyoming is a right to mine state. The production of sand and gravel is allowed, but asphalt falls into the category of industrial activity which is expressly not permitted in the agriculture classification in the county.

Further, Sublette County in its STIP plans shows no significant roadwork planned for the next 5 years. The obvious market is therefore Teton County where current production is sent. Transportation of asphalt and cement through Hoback canyon is more problematic over a 17 mile stretch of winding road with significant truck traffic going beside the Hoback River to the confluence with the Snake River. Both rivers are important to an interstate waterway and shouldn't be exposed to a possible catastrophic event.

For these reasons, I respectfully submit my objection to the approval of Evans Construction's application to expand its current permit.

Very Truly Yours,



Deborah P. Dawson