



Castaneda, Mariela <mcastaneda@blm.gov>

[FWD: Trucking Pozzolan vs Rail]

areta@kirklandmining.com <areta@kirklandmining.com>

Mon, Jul 24, 2017 at 9:37 AM

To: BLM_AZ PDO_KIRKMPO <blm_az_pdo_kirkmpo@blm.gov>

Cc: David Hawes <rhawes@blm.gov>, Leon Jr <l70thoma@blm.gov>, Mariela Castaneda <mcastaneda@blm.gov>, Ronald Tipton <rtpion@blm.gov>

FYI: I thought this would be helpful for BLM team to see the communication between a gentlemen in Yarnell and KMC consultant Brad Belt.

----- Original Message -----

Subject: Fwd: Trucking Pozzolan vs Rail

From: Brad Belt <bbelt9898@gmail.com>

Date: Sun, July 23, 2017 12:37 pm

To: Areta Zouvas <areta@kirklandmining.com>

FYI, William's response. Obviously some misinformation out there. I'll call you tomorrow to discuss before I respond any further.

Sent from my iPhone

Begin forwarded message:

From: William Crutchfield <sundagger44@gmail.com>

Date: July 21, 2017 at 6:01:52 PM MST

To: Brad Belt <bbelt9898@gmail.com>

Subject: Re: Trucking Pozzolan vs Rail

Hello Brad,

Thank you for your prompt reply. I realize that I have very strong feelings concerning the impact of the trucking issue on Yarnell and possibly my business. Just know that I am very open to thoughtful and civil discussion on this matter and look forward to meeting with you. Perhaps, at some point, we could have a meeting here in Yarnell.

I have been looking for a map of the proposed routes, that I thought I saw and can't find. It had the towns and destination information, also. Do you know of such a map with the towns on the route? I would like to find a copy, if it exists.

I look forward to your input next week,

William

On Jul 21, 2017, at 4:23 PM, Brad Belt <bbelt9898@gmail.com> wrote:

Hello William -

I do remember our conversation at the meeting and want to thank you for taking the time to express your concerns in great detail. I do not have time today to respond to everything but wanted to follow up to let you know I received your email and will respond very soon.

In short, I want to reiterate that those of us involved with the mine have a very clear understanding of the significance of this project to you and many of your neighbors. I promise we do hear you. We intend to evaluate every option for operations and transportation that can yield the least impact on all of our neighbors, and I would never assert that simple economics should or would trump the safety and quality of life of you and your families. At the same time, I hope you can understand that, at this stage of limited information, it is very difficult, and I think perhaps unfair, to expect the mine owners to forever give up their right to access the public highways at any cost without better understanding the costs and benefits to all the stakeholders. The rail option has many merits and it will be a strong focus for our planning, but we need to take the time to fully evaluate it. Contrary to some reports I've heard, we have not made any agreements with Drake Cement or any other potential partner in the development of the business plan. We are not that far along in the process.

As we speak, I am working on a more detailed projection of shipments and load counts that will allow all of us to discuss the potential impacts in a more specific and factual way. We are also working on redeploying the KMC website and other communication tools to be sure we have timely and accurate information available to the public as we get it. I think it is very important that we talk about facts and issues as we work through this obviously emotional issue.

I am not aware of past history with this or other mining projects in the local area, and I admit to not knowing all the personal stories, but I can assure you that I and the others involved in this project care about them. I have gotten to know Areta's family over the last few years and feel strongly that they are good, honorable people who want to be part of the community and develop this resource the right way. They have assembled a team of capable and credible support people to advise them on how to do that moving forward.

Notwithstanding the many benefits of this unique material to the State and the southwest, I understand that you and your neighbors see mostly the negative potential impacts of the mine right now. Most of the concerns I have heard so far are, in general, quite reasonable. If you and your neighbors will give us a chance, William, to have a thoughtful and civil discussion on the issues, I believe we can come up with a solution, and a project, that everyone can be proud of.

As I mentioned, I'll plan to address the more detailed aspects of your comments, to the extent I can, in a follow up email next week. Until then, enjoy your weekend and feel free to forward any other questions.

Thanks again,

-Brad

On Fri, Jul 21, 2017 at 10:29 AM, William Crutchfield <sundagger44@gmail.com> wrote:

Hello Brad,

My name is William Crutchfield. I own the Blue Barn Gallery in Yarnell. We talked at the BLM meeting in Skull Valley. I am writing you, concerning the impact that trucking pozzolan will have on our communities and public highways. Myself and other Yarnell residents and business owners are meeting to discuss the KMC plan to send pozzolan to market by truck. The KMC proposal states that 30 to 80 truckloads of pozzolan a day will go to market through communities from Congress to Paulden. Basically we are opposed to this method of transportation,... See below what we see as the negative impacts. Also below is what we see as a win/win situation for both KMC and the communities that will be impacted by the trucking plan. I know we talked about additional cost to KMC using rail. We all feel that the additional cost to KMC is not an acceptable argument, considering the many negative impacts and cost to our communities and business owners...

I would appreciate you informing me in more detail, what would be required of KMC, to transport by rail. Items such as cost, equipment needed, BNSF requirements and

costs etc. I would appreciate any such information that I can be pass on to people here in Yarnell. This way we all know what KMC would need and hopefully want to do.

I know that for myself, I am firmly opposed to transportation of pozzolan through our town by truck. I know this is the same for many others in our community.

Here's hoping for a win/win solution.

Sincerely,

William Crutchfield

The major negative impacts on the residents of the communities along the truck routes are as follows:

Unsafe conditions and congestion on the highway route, caused by the additional truck traffic:

This will need to be addressed by Yavapai County Public Works and ADOT.

Unsafe levels of hazardous crystalline silica and possibly erionite in the pozzolan dust coming from passing trucks:

This needs to be and should be monitored by the Yavapai County Health Department, the Arizona Department of Health Services and/or.... NIOSH (The National Institute for Occupational Safety and Health) and the CDC (Center for Disease Control)

Negative impact on property values due to the mining, the trucking congestion, the health and safety issues that could make it harder to sell property at present market values.

Some of the local business have already had negative feedback from customers that have learned about the likely trucking congestion and health danger situation.

Negative impact on tourism and local business owners, due to the additional safety issues and traffic congestion caused by the trucking of pozzolan on the truck route:

There are many miles of no passing lanes on the proposed truck route....There will be traffic congestion caused by heavily loaded, slow moving trucks, climbing the uphill grade to Prescott will increase.... There will be traffic congestion on the narrow winding, one lane, 9 mile downgrade to Congress on the Yarnell Hill will increase. There are many very tight curves on the Yarnell Hill downgrade that are posted at 25 MPH....There is now the state memorial to the Granite Mountain Hotshots on the Yarnell Hill downgrade. Heavy truck traffic will negatively impact the small memorial parking area. People are already finding parking on the highway and walking on the very narrow road to the site.

Negative impact from heavily loaded truck traffic on the integrity of the road bed and safety on the two lane highway.

The trucks can carry up to 60 tons per load. There a total lack of any pull out areas for large hauler trucks ascending the grade, between Congress and Prescott. This will most certainly cause further traffic congestion and safety issues.

A possible win/win solution:

KMC has mentioned the future possibility of using the nearby BNSF railroad to haul the pozzolan to markets. The rail is less than a half mile from the mine. The fact that KMC does entertain this possibility should be the actual reality and method of transport for the KMC mine operation, period. The extra cost to KMC of transporting pozzolan by rail, needs to be absorbed by KMC from the start of mine operations. The additional cost of rail transportation to KMC, will certainly be absorbed over the 40 year time frame or much sooner. The additional cost in dollars of rail transportation by KMC, in no way equates to the tremendous impact of trucking on the lives, health and property of the residents, in the communities involved.... KMC needs to set up a rail transport system to deliver pozzolan to the markets and not use trucks to do so. This seems to be a win win situation. A win lose situation would be, either the mining is not allowed and the residents and communities effected win or vice versa. My hope is for a win win. The major concern around this scenario is that the local residents will be living near an operating, open pit mine.

If KMC will not incur the needed expense for rail transportation, I will state in my response to the BLM that they deny KMC the right to mine pozzolan on BLM public land.