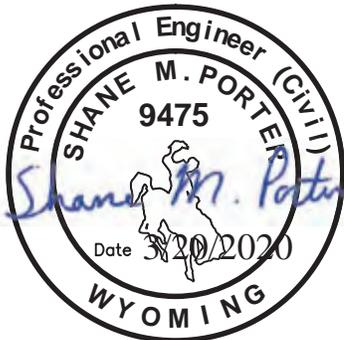


TRAFFIC IMPACT STUDY for

Dinosolar, LLC. Solar Farm Project Natrona County, WY

March 20, 2020

Dinosolar, LLC
P.O. Box 71810
Salt Lake City, Utah 84171



CASPER · CHEYENNE · RAWLINS

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1. INTRODUCTION

Dinosolar LLC is proposing to construct and operate a 240MW Utility Scale Solar System (Solar Farm) located west of Salt Creek Highway and west of the Town of Bar Nunn in unincorporated Natrona County. Exhibit 1 in Appendix A presents the Site Plan and overall layout of the proposed Solar System. The site is located in Sections 1, 12, 13 and 24, Township 34N, Range 80W; and Sections 7, 18 and 19, Township 34N, Range 79W.

During construction, the facility is proposed to be accessed from the South from the U.S. Highway 20/26 Bypass, then heading north on Salt Creek Highway approximately 10,350 feet to Melodi Lane, then west on Melodi Lane approximately 2,830 feet, then North on Andy Road approximately 430 feet, then West across currently undeveloped land approximately 5,280 feet to the south eastern edge of the project.

As a second access option, the facility may be accessed from the South from the U.S. Highway 20/26 Bypass, then heading north on Salt Creek Highway approximately 7,900 feet to what would be a new access approach to the west across private property. From this new approach, a new road would be constructed for approximately 2,100 feet to the west, then 300 feet to the north to Andy Road. Access would then utilize Andy Road for approximately 2,600 feet, then access would head West across currently undeveloped land approximately 5,280 feet to the south eastern edge of the project.

Exhibit 2 in Appendix A presents the proposed access routes to the site as Option 1 and Option 2. Salt Creek Highway is part of the State Highway System operated by the Wyoming Department of Transportation (WYDOT) and is considered a minor arterial. Melodi Lane and Andy Road are public rights of ways within a Natrona County Subdivision; however, neither Melodi Lane nor Andy Road are maintained by the County. Melodi Lane and Andy Road are dirt roadways that are

currently maintained as necessary by the adjoining property owners. A portion of the Andy Road right of way is privately owned and Dinosolar has been in contact with that owner to ensure adequate access width could be achieved.

Traffic impacts will be only realized during the construction phase of the facility. There will be minimal passenger vehicle traffic once the facility is in operation. Construction is anticipated to occur over a period of approximately 12 to 15 months. Traffic during construction of the facility will consist of a significant number of heavy trucks delivering components to the site as well as passenger vehicles carrying construction workers.

The purpose of this Traffic Impact Study is primarily to determine the potential impacts to traffic flows on Salt Creek Highway as a result of the traffic generated during construction of this project and to determine possible improvements that may be required along the access route. Additionally, impacts to Melodi Lane and Andy Road will also be addressed. For this study, only the approach to Melodi Lane was studied for traffic impacts. A new approach as discussed for Option 2 would result in similar traffic impacts and requirements.

2. EXISTING CONDITIONS

2.1. SALT CREEK HIGHWAY

Salt Creek Highway is classified as a minor arterial generally running north and south between the Town of Mills and the Town of Bar Nunn. Multiple approaches have been installed along Salt Creek Highway serving commercial and industrial businesses as well as residential uses. Salt Creek Highway is utilized for business and residential access as well as general commuter traffic by residents of Bar Nunn. Salt Creek Highway is a two-lane asphalt highway with a width of approximately 28-30 feet. Salt Creek Highway has a posted speed limit of 40 mph due to the multiple approaches along its length.

Access to the project is proposed to be at the existing Melodi Lane approach at approximately M.P. 3.39. The approach at Melodi Lane connects to the west side of Salt Creek Highway. There is also an approach on the east side of Salt Creek Highway at this same location. The approach off the east side serves a trucking business.

It appears that when the easterly approach was constructed, a left turn lane was installed for southbound traffic utilizing the approach to the trucking business. The installation of the southbound left turn lane also resulted in widening of Salt Creek Highway to the south of the Melodi Lane to allow for the necessary tapering around the deceleration lane. However, there is currently not enough taper length to allow for a left turn deceleration lane for northbound traffic accessing Melodi Lane.



SALT CREEK HIGHWAY AND MELODI LANE LOOKING SOUTH

2.2. MELODI LANE AND ANDY ROAD

Melodi Lane and Andy Road are public rights of way within Natrona County. The roads are dirt/gravel roadways that see little to no maintenance. Maintenance is not performed by Natrona County. Currently, any maintenance that may occur is conducted by the adjoining property owners. Melodi Lane has a width of approximately 26 to 28 feet. Andy Road consists of a varied width of 30 to 40 feet. Both roadways consist of native dirt with limited gravel topping. Both are currently in fair to poor condition with some potholing. Both lack proper drainage improvements with no side ditches to convey runoff. Runoff appears to be conveyed by the roadways themselves. The vertical alignment of Andy Road is not well established with numerous dips and rises that would not be suitable for heavy truck traffic at this time.

2.3. TRAFFIC VOLUMES

Average Annual Daily Traffic (AADT) volumes were obtained from WYDOT for Salt Creek Highway. The most recent data was from 2018 counts. Current traffic volumes are expected to be similar to the 2018 counts as nothing significant has changed in the area that would result in noticeably higher volumes. The following Table 1 presents Average Annual Daily Traffic (AADT) and AADT of Trucks along the Salt Creek Highway. It is assumed that 50% of the traffic occurs in each direction.

Table 1. Average Annual Traffic Volumes on Salt Creek Highway 2018

	AADT	AADT Trucks	% Trucks	% POSITIVE DIRECTION
2018	5185	214	4.1%	50

In addition to the Average Annual Traffic Volumes available from WYDOT, WLC also performed physical traffic counts and turning movement observations for both an A.M. and P.M. estimated Peak Hour time frame. Counts were performed at the

intersection of Melodi Lane and Salt Creek Highway on February 12, 2020 from 7:30 A.M. to 8:30 A.M. and again from 4:30 P.M. to 5:30 P.M. Tables 2 and 3 below present the results of the physical counts and turning movement observations for the morning and afternoon timeframes, respectively.

As presented in Table 2, the A.M. Peak Hour Traffic on Salt Creek Highway was observed to be 282 Total Vehicles with approximately 5% being heavy trucks. This amounts to approximately 5.4% of the total AADT occurring during the Peak A.M. Hour.

Table 2. 7:30 A.M. to 8:30 A.M. Traffic Counts

Northbound Salt Creek Highway					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
103	5	9	0	6	1
TOTAL 124, % Trucks 4.8					

Southbound Salt Creek Highway					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
137	7	5	0	8	1
TOTAL 158, % Trucks 5.1					

Eastbound Melodi Lane					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
0	0	4	0	8	0
TOTAL 12, % Trucks 0					

Westbound Melodi Lane					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
0	0	1	0	1	0
TOTAL 2, % Trucks 0					

As presented in Table 3, the P.M. Peak Hour Traffic on Salt Creek Highway was observed to be 355 Total Vehicles with approximately 5% being heavy trucks. This

amounts to approximately 6.8% of the total AADT occurring during the Peak P.M. Hour.

Table 3. 4:30 P.M. to 5:30 P.M. Traffic Counts

Northbound Salt Creek Highway					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
156	8	5	0	3	6
TOTAL 178, % Trucks 7.9					

Southbound Salt Creek Highway					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
167	5	1	0	4	0
TOTAL 177, % Trucks 2.8					

Eastbound Melodi Lane					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
0	0	3	0	9	0
TOTAL 12, % Trucks 0					

Westbound Melodi Lane					
Thru		Left		Right	
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
0	0	2	0	3	3
TOTAL 8, % Trucks 37.5					

3. PROPOSED FACILITY

Exhibit 1 in Appendix A presents the proposed site plan for the proposed facility. Traffic to and from the site will utilize Salt Creek Highway from the 20/26 Bypass. Traffic will turn from Salt Creek Highway onto Melodi Lane. Expected traffic generated by this project is presented below.

3.1. TRAFFIC GENERATION

The most significant traffic generated for this project will be during construction. Following construction, traffic will be minimal for operations. Dinosolar LLC has provided the following data for expected traffic generated by this project:

TRUCK TRAFFIC:

- 800 Semi Trucks for module deliveries over an 11-month duration.
 - Equates to 73 Trucks per month or 4 Trucks per day
- 450 Semi Trucks for racking and Foundations over a 3-month duration.
 - Equates to 150 Trucks per month or 8 Trucks per day
- 75 Semi Trucks for inverter deliveries in the middle of the construction duration over a 1-month period.
 - Equates to 3.9 Trucks per day
- 75 Semi Trucks for miscellaneous deliveries over an 11-month duration.
 - Equates to 7 Trucks per month or 0.4 Trucks per day
- Deliveries will occur between 7 A.M. and 2 P.M. to allow for offloading during the second half of the day.

PASSENGER VEHICLE TRAFFIC:

- At Peak Construction, the facility will involve a work force of 210 people. It is assumed that 60% will drive vehicles to the site accounting for carpooling. This results in a 126 Passenger vehicles per day to the site.
 - Assume 60% of the Passenger vehicles arrive to the site during the A.M. Peak Hour and leave during the P.M. Peak Hour.
 - Equates to 76 passenger vehicles during the peak hour.

Based on the above information provided by Dinosolar, LLC, the worst-case scenario for traffic generated by the site would be 12 Trucks per day entering and exiting the site for a total of 24 trucks per day during the beginning stages of construction. Passenger vehicle traffic at 126 vehicles per day entering and exiting the site for a total of 252 vehicles per day. Therefore, the total increase to the AADT along Salt Creek Highway is an additional 276 vehicles per day or an

increase of 5% from 5185 to 5461. Truck AADT is expected to increase approximately 11% from 214 to 238.

It is assumed that 10% of the new truck traffic will occur during the A.M. Peak Hour and 0% during the P.M. Peak Hour. It is also assumed that 60% of the passenger vehicle traffic generated will occur during both the A.M. and P.M. Peak Hours. Of that, it is assumed 100% of the truck traffic and 90% of the passenger vehicle traffic will be coming from the south as some of the workers will likely come from Bar Nunn to the north. The following Table 4 presents existing A.M. peak hour movements combined with projected movements at Salt Creek Highway and Melodi Lane.

Table 4. A.M. Peak Hour Approach Turning Movements During Construction of the Facility.

Northbound Salt Creek Highway							
		Thru		Left		Right	
		Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
Existing		103	5	9	0	6	1
New Generated				68	2		
TOTAL		103	5	77	2	6	1

Southbound Salt Creek Highway							
		Thru		Left		Right	
		Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
Existing		137	7	5	0	8	1
New Generated						8	0
TOTAL		137	7	5	0	16	1

Eastbound Melodi Lane							
		Thru		Left		Right	
		Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
		0	0	4	0	8	0

Westbound Melodi Lane							
		Thru		Left		Right	
		Passenger	Trucks	Passenger	Trucks	Passenger	Trucks
		0	0	1	0	1	0

Table 5 below presents existing P.M. peak hour movements combined with projected movements at Salt Creek Highway and Melodi Lane.

Table 5. P.M. Peak Hour Approach Turning Movements During Construction of the Facility.

Northbound Salt Creek Highway						
Thru		Left		Right		
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks	
156	8	5	0	3	6	

Southbound Salt Creek Highway						
Thru		Left		Right		
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks	
167	5	1	0	4	0	

Eastbound Melodi Lane						
Thru		Left		Right		
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks	
Existing	0	0	3	0	9	0
New Generated			8		68	
TOTAL	0	0	11	0	77	0

Westbound Melodi Lane						
Thru		Left		Right		
Passenger	Trucks	Passenger	Trucks	Passenger	Trucks	
0	0	2	0	3	3	

3.2. LEVEL OF SERVICE

Using HCS2010 Software, Level of Service (LOS) analysis was performed on the intersection of Salt Creek Highway and Melodi Lane for both the A.M. and P.M. Peak Hours with the facility under construction. LOS results are presented in Appendix B of this report. For the LOS calculations, HCS2010 factors in the percentage of Heavy Trucks which are making the turning movements. As shown in Appendix B, A.M. Peak Hour LOS is an A for all legs of the intersection except for Eastbound and Westbound Melodi Lane which is at LOS B. P.M. Peak Hour

LOS is an A for all legs of the intersection except for Westbound Melodi Lane which is at LOS B.

4. AUXILIARY TURN LANES

Normally, there are two reasons for installing auxiliary turn lanes. Safety is the primary reason, and a reduction of delays at an intersection is the second. There is obviously a speed differential between a turning vehicle slowing and possibly stopping in a through lane. As volume increases, the opportunity for a vehicle making a left turn to have a gap in opposing traffic goes down, and it takes longer to clear the intersection.

4.1. LEFT TURN LANE

WYDOT utilizes a modified version of the AASHTO Green Book guidelines as warrants to install a shortened left turn bay. WYDOT uses 50% of AASHTO's advancing volume criteria for left-turn lane warrants on rural two-lane highways.

The following data is required to determine the left turn lane warrants:

- Opposing Volume in vph, V_O – The opposing volume includes only the right-turn and through movements in the opposite direction of the left-turning vehicle.
- Advancing Volume in vph, V_A – The advancing volume includes the right-turn, left-turn, and through movements in the same direction as the left-turning vehicle.
- Operating Speed, mph
- Percentage of left turns in the V_A

Current Volumes with Facility Generated Traffic

To evaluate the warrant for a left-turn lane for northbound traffic at the intersection of Salt Creek Highway and Melodi Lane, A.M. Projected Peak Hour data from Table 4 was used.

A.M. Peak Hour:

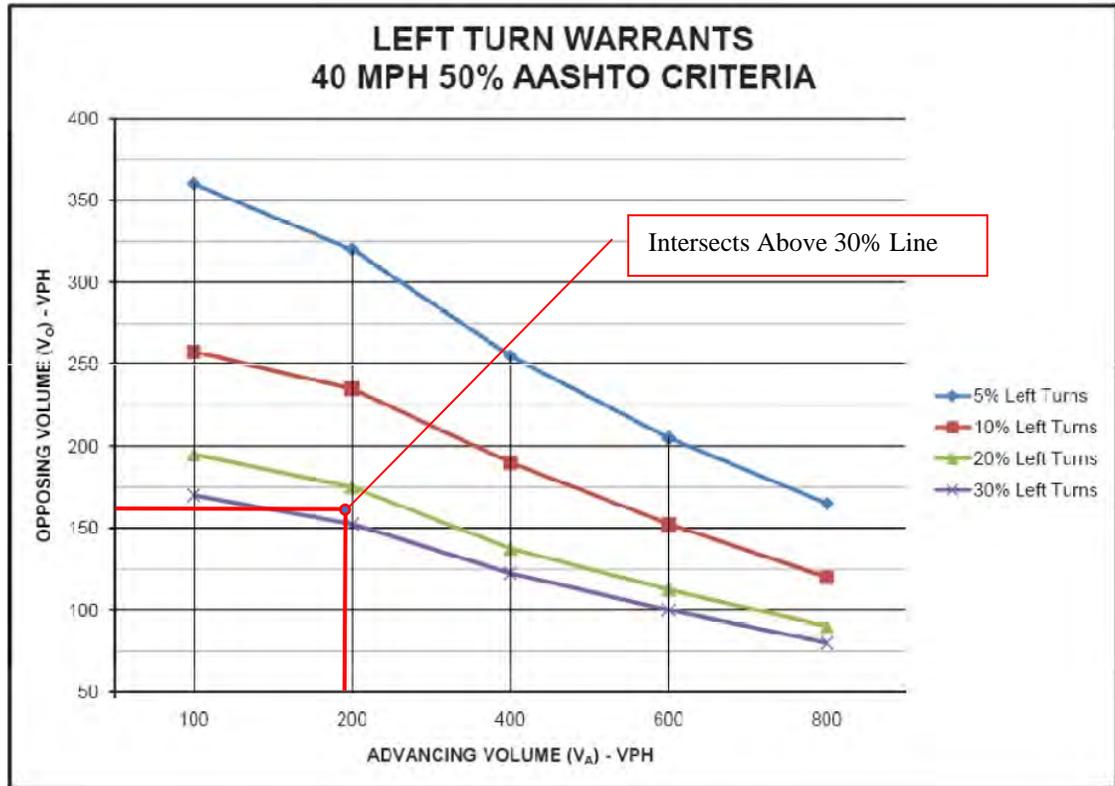
$$V_O = 161 \text{ vph}$$

$$V_A = 194 \text{ vph}$$

$$\text{Percentage of Left Turning vehicles} = 79/194 = 40.7\%, \text{ round up to } 41\%$$

Figure 1 below presents a plot of the above parameters on the WYDOT warrant figure for Left Turn Lanes for speeds of 40 mph. Per the WYDOT Traffic Studies Manual, if the plot of V_O versus V_A intersects above the Percentage of Left Turning Vehicles line, then a left turn lane is warranted. The figure does not have a line for 40% Left Turns, but the plot intersects above the 30% line which would also be above a predicted 40% line.

Figure 1 – Peak A.M. Left Turn Warrants Current Volumes with Facility Traffic



As indicated on Figure 1, the traffic volumes projected during the construction of the facility exceed the warrant for an auxiliary left turn lane.

4.2. RIGHT TURN LANE

As the majority of the traffic generated by the facility will be coming from the south and making a left-hand turn onto Melodi, the need for a right turn lane was not analyzed.

5. ROADWAY CONDITIONS

5.1. SALT CREEK HIGHWAY

The current condition of Salt Creek Highway is considered fair to poor according to WYDOT criteria. Based on our observations, the asphalt surfacing appears to be in reasonably good condition. Very few obvious surface or subsurface failures

or deficiencies are observed along the stretch from the 20-26 Bypass to Melodi Lane. The one main deficiency that was observed is the lack of adequate drainage ditches. Salt Creek Highway is posted at 40 mph and does not appear to be approaching capacity even with the numerous approaches/accesses of the highway.

5.2. MELODI LANE

The current condition of Melodi Lane is fair. The surfacing appears to be native material with no gravel topping. The dirt roadway has potholing occurring and has no discernable drainage features. There is a large sag about halfway down the roadway that appears to collect much of the drainage. Melodi Lane is approximately 26 - 28 feet wide with radii of approximately 20 feet at its connection with Salt Creek Highway.

5.3. ANDY ROAD

The current condition of Andy Road is poor. The surfacing appears to be native material with no gravel topping. The dirt roadway has potholing occurring and has no discernable drainage features. The vertical alignment of the roadway is not uniform with numerous dips and rises along the length of the roadway. Andy Lane is approximately 30 to 40 feet wide. Radii are small at the intersection of Andy Lane and Melodi Lane which would limit truck turning movements.

Below are a series of pitcures of each of the roadways.



MELODI LANE LOOKING WEST



MELODI LANE AT SALT CREEK HWY



MELODI LANE AT ANDY ROAD



ANDY ROAD LOOKING SOUTH FROM JUST NORTH OF MELODI LANE



ANDY ROAD AT MELODI LANE



SALT CREEK HWY AT MELODI LANE (EAST SIDE)

6. RECOMMENDATIONS

Based on the LOS Analysis, little delay is expected at the intersection of Melodi Lane and Salt Creek Highway with the added traffic from the proposed facility. The westbound and eastbound leg of the intersection is expected to function at an LOS B during A.M. Peak hour scenario, which is very good. However, based on the Auxiliary Lane Analysis per the WYDOT Traffic Studies Manual, March 2011, a left turn auxiliary lane is warranted for northbound traffic on Salt Creek Highway turning left onto Melodi Lane.

A northbound left turn lane is recommended to be installed meeting the WYDOT minimum Rural Left Turn Lane Requirements. There is currently a left turn lane for Southbound traffic at this intersection, so no taper improvements north of the intersection are necessary. Much of the required taper to the south of the intersection is also currently in place and will need to be extended further south approximately 175 feet to accommodate a proposed left turn lane. Exhibit 3 in Appendix C presents the recommended left turn lane improvements on Salt Creek Highway. Exhibit 4 in Appendix C presents the WYDOT typical detail for a left turn lane.

Due to the current condition of Melodi Lane and Andy Road and the increase in traffic on these roads due to the construction of the facility, it is recommended that Melodi Lane and Andy Road be modified to a standard 30 foot top width and 6" of base course be installed. The vertical alignments of each should also be established to remove the dips and rises. The base course will better withstand the higher traffic volumes. Frequent maintenance/grading will likely be required on these roads to keep them in a good condition for truck traffic. Additionally, it is recommended that Melodi Lane and Andy Road be treated with magnesium chloride frequently during the construction phase of the project as a dust control measure.

A new access permit will be required by WYDOT for Melodi Lane due to proposed changes of use of the existing access. Access modifications are recommended to accommodate the turning movements of truck traffic. The approach is recommended to be improved with hard surfacing from the edge of asphalt on Salt Creek Highway to the right of way line. The approach should be modified to include 50' radii and a width at the throat of 40 feet. Exhibit 3 in Appendix C presents the recommended improvements to the access at Melodi Lane.

If Option 2 is ultimately selected, a new approach permit will be required by WYDOT meeting the same requirements for radii and width. It is also anticipated that a northbound left turn lane will be required meeting the WYDOT minimum Rural Left Turn Lane Requirements.

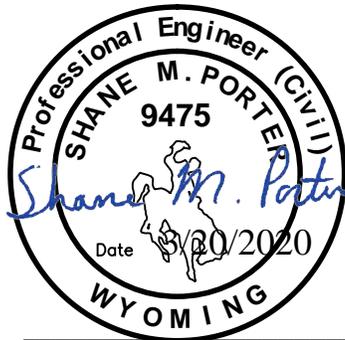
Summary of Recommended Improvements for Option 1:

- Install Left Turn Lane for northbound traffic on Salt Creek Highway:
 - Involves limited widening on Salt Creek Highway south of the intersection with Melodi Lane to accommodate striping for a new left turn lane onto Melodi Lane.
- Improvements to Melodi Lane and Andy Road:
 - Includes grading to provide a 30-foot top width and uniform vertical alignments.
 - Installation of a base course surfacing.
 - Magnesium chloride treatment for dust control.
 - Routine maintenance during the construction activities.
- Improvements to the existing access at Melodi Lane:
 - Installation of hard surfacing (asphalt or concrete pavement) from the edge of asphalt on Salt Creek Highway to the right of way line.

- Construct 50-foot radii and a width of 40 feet at the right of way line to accommodate truck turning movements.
- New access permit from WYDOT.

Summary of Recommended Improvements for Option 2:

- Install Left Turn Lane for northbound traffic on Salt Creek Highway:
 - Involves widening on Salt Creek Highway south and north of the intersection with the new approach.
- Improvements to Andy Road:
 - Includes grading to provide a 30-foot top width and uniform vertical alignments.
 - Installation of a base course surfacing.
 - Magnesium chloride treatment for dust control.
 - Routine maintenance during the construction activities.
- Improvements for new Approach:
 - Installation of hard surfacing (asphalt or concrete pavement) from the edge of asphalt on Salt Creek Highway to the right of way line.
 - Construct 50-foot radii and a width of 40 feet at the right of way line to accommodate truck turning movements.
 - New access permit from WYDOT.

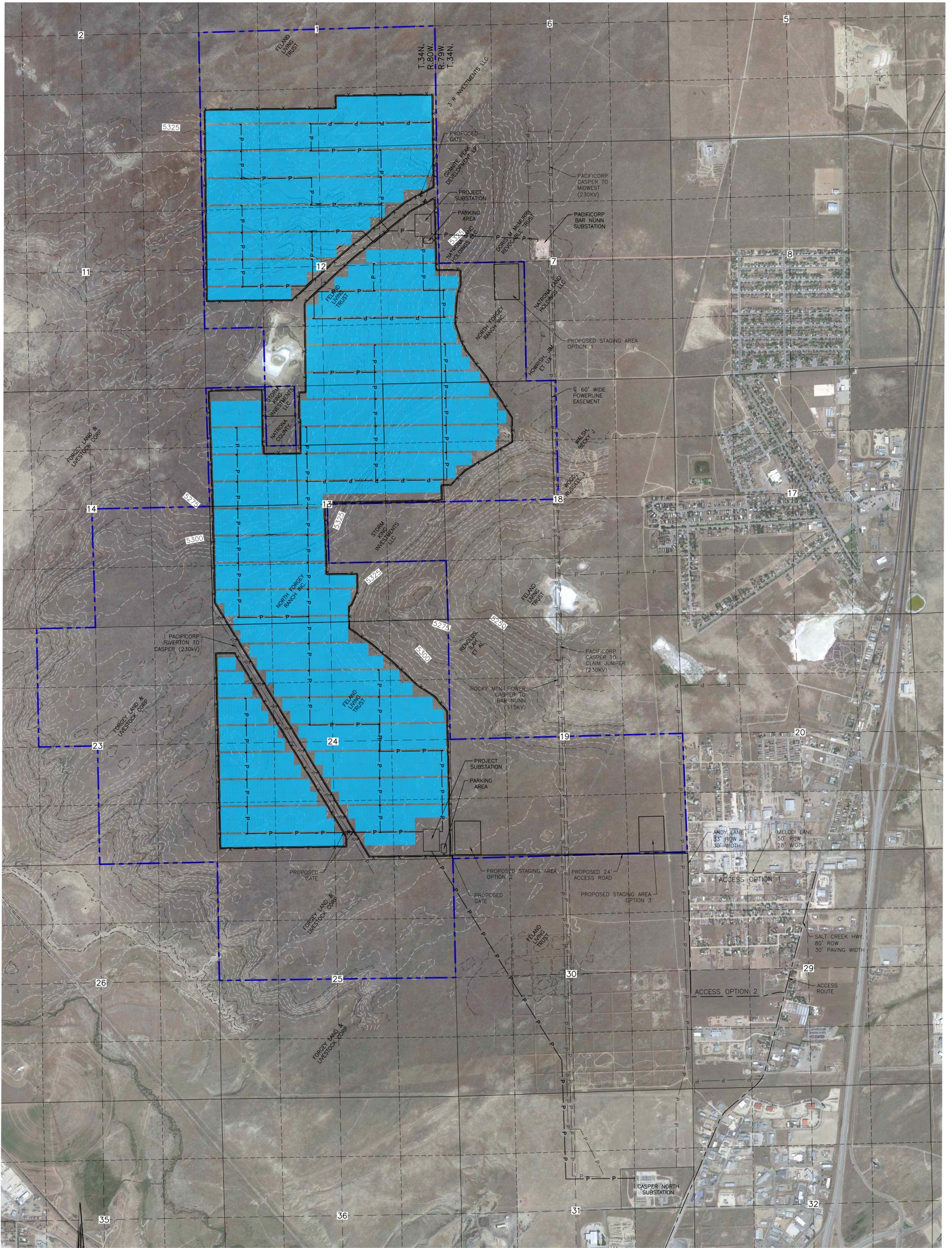


Shane M. Porter, P.E.

APPENDIX A

DINOSOLAR SOLAR FARM

EXHIBITS



NOTE: PRELIMINARY LAYOUT SUBJECT TO REVISIONS FOLLOWING THE COMPLETION OF GEOTECHNICAL ANALYSES AND OTHER SITE-SPECIFIC STUDIES.

1000' 0' 1000' 2000'
 SCALE: 1"=1000'
 BASIS OF BEARING:
 STATE PLANE COORDINATES
 WYOMING EAST CENTRAL ZONE
 NAD 83/86
 US SURVEY FOOT GRID DISTANCE
 CONTOUR INTERVAL = 5'

LEGEND

- PROJECT AREA/LEASED LAND BOUNDARY
- X-X-X- FENCE (6' CHAINLINK WITH 3 STRAND BARB WIRE TOP)
- PROPOSED ACCESS ROAD
- P-P-P- PROPOSED POWER
- P-P-P- EXISTING POWER
- SOLAR PANEL ARRAY

DATE: 3-19-20

SHEET NO.
1 OF 1

DINOSOLAR EXHIBIT 1
SITE PLAN

REVISIONS

Drwg. By: JSG W.O. No.: 16988
 Chk. By: SMP Book No.:
 Acad File: DESIGN_DINOSOLAR

FOR: DINOSOLAR, LLC
 P.O. BOX 71810
 SALT LAKE CITY, UTAH 84171



CORPORATE LIMITS

ACCESS ROUTE OPTION 1

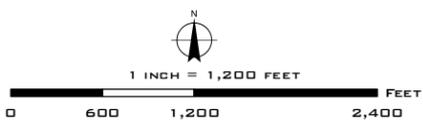
ACCESS ROUTE OPTION 2



**DINOSOLAR
ACCESS ROUTE**

SOURCES: NAIP IMAGERY (2017), DATA (NRGC)
 DATE: 2020.02.17 (REV. 20200320) (BY: SBR)
 PATH: ACCESS_ROUTE_20200217.MXD

THIS DOCUMENT CONTAINS INFORMATION PREPARED BY OTHERS. WLC HAS NOT VERIFIED THE ACCURACY AND/OR COMPLETENESS OF THIS INFORMATION. WLC SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY BE INCURRED AS A RESULT OF INFORMATION PROVIDED BY OTHERS, AND WLC CAN NOT AND DOES NOT WARRANT THEIR ACCURACY. ANY USE OF THIS INFORMATION AGREES TO WAIVE ALL CLAIMS AGAINST WLC ARISING FROM THE SERVICES PERFORMED BY WLC.



APPENDIX B

LOS ANALYSIS

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	Shane Porter				Intersection:	SCH and Melodi Lane		
Agency/Co.:	WLC				Jurisdiction:			
Date Performed:	2/17/2020				Analysis Year:	2020		
Analysis Time Period:	AM Peak Hour				Peak Hour Factor:			
Project Description:								
East/West Street: Melodi Lane					North/South Street: Salt Creek Highway			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		79	108	7		5	144	17
Percent Heavy Vehicles		1	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes	0	1	0		1	1		0
Configuration	LTR				L			TR
Proportion Time Blocked								
Minor Street	Eastbound				Westbound			
Movement	7	8	9		10	11	12	
	L	T	R		L	T	R	
Volume (veh/h)	4	0	8		1	0	1	
Percent Heavy Vehicles	0				0	0	0	
Left-Turn Lane Storage								
Percent Grade (%)	0				0			
Flared Approach			N				N	
Storage			0				0	
Lanes	0	1	0		0	1	0	
Configuration		LTR				LTR		
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L		LTR			LTR	
v (veh/h)	79	5		2			12	
C (m) (veh/h)	1424	1487		658			718	
v/c Ratio	0.06	0.00		0.00			0.02	
95% Queue Length	0.18	0.01		0.01			0.05	
Control Delay (s/veh)	7.7	7.4		10.5			10.1	
Movement LOS	A	A		B			B	
Approach Delay (s/veh)				10.5			10.1	
Approach LOS				B			B	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	Shane Porter				Intersection:	SCH and Melodi Lane		
Agency/Co.:	WLC				Jurisdiction:			
Date Performed:	2/17/2020				Analysis Year:	2020		
Analysis Time Period:	PM Peak Hour				Peak Hour Factor:			
Project Description:								
East/West Street: Melodi Lane					North/South Street: Salt Creek Highway			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		5	164	9		1	172	4
Percent Heavy Vehicles		1	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes		0	1	0		1	1	0
Configuration		LTR				L		TR
Proportion Time Blocked								
Minor Street	Eastbound				Westbound			
Movement	7	8	9		10	11	12	
	L	T	R		L	T	R	
Volume (veh/h)	11	0	77		2	0	6	
Percent Heavy Vehicles	0				0	0	50	
Left-Turn Lane Storage								
Percent Grade (%)	0				0			
Flared Approach				N				N
Storage				0				0
Lanes	0	1	0		0	1	0	
Configuration		LTR				LTR		
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L		LTR			LTR	
v (veh/h)	5	1		8			88	
C (m) (veh/h)	1406	1416		684			826	
v/c Ratio	0.00	0.00		0.01			0.11	
95% Queue Length	0.01	0.00		0.04			0.36	
Control Delay (s/veh)	7.6	7.5		10.3			9.9	
Movement LOS	A	A		B			A	
Approach Delay (s/veh)				10.3			9.9	
Approach LOS				B			A	

APPENDIX C

PROPOSED

IMPROVEMENTS



SALT CREEK HIGHWAY

MELODI LANE

HARD SURFACING AT
MELODI LANE APPROACH
INSTALL 50' RADII

PROPOSED LEFT TURN LANE

EXISTING LEFT TURN LANE

ASPHALT WIDENING
FOR LEFT TURN LANE

Drwg. By: SMP W.O. No.: 16988
 Chk. By: Book No.:
 Acad File: Salt Creek Improvements.dwg

FOR: DINOSOLAR, LLC
 P.O. BOX 71810
 SALT LAKE CITY, UTAH
 84171



WLC
 ENGINEERING · SURVEYING
 200 PRONGHORN, CASPER, WY. 82604
 307 · 266 · 2524 www.wlcwyo.com

REVISIONS

DINOSOLAR, LLC
 IMPROVEMENTS TO SALT CREEK HIGHWAY
 AND
 THE MELODI LANE APPROACH

DATE: 2/20/2020
 SHEET NO. EXHIBIT 3

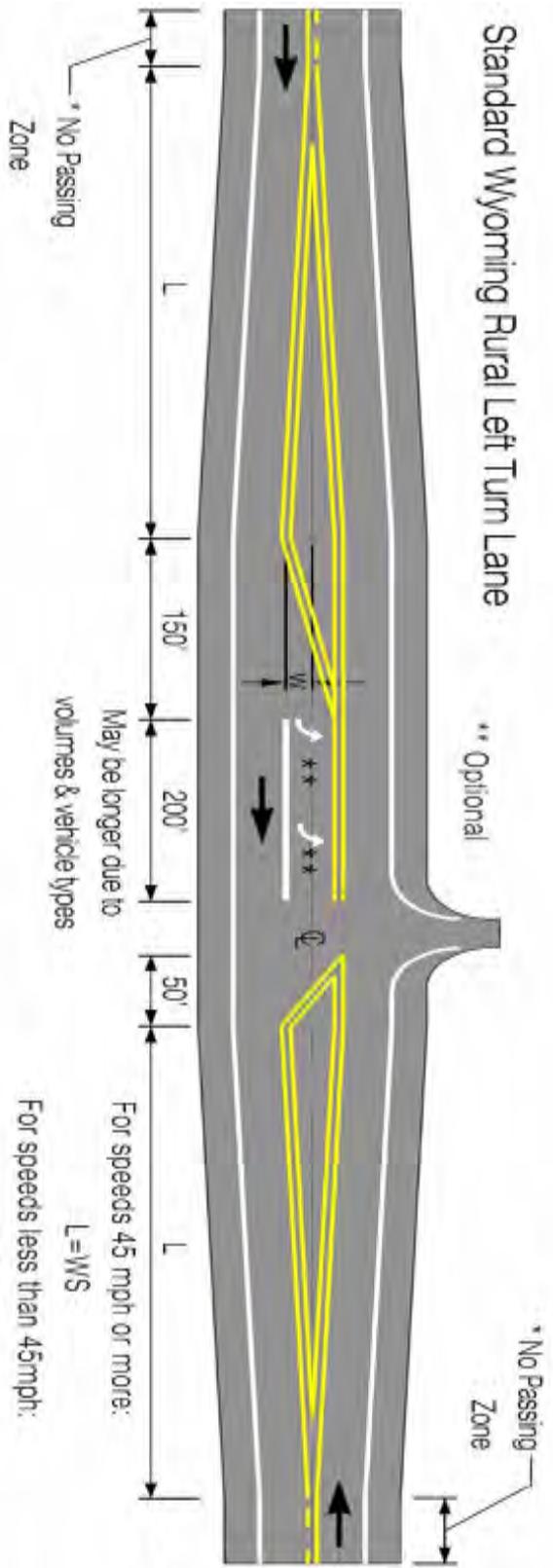


Figure 7

Typical Intersection Channelization

L = Length in feet
 S = Posted, 85th-percentile,
 or statutory speed in mph
 W = offset in feet



CASPER · CHEYENNE · RAWLINS

Appendix J-Mineral Rights

North Forgey Ranch, Inc.
PO Box 1268
Casper, Wyoming 82601

March 5, 2020

Re: Notice to Mineral Rights Holders Regarding the Proposed Dinosolar Project Located in Natrona County, Wyoming

Dear Mr. Forgey,

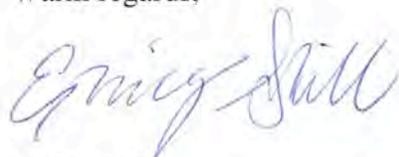
Enyo Renewable Energy is currently working to develop the Dinosolar Project, which is located north of Casper, Wyoming and approximately one mile west of the Town of Bar Nunn. The proposed solar facility will consist of 240 megawatts (MW), all of which will be constructed on private lands in unincorporated Natrona County. The Project is expected to begin commercial operations by the end of 2024.

Dinosolar, LLC seeks to notify all mineral rights holders on the area of the proposed solar project (see location information below) of our intention to submit a conditional use permit application to Natrona County. We have provided a map of the project area and underground wiring on the following pages.

If you have any questions or want more information about the Dinosolar Project please visit our website: <http://dinosolarproject.com/> or contact Emily Skill at emily@enyo-energy.com, (937)238-8120.

The Dinosolar Project will be location in Township (T) 34 North (N), Range (R) 79 West (W), Sections: 7 (lots 3,4 and part of E $\frac{1}{2}$ SW $\frac{1}{4}$), 18 (NW $\frac{1}{4}$), 19 (S $\frac{1}{2}$); T34N R80W, Section: 1 (S $\frac{1}{2}$), 12 (E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$), 13 (W $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$), and 24 (all).

Warm regards,



Emily Skill
Project Developer
Enyo Renewable Energy- Dinosolar, LLC
(937) 238-8120
emily@enyo-energy.com



REPRODUCTION, DISCLOSURE, OR USE WITHOUT SPECIFIC WRITTEN AUTHORIZATION IS STRICTLY FORBIDDEN

PROJECT NUMBER:
WY-2019-XXXX

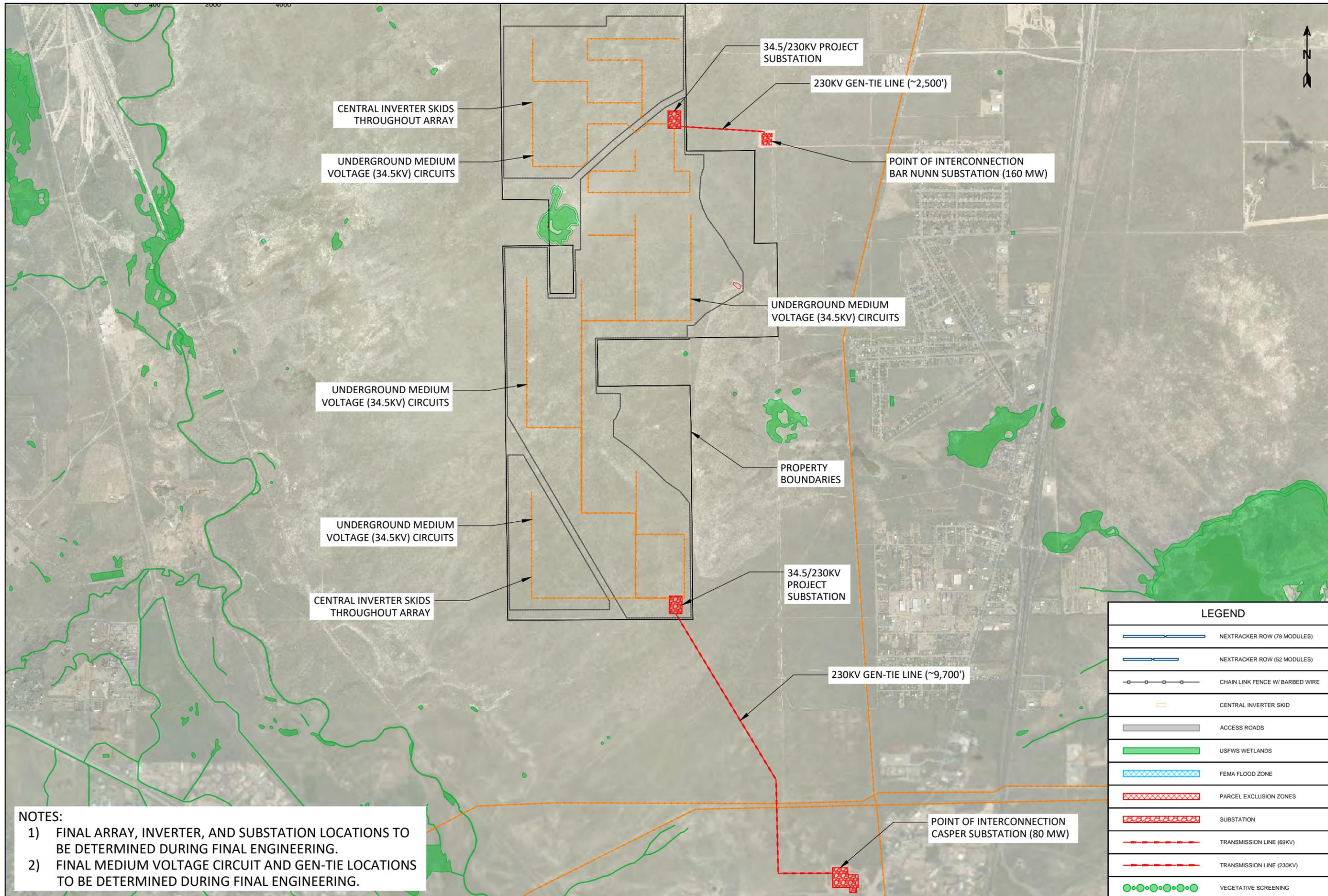
SHEET TITLE:
COLLECTION SYSTEM
NOT FOR CONSTRUCTION

DINOSOLAR
NATRONA COUNTY, WY

#	REVISION	DATE	ID	RE	RE
4	EXPANDED SITE CONTROL TO EAST	1/24/2020			
5	UPDATED FOOTPRINT TO AVOID TOPO/VEGETATION	2/5/2020			
6	UPDATED MODULE DIMENSIONS, INVERTER LOCATIONS, MV CIRCUITS	2/24/2020			

PROJECT DETAILS

LATITUDE	42.928094
LONGITUDE	-106.370163
INTERCON. VOLTAGE	230 KV
LEASED AREA	TBD
FENCED AREA	TBD
FENCE LENGTH	TBD
WIND LOAD	105 MPH ASCE 7-10
SNOW LOAD	15 PSF ASCE 7-10
DC CAPACITY	308,661.6 KW
AC CAPACITY	240,000.0 KW
DC:AC RATIO	1.286
STRUCTURE	NEXTRACKER (78 MODS/ROW)
TRACKER ROWS	9,893
AZIMUTH	180 DEGREES
GCR	30%
MODULE	TRINA MONOFACIAL OR BIFACIAL
MODULE CAPACITY	400W
MODULE QUANTITY	771,654
STRING SIZE	26
INVERTER	POWER ELECTRONICS FS3430MU
INVERTER CAPACITY	3,550 KW
INVERTER QUANTITY	72



NOTES:
 1) FINAL ARRAY, INVERTER, AND SUBSTATION LOCATIONS TO BE DETERMINED DURING FINAL ENGINEERING.
 2) FINAL MEDIUM VOLTAGE CIRCUIT AND GEN-TIE LOCATIONS TO BE DETERMINED DURING FINAL ENGINEERING.

LEGEND	
	NEXTRACKER ROW (78 MODULES)
	NEXTRACKER ROW (52 MODULES)
	CHAIN LINK FENCE W/ BARBED WIRE
	CENTRAL INVERTER SKID
	ACCESS ROADS
	USFWS WETLANDS
	FEMA FLOOD ZONE
	PARCEL EXCLUSION ZONES
	SUBSTATION
	TRANSMISSION LINE (69KV)
	TRANSMISSION LINE (230KV)
	VEGETATIVE SCREENING

7017 0190 0000 1383 6024

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

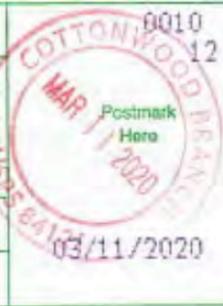
For delivery information, visit our website at www.usps.com™.

CASPER, WY 82601

OFFICIAL USE

Certified Mail Fee	\$3.55
\$	\$2.85
Extra Services & Fees (check box, add fee as appropriate)	\$0.00
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.20
\$	
Total Postage and Fees	\$7.60
\$	



Sent To: North Forgey Ranch
 Street and Apt. No., or PO Box No. 1023 S Wolcott
 City, State, ZIP+4® Casper, WY 82601

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

Attn: Glenna O Feland- Trustee
Feland Living Trust
203 E 20th
Owasso, OK 74055

March 5, 2020

Re: Notice to Mineral Rights Holders Regarding the Proposed Dinosolar Project Located in Natrona County, Wyoming

Dear Mrs. Feland,

Enyo Renewable Energy is currently working to develop the Dinosolar Project, which is located north of Casper, Wyoming and approximately one mile west of the Town of Bar Nunn. The proposed solar facility will consist of 240 megawatts (MW), all of which will be constructed on private lands in unincorporated Natrona County. The Project is expected to begin commercial operations by the end of 2024.

Dinosolar, LLC seeks to notify all mineral rights holders on the area of the proposed solar project (see location information below) of our intention to submit a conditional use permit application to Natrona County. We have provided a map of the project area and underground wiring on the following pages.

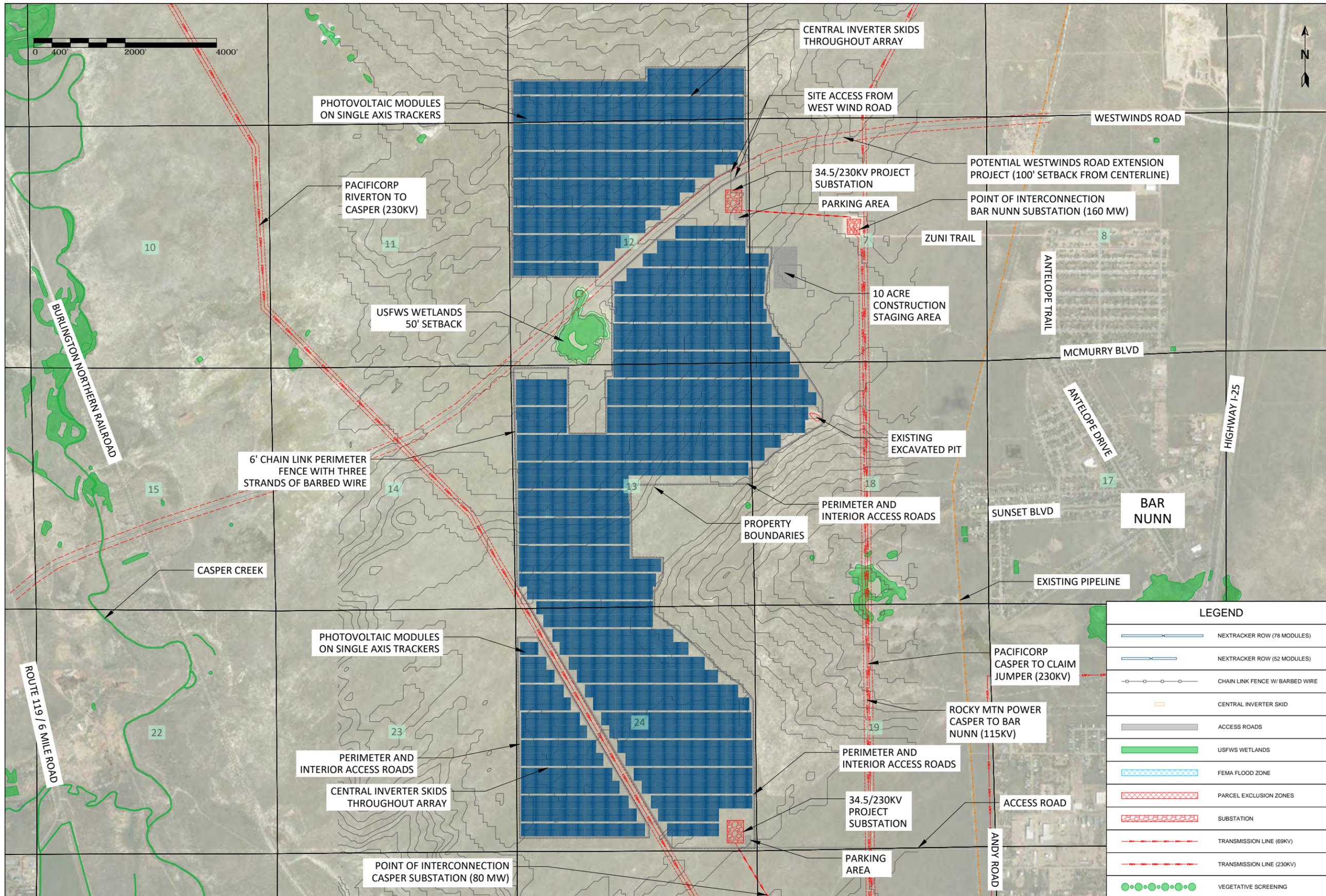
If you have any questions or want more information about the Dinosolar Project please visit our website: <http://dinosolarproject.com/> or contact Emily Skill at emily@enyo-energy.com, (937)238-8120.

The Dinosolar Project will be location in Township (T) 34 North (N), Range (R) 79 West (W), Sections: 7 (lots 3,4 and part of E $\frac{1}{2}$ SW $\frac{1}{4}$), 18 (NW $\frac{1}{4}$), 19 (S $\frac{1}{2}$); T34N R80W, Section: 1 (S $\frac{1}{2}$), 12 (E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$), 13 (W $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$), and 24 (all).

Warm regards,



Emily Skill
Project Developer
Enyo Renewable Energy- Dinosolar, LLC
(937) 238-8120
emily@enyo-energy.com



REPRODUCTION, DISCLOSURE, OR USE WITHOUT SPECIFIC WRITTEN AUTHORIZATION IS STRICTLY FORBIDDEN

PROJECT NUMBER:
WY-2019-XXXX

SHEET TITLE:
SITE PLAN
NOT FOR CONSTRUCTION

#	REVISION	DATE	RE	
			ID	RE
6	UPDATED MODULE DIMENSIONS, INVERTER LOCATIONS, MW CIRCUITS	2/24/2020		
7	ADDED CONSTRUCTION STAGING AREA	3/5/2020		
8	ADDED NATRONA COUNTY SECTION BOUNDARIES	3/10/2020		

DINOSOLAR
NATRONA COUNTY, WY

PROJECT DETAILS

LATITUDE	42.928094
LONGITUDE	-106.370163
INTERCON. VOLTAGE	230 KV
LEASED AREA	TBD
FENCED AREA	TBD
FENCE LENGTH	TBD
WIND LOAD	105 MPH ASCE 7-10
SNOW LOAD	15 PSF ASCE 7-10
DC CAPACITY	308,661.6 KW
AC CAPACITY	240,000.0 KW
DC:AC RATIO	1.286
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GCR	30%
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MODULE CAPACITY	400W
MODULE QUANTITY	771,654
STRING SIZE	26
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INVERTER CAPACITY	3,550 KW
INVERTER QUANTITY	72

LEGEND

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	NEXTRACKER ROW (52 MODULES)
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	ACCESS ROADS
	USFWS WETLANDS
	FEMA FLOOD ZONE
	PARCEL EXCLUSION ZONES
	SUBSTATION
	TRANSMISSION LINE (69KV)
	TRANSMISSION LINE (230KV)
	VEGETATIVE SCREENING



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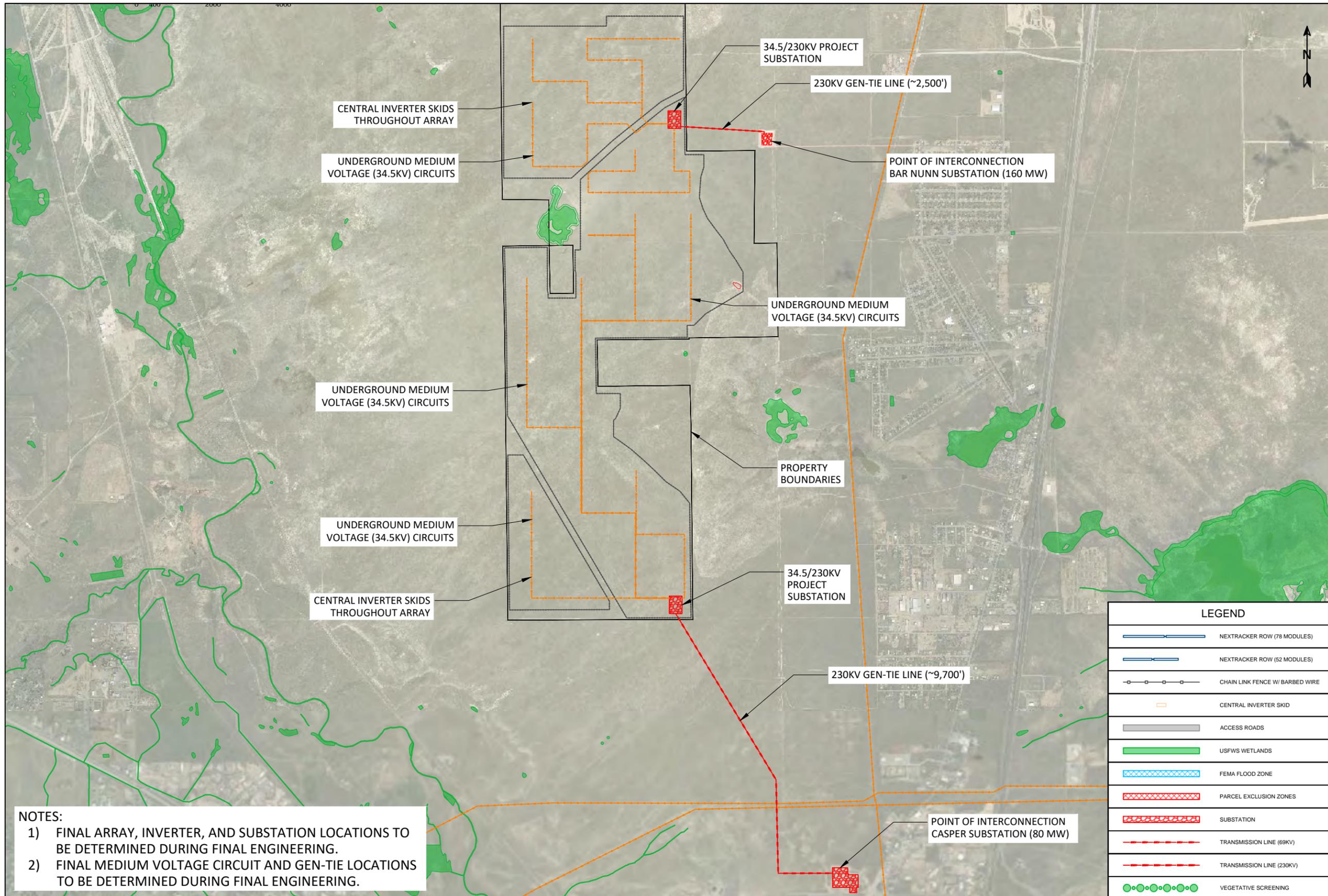
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COLLECTION SYSTEM
NOT FOR CONSTRUCTION

DINOSOLAR
NATRONA COUNTY, WY

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	SUBSTATION
	TRANSMISSION LINE (69KV)
	TRANSMISSION LINE (230KV)
	VEGETATIVE SCREENING

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OWASSO, OK 74055

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Certified Mail Fee	\$3.55
Extra Services & Fees (check box, add fee as applicable)	\$2.85
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage \$1.20

Total Postage and Fees \$7.60



Sent To Felanel Living Trust
 Street and Apt. No., or PO Box No. 203 E 20th
 City, State, ZIP+4® Owasso, OK 74055

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

Attn: Amelia Savage
Minerals and Lands Supervisor
BLM - Casper Field Office
2987 Prospector Drive
Casper, WY 82605

March 5, 2020

Re: Notice to Mineral Rights Holders Regarding the Proposed Dinosolar Project Located in Natrona County, Wyoming

Dear Ms. Savage,

Enyo Renewable Energy is currently working to develop the Dinosolar Project, which is located north of Casper, Wyoming and approximately one mile west of the Town of Bar Nunn. The proposed solar facility will consist of 240 megawatts (MW), all of which will be constructed on private lands in unincorporated Natrona County. The Project is expected to begin commercial operations by the end of 2024.

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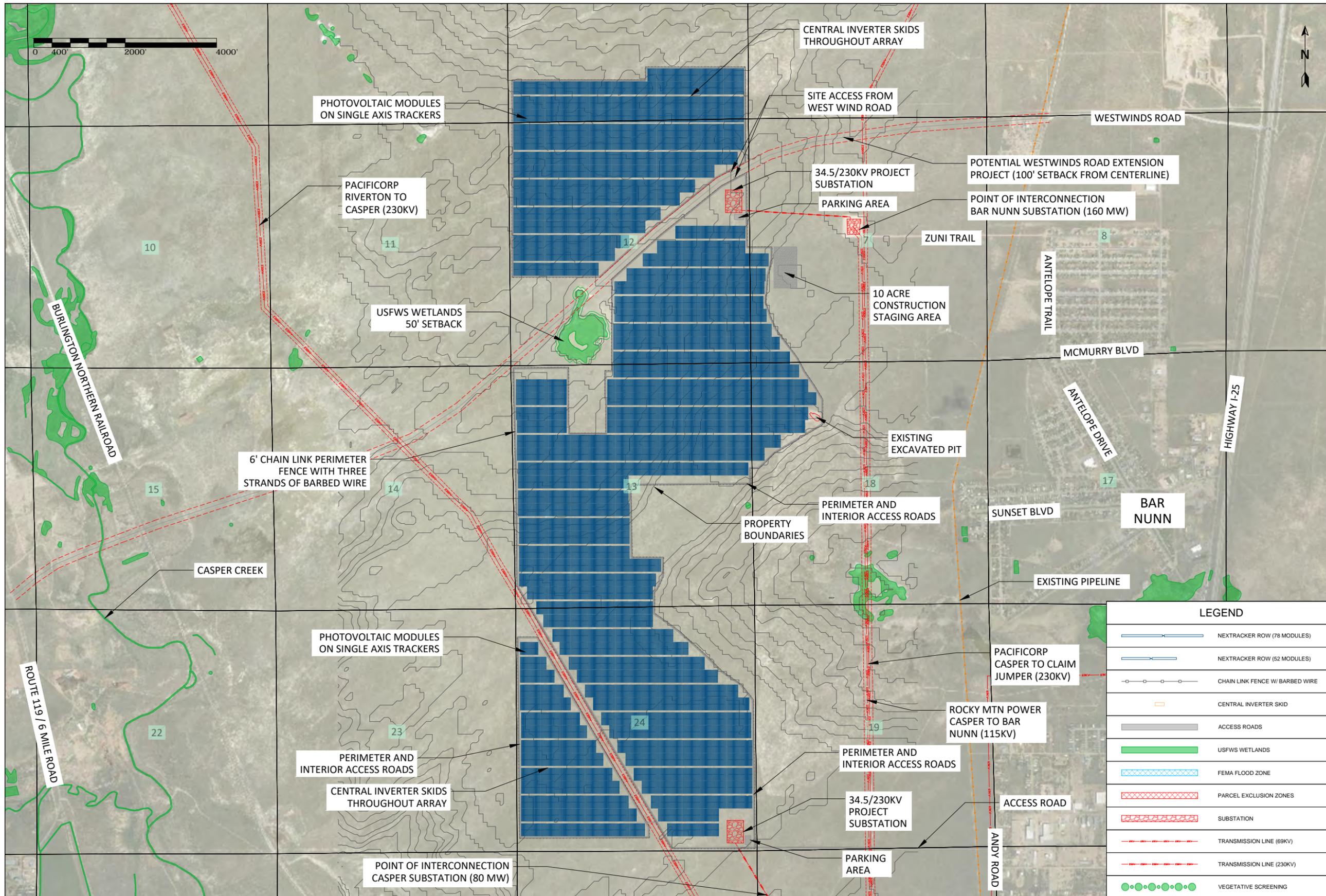
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Warm regards,



Emily Skill
Project Developer
Enyo Renewable Energy- Dinosolar, LLC
(937) 238-8120
emily@enyo-energy.com



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PROJECT NUMBER:
WY-2019-XXXX

SHEET TITLE:
SITE PLAN
NOT FOR CONSTRUCTION

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DINOSOLAR
NATRONA COUNTY, WY

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	PARCEL EXCLUSION ZONES
	SUBSTATION
	TRANSMISSION LINE (69KV)
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	VEGETATIVE SCREENING



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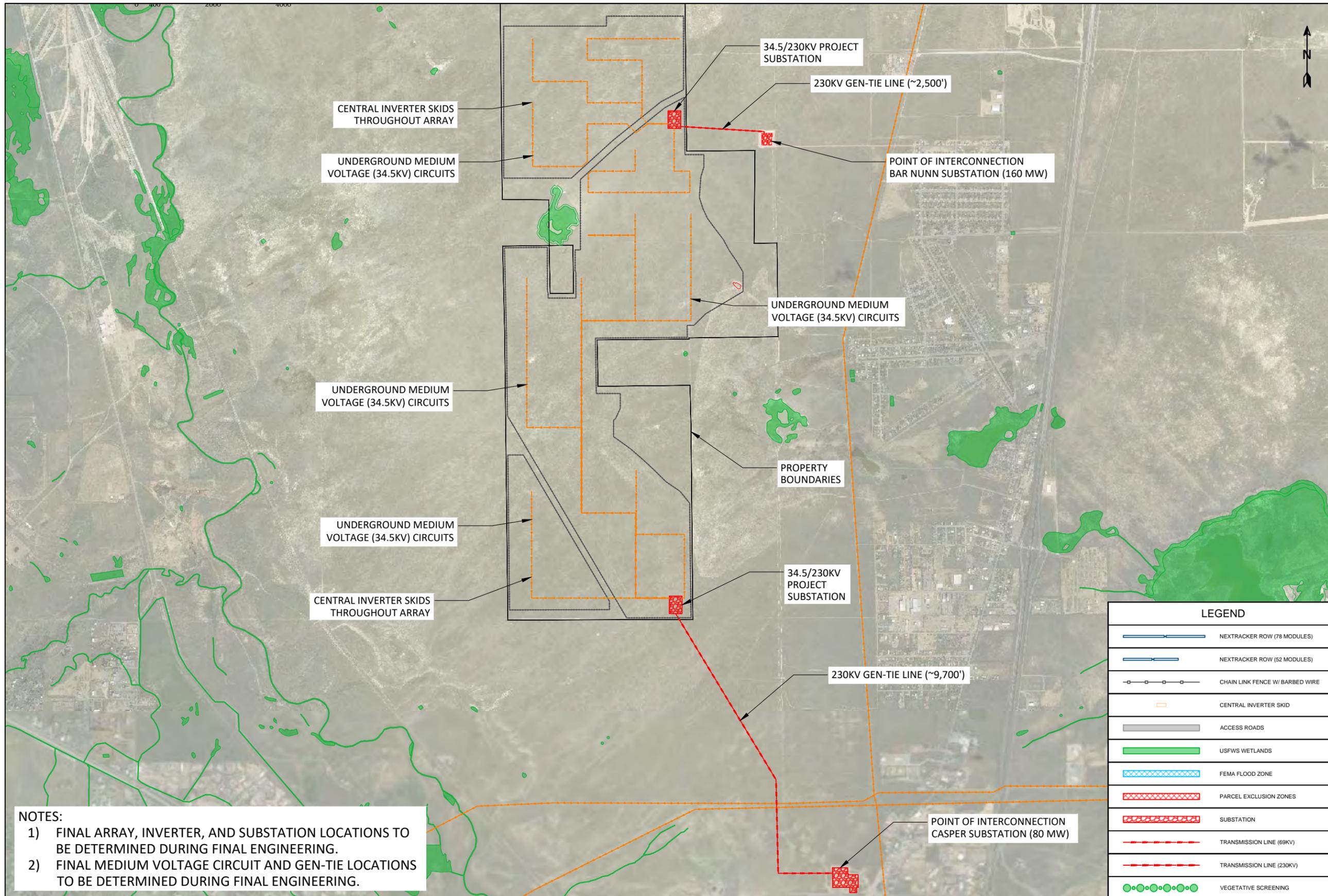
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COLLECTION SYSTEM
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DINOSOLAR
NATRONA COUNTY, WY

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	VEGETATIVE SCREENING

7017 0190 0000 1377 4319

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

CASPER, WY 82604

Certified Mail Fee	\$3.55
\$	\$2.85
Extra Services & Fees (check box, add fee or subtract date)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$10.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage \$1.20

Total Postage and Fees

\$7.60



03/11/2020

Sent To
 Annia Savage - BLM-Casper Field office
 Street and Apt. No., or PO Box No.
 2981 Prospector Drive
 City, State, ZIP+4®
 Casper WY 82604

PS Form 3800, April 2015 PSN 7530-02-000 9047

See Reverse for Instructions

Appendix K – Variance Application



TOWN OF BAR NUNN

4820 N. WARDWELL
INDUSTRIAL AVENUE
BAR NUNN, WY 82601
(307) 237-7269

March 19, 2020

Natrona County
Planning and Zoning Commission
200 North Center Street Room 202
Casper, WY 82601

RE: Letter of Support; Enyo Renewable Energy's Dinosolar Project

Representatives from Enyo Renewable Energy throughout the last several months have met with various officials from the Town of Bar Nunn to work together so that their proposed Dinosolar Project and its location, in proximity to the town, will have a low threshold of visual impact to the residents of Bar Nunn.

Enyo Renewable Energy hosted an Open House on February 25, 2020 at the Bar Nunn Elementary School and provided ample details and maps to educate the public on the project and its location. With the information shared at the Open House the residents seem to be comfortable with the project's location. The topography in the area of the project site will aid in providing low visibility impact and once the project is operational, noise and traffic will be diminishable factors. Furthermore, we understand and are in agreement with the ~0.6 mile setback from Bar Nunn residences and have attached a map showing the distances of the project from nearby residences.

On March 17, 2020, the Governing Body of the Town of Bar Nunn approved this submittal of a letter of support for Enyo Renewable Energy's Dinosolar Project to come before your consideration. We appreciate the cooperative efforts of Enyo Renewable Energy to involve the town and its residents, taking our suggestions and concerns into the development of the project site. Please contact me with any concerns you may have at (307) 237-7269 or via email at: patrickford@townofbarnunn.com

In Regards,

Patrick Ford,
Mayor

Dinosolar Project Proximity

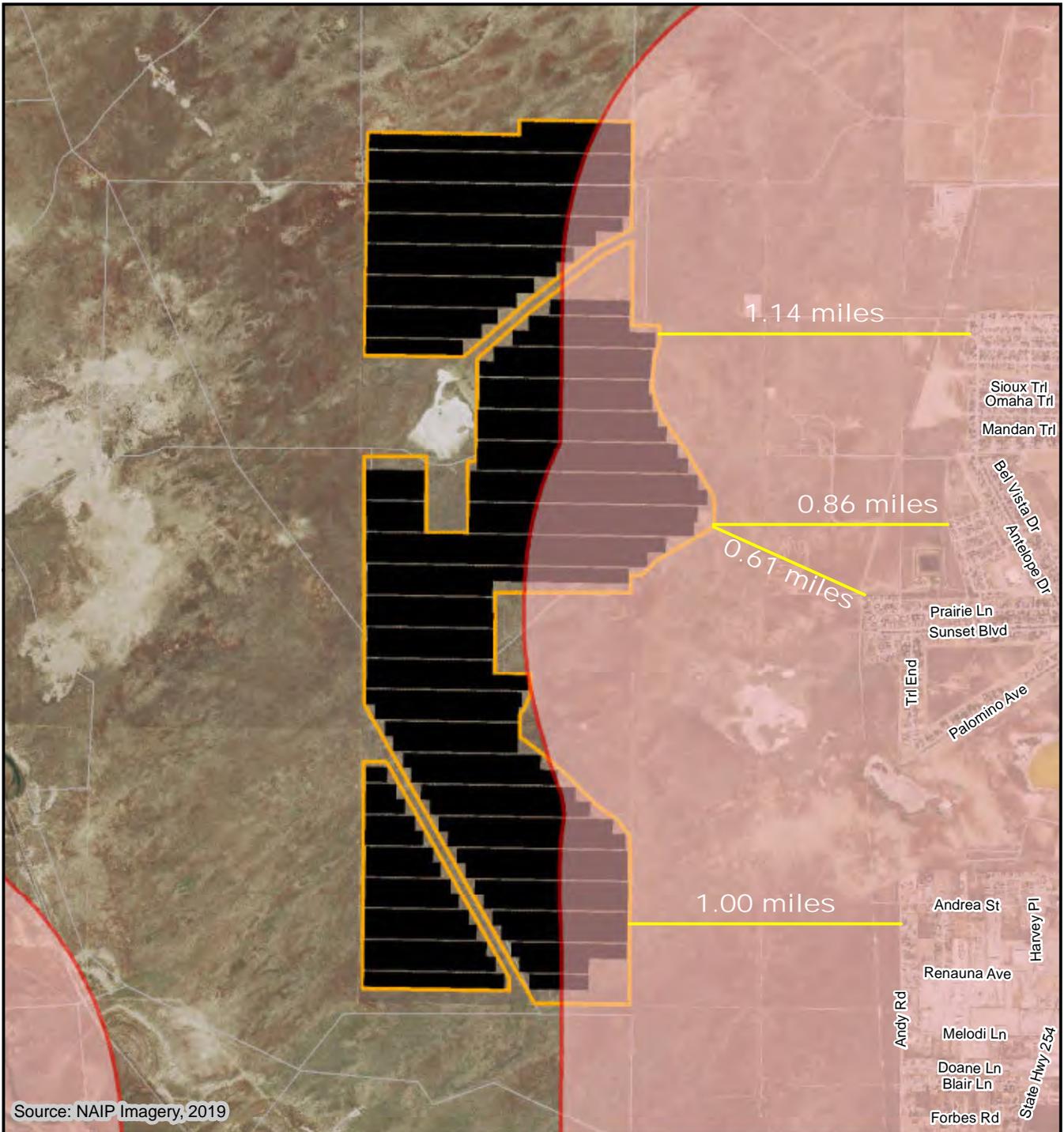
March 17, 2020



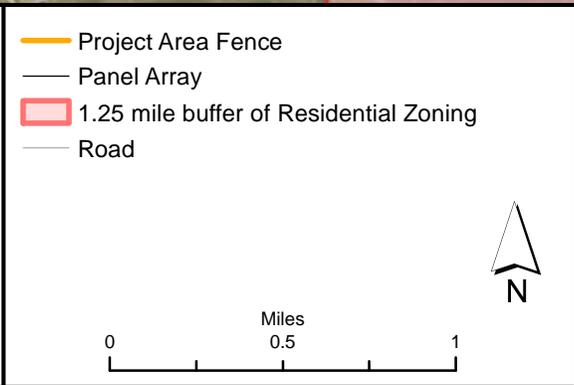
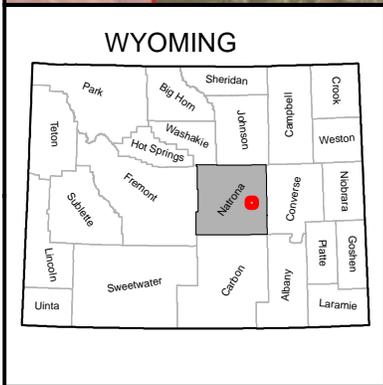
Legend

-  Solar Project Layout
-  Resident Locations
-  Distance from Project to Resident Location





Source: NAIP Imagery, 2019



Dinosolar

Residential Zoning Set Back

VARIANCE APPLICATION

(Please read GENERAL INFORMATION AND APPLICATION INSTRUCTIONS before filling out.)

I (We), the undersigned, do hereby petition the Board of County Commissioners of Natrona County, Wyoming, for a Variance, as provided in Chapter 11, 2000 Natrona Zoning Resolution.

Applicant Name:

Applicant Phone:

Applicant Address:

Owner Name:

Owner Phone:

Owner Address:

Explain why you are requesting this variance and detail the proposed use:

Legal Description and size of property (If within a platted subdivision, give subdivision name, block and lot number. If not within a platted subdivision, give quarter-section, section, township and range).

Current zoning of property:

Type of sewage disposal: Public Septic Holding Tank Other

Source of Water:

This property was purchased from:

The date this property was purchased:

**ZONE VARIANCE
DINOSOLAR SOLAR PROJECT**

1. Completed Application Form. See attached
2. Site Plan. See Site Plan in Appendix A
3. Names and mailing addresses of adjacent property owners.

Name	Mailing Address
FORGEY LAND AND LIVESTOCK	PO BOX 2581 MILLS WY 82644
3 R INVESTMENTS LLC	PO BOX 2488 CASPER WY 82602
STORM KING INVESTMENTS LLC	605 S POPLAR ST CASPER WY 82601
GRANITE PEAK DEVELOPMENT LP	PO BOX 51568 CASPER WY 82605
NATRONA LAND HOLDINGS LLC	1300 VENTURE WAY STE 200 CASPER WY 82609
REYNOLDS, ILAH ET AL	29500 SHERWOOD RD FORT BRAGG CA 95437
HOWRISH, JIM ET UX	4913 VISTA WAY CASPER WY 82601
WALSH, BECKY	2817 PRAIRIE LN BAR NUNN WY 82601
WOOD, RUSSELL J	3720 ARROYO DR CASPER WY 82604
DORIS M MC MURRY REVOCABLE TRUST	PO BOX 50790 CASPER WY 82605

4. Proof of ownership. See Executed Lease Memoranda in Appendix B.
5. Erosion Control Plan. See Drainage, Erosion, Dust Control, Grading and Vegetation Removal Plan in Appendix D
6. Other information or relevant material. See attached map illustrating the statutory 1.25-mile setback from Bar Nunn and Natrona County Residential Zones and distances between the Project fence line and existing residences. See attached letter of support from the Town of Bar Nunn. See Applicant responses to the six Variance Application questions, below.

Questions & Answers

- **What are the exceptional circumstances and conditions applicable to your property such that a literal application of the zoning regulations would cause you “unnecessary hardship?”**

Dinosolar is the first commercial solar project proposed for Natrona County. As such, it presents unique and new opportunities for the County. Natrona County’s emergency solar regulations are closely based upon those of Sweetwater County. Sweetwater County experienced significant difficulties with its first solar developer, who failed to understand, appreciate, and adapt their project to the needs of that community. An immediate consequence of that developer’s poor practices was Sweetwater County drafting their regulations. As a result, the Natrona County regulations are unnecessarily punitive, being among the most restrictive - if not the most restrictive - regulations in the nation.

As written, application of the regulations will render Dinosolar uneconomic, forcing it to be abandoned. This will result in the unnecessary hardship of the loss of the time and resources spent to date in development of the Project, obtaining leases, etc.

In addition however, there is an unnecessary hardship on the people of Natrona County in that the loss of the Project will result in the loss of long-term, reliable economic benefit to the County and its citizens and the loss of the opportunity for economic diversification.

- **Please explain the unique circumstances of your hardship, and how these difficulties are different from your neighbors.**

Dinosolar is unique in that it is a solar power generating facility in a County where there is none. The regulations applicable to setbacks do not apply to any of the Project's neighbors, nor do the regulations apply to any other development in Natrona County. As referenced above, the setback regulations are likely the most restrictive in the United States. For these reasons, relief from the setbacks is appropriate.

The difficulties with the current setbacks are completely different in kind and degree from the Project's neighbors as the utility scale solar system setbacks do not apply to them. Further, permitting this variance will have no negative impact on the neighbors to the Project.

- **Will the variance authorize a use other than those uses specifically listed as permitted or conditional uses in your zoning district?**

No.

- **Will the variance result in a gain in use, service or income to a greater extent than available to other landowners in the vicinity?**

No. There is no competing project of this nature so there is no unequal benefit.

- **Please explain how the variance is necessary to alleviate a proven hardship, rather than merely a convenience.**

As discussed above, Natrona County's setback regulations are among the nation's most restrictive. Failure to obtain this variance will result in the project being abandoned. The hardship to Dinosolar will be the lost resources put into development to date. Of note, Dinosolar was planned and designed before the County's emergency regulations were adopted on January 7, 2020. The emergency regulations have already created a hardship in terms of the necessary redesign and reengineering caused when they were passed.

The hardship mentioned however, goes beyond that to Dinosolar. Failure to obtain this variance will result not only in the loss of this Project but the loss of the associated long-term income and economic diversification in Natrona County. Further, prohibiting this Project will be a forceful and real communication to a burgeoning energy production industry that they are not welcome in Natrona County - pushing this type of development elsewhere.

- **Will the variance impair the use of adjacent property or alter the character of the neighborhood?**

No. The variance will not impair or impact the adjacent property. Granting the variance still leaves the distance between the Project and Bar Nunn residences far enough that there will be no impact. Refer to the attached map depicting the regulatory setback vis-à-vis distances between the proposed Project fence line and existing residences in Bar Nunn.