



Mark Gordon  
Governor

# WYOMING Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



K. Luke Reiner  
Director

To: Tory Thomas, P.E., Interim District Engineer, WYDOT, Rock Springs  
 Peter Stinchcomb, P.E., District Construction Engineer, WYDOT, Rock Springs  
 Robert Hammond, P.E., Resident Engineer, WYDOT, Jackson  
 Meadow Ridley, P.E., Design Squad Leader, WYDOT, Cheyenne  
 Mark Wingate., State Planning Engineer, WYDOT, Cheyenne  
 Jeff Brown, P.E., State Highway Development Engineer, WYDOT, Cheyenne  
 Michael E. Menghini, P.E., State Bridge Engineer, WYDOT, Cheyenne  
 Kevin Lebeda, SRWA, Right of Way Administrator, WYDOT, Cheyenne  
 Doug Jensen, P.E., Contracts and Estimates Engineer, WYDOT, Cheyenne  
 Scott Gamo, PhD., Environmental Services Manager, WYDOT, Cheyenne  
 Pam Fredrick, CIA, Senior Budget Analyst, WYDOT, Cheyenne  
 Jamie Romo, Budget Analyst, WYDOT, Cheyenne  
 Brandi Miller, Budget Specialist, WYDOT, Cheyenne  
 Jeff Sherman, Check Squad, WYDOT, Cheyenne  
 Bob Bonds, Environmental and Design Engineer, FHWA  
 Darin Martens, ASLA, RLA, Forest Service Liaison, Jackson  
 Amanda Losch, Habitat Protection Program Supervisor, WGFD

Date: 6/29/2021

Subject: CE No: 21-14  
 Project No: 2000058, 2000062, WL32301  
 Project Name: Jackson - Wilson - Snake River Bridge Reconstruction  
 County: Teton  
 Type of Work: Structure replacement and intersection improvement

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Attached is the environmental clearance for the above referenced project.


Thank You  
 Casey Johnson  
 Environmental Services  
 777-3997



## CATEGORICAL EXCLUSION

<b>Project Number:</b> 2000058, 2000062, WL32301	<b>CE Number:</b> 21-14	<b>Date:</b> June 29, 2021
<b>Project Name:</b> Jackson - Wilson - Snake River Bridge Reconstruction		
<b>District:</b> 3	<b>County:</b> Teton	
<b>WYDOT CE Type:</b> <input type="checkbox"/> CE2 – WYDOT Approved CE <input checked="" type="checkbox"/> CE3 – FHWA concurred CE *If CE3, provide explanation: The project considered Type 1 as defined by WYDOT’s Noise Analysis and Abatement Policy		<b>CE Action per:</b> <input checked="" type="checkbox"/> 23 CFR 771.117(c)(26) <input type="checkbox"/> 23 CFR 771.117(d)(#)
<b>Preparer:</b> Casey Johnson, Environmental Services		

This document has been prepared pursuant to the National Environmental Policy Act (NEPA), 23 CFR 771.117, FHWA Technical Advisory T6640.8A, and the latest Programmatic Agreement between the Federal Highway Administration (FHWA) Wyoming Division and the Wyoming Department of Transportation (WYDOT) regarding the processing of actions classified as Categorical Exclusions for federal-aid highway projects. Additional resource-specific regulations are noted where applicable. The proposed project will have no significant impact on the quality of the human or natural environment provided stipulations identified during this analysis are met. Supporting documentation is available at WYDOT Environmental Services.

	6/29/2021
Scott Gamo, PhD Environmental Services Manager, WYDOT	Date
<b>Bob Bonds</b> <small>Digitally signed by Bob Bonds Date: 2021.06.29 12:56:02 -06'00'</small>	For
Bryan Cawley, P.E. Wyoming Division Administrator, FHWA	Date

**Attachments:**

- Project Location Map
- WGFD Comment Letter
- SHPO Concurrence Letter
- BLM Scoping Documentation

Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

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- ✓ Other: Public comments, stakeholder comments, public and stakeholder meeting dates, Snake River Fund letter, County Commissioners Conditional Use Permit, Wyoming Pathway comment letter, Local Stakeholder Letter, USFWS list of threatened and endangered species, Traffic Noise Analysis report, Stakeholder Group Charter, Public Meeting Sign In Sheets

### Environmental Commitments Summary:

Environmental commitments for this project are incorporated into WYDOT's *Standard Specifications for Road and Bridge Construction* and Supplemental Specifications.

If any cultural materials are discovered during construction, work in the area should halt immediately, the federal agency and SHPO staff be contacted, and the materials be evaluated by an archaeologist or historian meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 22716, Sept. 1983).

**The following project-specific commitments shall be included in the final construction plans for the project:**

- Wetland mitigation will consist of an expansion of existing wetlands at the adjacent Rendezvous Park in Wilson
- No instream construction is permitted from March 15 - July 31 to avoid spawning impacts.
- Access to Emily Stevens Park will be maintained during construction.
- The intent is to keep the pathways open during construction, unless it becomes unsafe for pathway users.

### Project Location:

Project Location (Road Name): WYO 22 & WYO 390	LRS: ML2000B &ML2001
Reference Marker(s): WY 22 RM 3.03 - RM 4.86, WY 390 RM 0.01 - RM 0.33	
Nearest Town(s): Jackson / Wilson	
Does the project involve federally managed lands?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Identify land management agency and date(s) of other agency scoping, if applicable:

- ✓ \*Bureau of Land Management; list BLM Field Office(s): February 25, 2020 and April 14, 2021
- ✓ \*U.S. Forest Service; list Forest(s) April 19, 2021  
Ranger District(s) Jackson Ranger District
- \*Bureau of Reclamation \_\_\_\_\_
- \*National Park Service \_\_\_\_\_
- \*U.S. Fish and Wildlife Service: \_\_\_\_\_
- \*Wind River Reservation \_\_\_\_\_
- Wyoming Office of State Lands and Investments \_\_\_\_\_
- Wyoming State Parks \_\_\_\_\_
- ✓ Wyoming Game and Fish Department; WER #14169.00
- ✓ Teton County June 2, 2021

### Scope of Work:

Purpose: Replace the existing bridge with a new structure that meets current standards and accommodates future needs of the corridor, and improve adjacent WY22/390 intersection.

Need: To address a bridge that does not meet current design and functional standards, address congestion, and improve safety. The Snake River Bridge is fracture critical, meaning if one structural member fails portions of the bridge would likely collapse. Therefore, the bridge is structurally deficient. The existing narrow bridge and adjacent out of date intersection (WY 22/390) experience heavy traffic volumes that cause substantial congestion, reduced emergency vehicle access, and increased safety concerns. This bridge is the only viable route across the river from Teton Village, Wilson, and Idaho communities to Jackson; it is a critical route for commuters, tourists, locals, and emergency responders.

The project vision and goals are compliant with the Planning and Environmental Linkages Study previously completed (completed January 2014).

There will also be the installation of four wildlife crossings and wildlife fencing to address safety concerns with heavy wildlife movement in the area.

Intersection improvements will include new traffic signals, lighting and other modifications. Portions of the county pathway system will be re-routed to accommodate the new wildlife fencing. A new pathway from Wenzel Lane to Stilson, along with a pedestrian underpass will tie into the existing county pathway system. The county will be acquiring a pathway easement from private land owners for portions of this pathway outside of WYDOT ROW. There will be additional gates and cattle guards added to the pathway for the safety of wildlife and pathway users.



### Additional Project Information:

- The Alpine State Pit is available for a plant site and/or staging.
- The borrow source will be the Snake River. Material for base, subbase, plant mix, and concrete will come from the Bear Paw Pit of the Alpine State Pit. The Alpine State Pit can be used as a topsoil source. A COE permit will be required for removing borrow from the Snake River.
- Staging/plant site may also be possible on the Scott family property, with a portion of Stilson as a potential backup location.
- The Snake River will be used as the water source. A water use permit will be obtained.
- The haul route between plant site(s) and/or staging area(s) and the project may require minor maintenance to address the increased construction traffic impacts. Maintenance will be confined to the road surface and previously disturbed adjacent slopes.

## AFFECTED ENVIRONMENT & IMPACT DETERMINATION

### Cultural Resources:

*Includes archaeological and historic resources protected under the National Historic Preservation Act (NHPA) of 1966, as amended.*

Does the project have potential to cause effects to historic properties?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>If yes, Historic properties are present in the Area of Potential Effect:</b> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The proposed project will have no effect on historic properties.</li> <li><input type="checkbox"/> The proposed project will have no adverse effect on historic properties.</li> <li><input type="checkbox"/> *The proposed project will have an adverse effect on historic properties,</li> <li><input type="checkbox"/> Special sites of concern are present (see below).</li> </ul>	
<input checked="" type="checkbox"/> SHPO/THPO Concurrence	Date of concurrence(s): December 28, 2011; November 3, 2017; March 8, 2021; and May 17, 2021.
WYDOT completed Class III cultural resource inventories of the areas of potential effect. The BLM commented that there are two to three non-eligible cultural sites in the project area. There will be no impact to any cultural sites. The Eastern Shoshone and Northern Arapaho THPOs were contacted to provide comments on the project. No response was received from either THPO after 30 days.	

### Section 4(f):

*Includes significant historic sites, public parks/recreation areas, and wildlife/waterfowl refuges per Section 4(f) of the US Department of Transportation Act of 1966*

Will the proposed project have a Section 4(f) "use"?	<input type="checkbox"/> Yes * <input checked="" type="checkbox"/> No
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A potential staging location (Stilson/Beckley Park) is designated as a park by the county. This park is not developed yet, and is not functioning as a park at this time. WYDOT may use this location as a staging area, if allowed.

A few locations of county pathways are outside the ROW. Impacts to these areas will be limited to minor adjustments around approaches.

A concurrence letter from Teton County, the owner of the park and pathway system, has been obtained.

Access to Emily Stevens park will be maintained during construction.

## Water Resources:

### Waters of the U.S., including Wetlands

*Includes waters and wetlands regulated under Section 404 of the Clean Water Act (CWA)*

Are waters of the U.S. (WUS), including wetlands, present in the project area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will any Wetlands be impacted by the proposed project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will any WUS be impacted by the proposed project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is mitigation required?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is a Section 404 Permit Required? <b>If yes, select permit type:</b> <input type="checkbox"/> Pre-authorized under Section 404 Nationwide Permit #3: Maintenance <input type="checkbox"/> Pre-authorized under Section 404 Nationwide #14: Linear Transportation Projects <input checked="" type="checkbox"/> 404 Nationwide Permit # <u>14</u> required <input type="checkbox"/> *404 Individual Permit is required All conditions of the 404 Permit will be followed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



There will be approximately 0.3 acres of permanent wetland impacts and less than 0.05 acres of permanent impacts to Waters of the US (Snake River). Temporary impacts to the Waters of the US, including wetlands, will occur.

A 404 Nationwide permit will be obtained from the COE Wyoming Division Office, in coordination with Wyoming Department of Environmental Quality and Wyoming Game and Fish.

Wetland impacts will be mitigated via expansion of existing wetlands at the adjacent Rendezvous Park. The mitigation area has also been environmentally cleared under this CE and will be designed in coordination with the Rendezvous Park Board.

Temporary impacts to the Snake River for excavation of aggregate materials will be restored when construction is complete. A 408 permit from the Walla Walla District will be required and must ensure there are no impacts to the levee system due to the project.

Wetland impacts in staging areas will be minimal and temporary, and wetlands will be restored when construction is complete.

**Water Quality**

*Addresses discharge of pollutants or wastes into Waters of the State as regulated under Section 402 of the CWA and the Wyoming Pollutant Discharge Elimination System (WYPDES) Program*

<input checked="" type="checkbox"/> There are Class I waters, per the Wyoming Surface Water Classification, in the project limits or proximity to receive runoff from the project.
<input type="checkbox"/> There are waters in the project limits or proximity that are listed on the <a href="#">Wyoming's 303(d) report</a> as impaired.
There are Class I waters north of the bridge/highway ROW. Minor work is anticipated with minimal impacts north of the bridge/highway ROW. Further coordination with DEQ will occur.

**Floodplains**

*Includes floodplains identified on the National Flood Insurance Program (NFIP) maps produced by the Federal Emergency Management Agency*

Is all or is a portion of the project within a NFIP mapped floodplain?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the project increase the floodplain area or cause negative impacts to the floodplain?	<input type="checkbox"/> Yes* <input checked="" type="checkbox"/> No

**Wild and Scenic Rivers**

*Includes portions of the Snake River Headwaters in Teton, Lincoln, and Fremont Counties that are designated Wild, Scenic, and Recreational under the Wild and Scenic Rivers Act of 1968*

Is a designated Wild and Scenic River (WSR) located within or adjacent to the project?	<input checked="" type="checkbox"/> Yes* <input type="checkbox"/> No
Is the project within ¼ mile of a Wild and Scenic River where Outstandingly Remarkable Views (ORV) need to be addressed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No





The project area is upstream from a section of Wild and Scenic River. USFS determined that the proposed activity will not invade or unreasonably diminish the scenic, recreational, fisheries, or wildlife values of the Wild and Scenic River.

## Biological Resources:

### Wildlife and Habitat

*Addresses compliance with the Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, Governor's Sage-Grouse Executive Order 2019-3, and recommendations from the Wyoming Game and Fish Department (WGFD)*

Are raptor nests located within one mile of the project area?  Determined from: <input type="checkbox"/> Biological Inventory <input checked="" type="checkbox"/> NREX or WISDOM Database <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
Is the project area located in designated big game crucial winter range? <b>If yes, identify species and WGFD-recommended timing restrictions below.</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the project located in designated sage-grouse core area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>If not</b> in core area, are any occupied leks located within 2 miles of the project area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No





There are two documented bald eagle nests near the project area. Both are greater than 0.5 miles from the project area. Based on past site visits, there are osprey nests much closer to the project, including one alongside WYO 390 at the intersection with WYO 22. A raptor nest survey was completed in May 2021. No evidence of eagle or other raptor nest use was seen in or near the project area. If any active raptor nests are found before construction within recommended nest protection buffer distances, WYDOT will evaluate the situation and implement appropriate mitigation measures during construction, if deemed necessary, in order to maintain compliance with the Migratory Bird Treaty Act.

The project is in spring, summer, and fall ranges for bighorn sheep, elk, moose, and mule deer; and also in yearlong/crucial winter range for moose. Borrow extraction and bridge foundation construction are likely to occur during the winter months. WGFD has no concerns about any impact to moose, during the winter months (via phone conversation on June 28, 2021).

No instream work should be completed from March 15 - July 31 to avoid the trout spawning period.

The project area is documented in the WYDOT Planning and Environmental Linkage study as a location for high wildlife crossings, and also identifies locations for wildlife crossings. This project location is also identified in the Teton County Wildlife Crossing Master Plan as their highest priority for wildlife crossings. This project will install four wildlife crossing underpasses. Three under Hwy 22 (one west of WY390, one between WY390 and the Snake River and one on the east bank of the Snake River.)

In a letter dated March 18, 2021, WGFD recommended additional deer escape ramps in a couple locations. They also expressed concerns regarding a steep hillside near Iron Rock Road and the proposed deer fence that may create a dangerous situation for wildlife on the outside of the fence. WYDOT and WGFD will continue to coordinate as this project progresses through the design process. Appropriate design changes will be made, as necessary.

**Threatened and Endangered Species**

*Addresses compliance with the Endangered Species Act*

<p>Is project included in Appendix A of the final Programmatic Biological Assessment for WYDOT's program?</p> <p><input type="checkbox"/> No Effect</p> <p><input checked="" type="checkbox"/> May affect, not likely to adversely affect, species: yellow-billed cuckoo</p> <p><input type="checkbox"/> *May affect, is likely to adversely affect, species</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>Could federally-listed threatened, endangered, or proposed species occur at or near the project area and/or is critical habitat or proposed critical habitat present within or adjacent to the project area?</p> <p><b>If yes, indicate species and/or critical habitat below:</b></p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>



<p>Does the project involve lands administered by federal agencies with agency-listed sensitive species?  <b>If yes, describe below:</b></p>	<p><input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>The ESA-listed species list (attached) generated by the IPaC database indicates that Canada lynx, grizzly bear, North American wolverine, yellow-billed cuckoo, and whitebark pine may occur in the project area. There is a lack of suitable habitat in the project area for all of the species with the exception of the yellow-billed cuckoo. Canada lynx and grizzly bears could occasionally occur in the project area while passing through on their way to other areas with suitable habitat, but they are not expected to frequent the area. Wyoming Natural Diversity Database (WYNDD) lists a few yellow-billed cuckoo observations in the township that the project area is located in. Due to scope of work, this project has a not likely to adversely affect determination for the yellow-billed cuckoo. This project will have no effect on all other listed species.</p>	

**Soil and Vegetation**

<p>The project will have the following impacts to topsoil and/or existing vegetation:</p> <ul style="list-style-type: none"> <li>✓ Temporary and/or minimal soil disturbance will occur.</li> <li>✓ Topsoil will be salvaged.</li> <li>✓ Disturbed areas will be re-vegetated with commercially-available species.</li> <li>✓ Seed mix may include wildflowers and native species per WYDOT Operating Policy 20-1 to assist in promoting the health of honey bees and other pollinators.</li> </ul>
<p>Seeding will be done on all disturbed areas.</p>

**Air Quality:**

*Air quality is regulated under the Clean Air Act. The Upper Green River Basin Area is the only nonattainment area (for Ozone-8Hr) in Wyoming.*

<p>Is the project located in the Upper Green River Basin Region Ozone nonattainment area?</p>	<p><input type="checkbox"/> Yes  <input checked="" type="checkbox"/> No</p>
<p>Will the project have long term negative effects on air quality.</p>	<p><input type="checkbox"/> Yes  <input checked="" type="checkbox"/> No</p>

**Noise Analysis:**

*Addresses compliance with WYDOT's Noise Analysis and Abatement Policy dated July 13, 2011*

<p>Is the project considered Type 1 as defined by WYDOT's Noise Analysis and Abatement Policy?</p>	<p><input checked="" type="checkbox"/> Yes*  <input type="checkbox"/> No</p>
<p>Is the project likely to have a long term increase in noise to sensitive noise receptors (e.g., church, school, residence, campground) near the project area?</p>	<p><input type="checkbox"/> Yes  <input checked="" type="checkbox"/> No</p>



A noise analysis was conducted. No sensitive receptors are projected to have noise levels approaching or exceeding the Noise Abatement Criteria. Noise levels at sensitive receptors are expected to increase less than 15 dBA over existing conditions. Noise abatement measures are not needed for this project, and were not evaluated.

**Transportation:**

Would the project have long term negative impacts to pedestrian and/or bicycle use?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Would the project have a long term negative impact on public transportation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are the following conditions met regarding traffic Disruptions? <ul style="list-style-type: none"> <li>● Provisions are made for access by local traffic and are posted;</li> <li>● Through-traffic dependent businesses will not be adversely affected;</li> <li>● Detour or ramp closure, to the extent possible, will not interfere with local events;</li> <li>● Temporary road, detour or ramp closure will not substantially change the environmental consequences;</li> <li>● No substantial controversy is associated with the temporary access, detour or ramp closure.</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No*
The existing Teton County pathway system will have temporary impacts during construction near the northern Stilson approach and near the approach to Emily Stevens park. Other temporary minor impacts may be encountered during construction along the pathway in the WYDOT ROW.  Once complete the pathway system will be improved with a new section of pathway from Wenzel Lane to Stilson with a new pedestrian underpass under Hwy 22.  The access to the southern levi on the west end of the Snake River Bridge will be enhanced over what is currently there to better accommodate pedestrians.  WYDOT, Teton County and both wildlife and pathway NGOs have worked together to accommodate pathway and wildlife fence crossings. These crossings will introduce a new feature to the pathway. WYDOT has provided two potential crossing options at these locations and Teton County may seek to improve these crossings at a later date.	

**Social Resources and Right-Of-Way:**

*Acquisitions and relocations will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (URA) and Executive Order 12898 regarding environmental justice*

Will the project require permanent right-of-way acquisition?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Does the project require displacement of owners or tenants from residences, commercial, non-profit or farms?	<input type="checkbox"/> Yes* <input checked="" type="checkbox"/> No
Would the project cause disproportionately high and adverse effects on minority and/or low income populations?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the project require a land use (special use) permit from a federal Agency?	<input type="checkbox"/> Yes* <input checked="" type="checkbox"/> No
Will the project require temporary construction/access agreements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>A right-of-way acquisition will be required to re-align the levee access road on the southwest end of the bridge. Other minor acquisitions will be needed along the project for items like wildlife jump outs, cattle guards, and minor access road improvements. .</p> <p>Teton County will also acquire an easement for their new pathway from Wenzel lane to Stilson.</p>	

### Visual Resources:

*Includes determination of project impacts to visual resources, such as the landscape's foreground and background*

Is all or part of the project a designated scenic byway?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is all or part of the project within land administered by a National Forest or the Bureau of Land Management where scenic integrity objectives or visual resource management apply?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the project have any long term major visual impacts?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

### Hazardous Materials and Contamination:

*Includes hazardous materials and contamination located within or adjacent to the proposed project area*

Is any known contamination or hazardous material present within or adjacent to the project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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**Additional Resources Considered:**

WYDOT created a stakeholder group with wildlife and transit sub-groups. Approximately 16 stakeholder meetings have been held. Two public meetings were held, and numerous comments were sent regarding this project. WYDOT worked closely with Teton County, Wyoming, Wyoming Game and Fish Department, and several non-profit organizations throughout project design. Stakeholder and public involvement information is attached in the appendix.

Other resource issues that apply to the project that are not addressed in the previous sections:

- Paleontological resources
- \*Prime and Unique Farmland
- \*[Properties](#) protected by Section 6(f) of the Land and Water Conservation Act
- Other





2000058

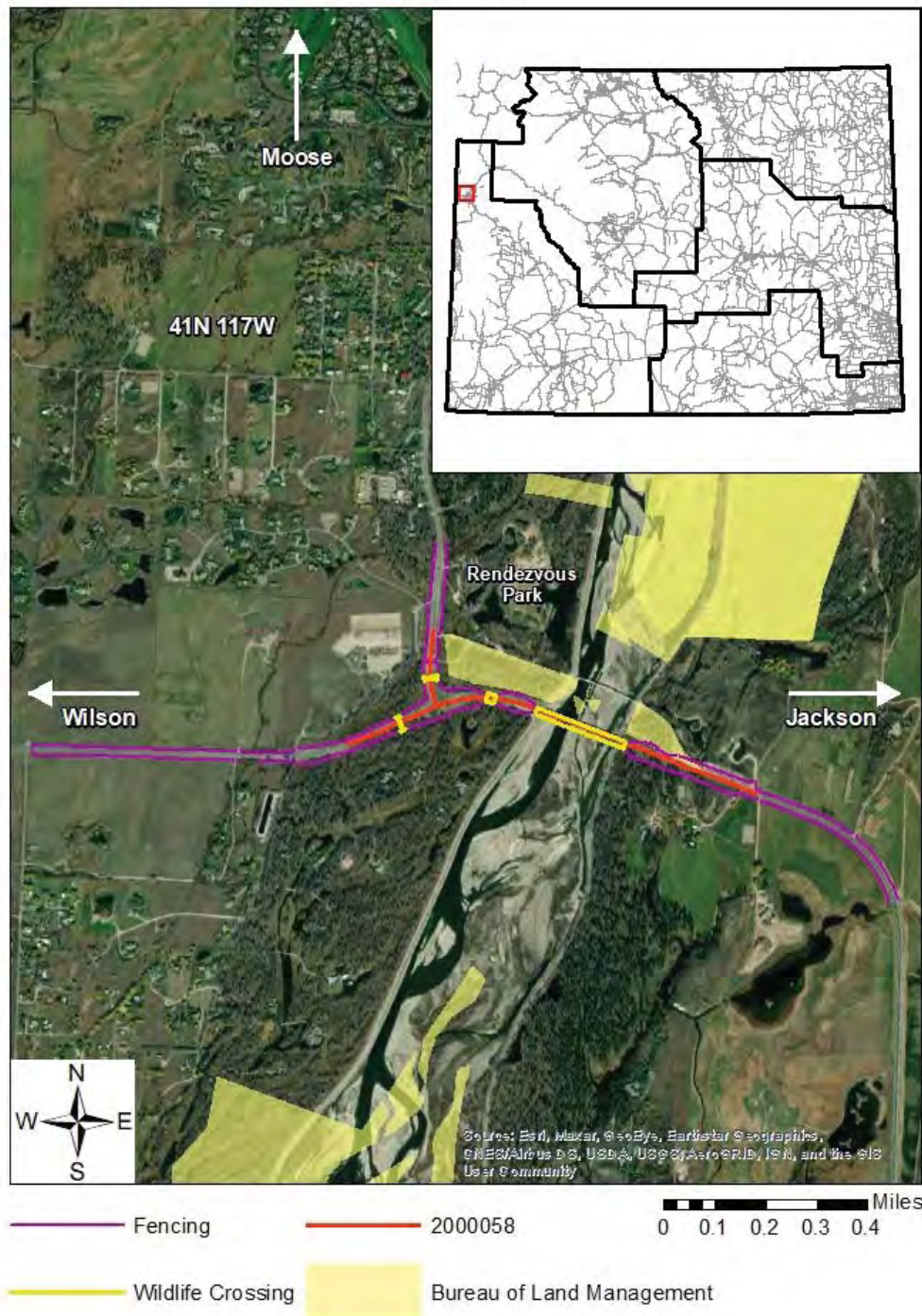


Figure 1 - Site Location Map

Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

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## Agency letters





## WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006

Phone: (307) 777-4600 Fax: (307) 777-4699

wgfd.wyo.gov

GOVERNOR  
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DIRECTOR  
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MIKE SCHMID

October 31, 2018

WER 14169.00  
Wyoming Department of Transportation (WYDOT)  
Preliminary Plans  
Project No. 2000058  
Jackson to Wilson Road - Snake River Bridge  
Teton County

Jeffrey Brown, P.E.  
Highway Development Engineer  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009

Dear Mr. Brown,

The staff of the Wyoming Game and Fish Department (Department) has reviewed the proposed Preliminary Plans for Project No. 2000058 - Jackson to Wilson Road- Snake River Bridge located in Teton County. We offer the following comments for your consideration.

### **Terrestrial Considerations:**

The Department's Jackson Region personnel have been working closely with WYDOT, Teton County officials, and local NGOs to evaluate and determine the most effective wildlife crossing measures to include as part of this project. These discussions are ongoing, and we appreciate the coordination efforts of Keith Compton, Ted Wells, Bob Hammond, and Scott Gamo. We specifically appreciate funding WYDOT has provided to radio collar moose in the project area to gather a more detailed picture of current moose movements with respect to transportation issues and ultimately develop better mitigation measures. We look forward to continued coordination with WYDOT as this project moves forward, including participation in any local stakeholder group that is formed to address this extremely complicated effort to facilitate traffic flow, minimize wildlife mortality, preserve wildlife movement, and enhance the safety of motorists.

### **Aquatic Considerations:**

Since the Department's Jackson Region Fish Division personnel have been working with WYDOT, and if this project follows the State's measures to prevent the spread of aquatic invasive species, we have no aquatic concerns pertaining to this project.



Jeffrey Brown, P.E.  
October 31, 2018  
Page 2 of 2 – WER 14169.00

Thank you for the opportunity to comment. If you have any questions or concerns please contact Doug McWhirter, Jackson Region Wildlife Management Coordinator, at (307) 733-2321.

Sincerely,

A handwritten signature in black ink that reads "Doug Bruce".

Doug Bruce  
Habitat Protection Supervisor

AB/aw/ml

cc: U.S. Fish and Wildlife Service  
Rob Gipson, Wyoming Game and Fish Department  
Aly Courtemanch, Wyoming Game and Fish Department  
Gary Fralick, Wyoming Game and Fish Department  
Doug McWhirter, Wyoming Game and Fish Department  
Chris Wichmann, Wyoming Department of Agriculture  
Scott Gamo, Wyoming Department of Transportation, Environmental Services Program



**United States Department of the Interior**

BUREAU OF LAND MANAGEMENT

High Desert District  
Pinedale Field Office  
1625 West Pine, P.O. Box 768  
Pinedale, Wyoming 82941  
www.blm.gov/wy



In Reply Refer To:  
2800 (WYD01)

February 25, 2020

Mr. Jason Bogstie  
Department of Transportation  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Re: 2000058 – Jackson – Wilson Bridge Replacement – Teton County

Dear Mr. Bogstie:

We received your letter of January 29, 2020, requesting scoping comments for the above referenced project from the Pinedale Field Office (PFO). The following are PFO comments:

**Wildlife Comments:** This project is in spring, summer and fall ranges for bighorn sheep, elk, moose and mule deer. The area is also crucial yearlong winter range for moose. The project area includes bald eagle and other raptors nesting and foraging habitat. The area is winter roost habitat for bald eagles. Enclosed is a list of threatened and endangered species that may occur/maybe affected in your project location.

**Cultural Comments:** There are two to three non-eligible cultural sites in the project area located near the underpass on the west side of the Snake River.

**Lands Comments:** If the pathway is relocated on the southern edge of Emily Stevens Park, Teton County will need to amend their right-of-way for that change.

If you have any questions concerning this letter, please contact Tracy Hoover at 307-367-5342.

Sincerely,

Acting Field Manager

Enclosure

Cc: Mr. Steve Ashworth  
Teton County Recreation  
PO Box 811  
Jackson, WY 83001

**INTERIOR REGION 7 • UPPER COLORADO BASIN**

COLORADO, NEW MEXICO, UTAH, WYOMING



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Wyoming Ecological Services Field Office  
5353 Yellowstone Road, Suite 308a  
Cheyenne, WY 82009-4178  
Phone: (307) 772-2374 Fax: (307) 772-2358  
<http://www.fws.gov/wyomingdes/>



In Reply Refer To:  
Consultation Code: 06E13000-2020-SLI-0127  
Event Code: 06E13000-2020-E-00408  
Project Name: WYDOT Wilson Bridge

February 13, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

Please feel free to contact us if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. We also encourage you to visit the Wyoming Ecological Services website at [https://www.fws.gov/wyomingdes/species\\_endangered.php](https://www.fws.gov/wyomingdes/species_endangered.php).

The purpose of the ESA is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 *et seq.*), federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered





01/10/2016

Project Name: JWBLSR(00) BIEDE-000008

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>.

We also recommend you consider the following information when assessing impacts to federally listed species, as well as migratory birds, and other trust resources:

**Colorado River and Platte River Systems:** Federal agencies must consult with the Service under section 7 of the ESA for projects in Wyoming that may lead to water depletions or have the potential to impact water quality in the Colorado River system or the Platte River system, because these actions may affect threatened and endangered species inhabiting the downstream reaches of these river systems. In general, depletions include evaporative losses and/or consumptive use of surface or groundwater within the affected basin, often characterized as diversions minus return flows. Project elements that could be associated with depletions include, but are not limited to: ponds, lakes, and reservoirs (e.g., for detention, recreating, irrigation, storage, stock watering, municipal storage, and power generation); hydrostatic testing of pipelines; wells; dust abatement; diversion structures; and water treatment facilities. For more information on consultation requirements for the Platte River species, please visit <https://www.fws.gov/platteriver/>.

**Migratory Birds:** The Migratory Bird Treaty Act (16 U.S.C. 703-712; MBTA) prohibits the taking of any migratory birds, their parts, nests, or eggs except as permitted by regulations. Except for introduced species and some upland game birds, almost all birds occurring in the wild in the United States are protected (50 CFR 10.13). On December 22, 2017, the Department of the Interior Solicitor's Office issued an opinion that the MBTA's prohibitions on pursuing, hunting, taking, capturing, killing, or attempting to do the same apply only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs.



WYOMING

Event Code: 0011000-0010-0-00100

While the opinion (M-37050) states that the MBTA prohibition on the taking or killing of migratory birds applies only to deliberate acts, project activities should avoid, to the extent possible, sensitive periods and habitats to conserve healthy populations of migratory birds. See our website for more information and example conservation measures at [https://www.fws.gov/wyominges/species\\_migratory.php](https://www.fws.gov/wyominges/species_migratory.php). Guidance for minimizing impacts to migratory birds for projects that include communication towers can be found at <https://www.fws.gov/birds/management/project-assessment-tools-and-guidance/guidance-documents/communication-towers.php>.

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d; Eagle Act) prohibits knowingly taking, or taking with wanton disregard for the consequences of an activity, any bald or golden eagles or their body parts, nests, or eggs, which includes collection, molestation, disturbance, destruction, or killing. Eagle nests are protected whether they are active or inactive. Removal or destruction of nests, or causing abandonment of a nest could constitute a violation of the Eagle Act. Projects affecting eagles may require development of an eagle conservation plan ([https://www.fws.gov/ecological-service/es-library/pdfs/Eagle\\_Conservation\\_Guidance-Module%201.pdf](https://www.fws.gov/ecological-service/es-library/pdfs/Eagle_Conservation_Guidance-Module%201.pdf)). Additionally, wind energy projects should follow the wind energy guidelines (<https://www.fws.gov/ecological-service/energy-development/wind.html>) for minimizing impacts to migratory birds and bats.

In addition to MBTA and the Eagle Act, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

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07/11/2020

Event Code: 001-1-2000-0020-0000

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Wyoming Ecological Services Field Office**  
5353 Yellowstone Road, Suite 308a  
Cheyenne, WY 82009-4178  
(307) 772-2374





02/13/2020

Event Code: 06E13000-2020-E-00408

## Project Summary

Consultation Code: 06E13000-2020-SLI-0127

Event Code: 06E13000-2020-E-00408

Project Name: WYDOT Wilson Bridge

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: WYDOT is proposing to replace Wilson Bridge, reconstruct roadway, construct wildlife underpasses, and install wildlife exclusionary right-of-way fence.

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.49907108273906N110.84821815361119W>



Counties: Teton, WY



09/13/2020

Event Code: 00C13997(020) 00000

## Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
<b>Canada Lynx</b> <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/3652">https://ecos.fws.gov/ecp/species/3652</a>	Threatened
<b>Grizzly Bear</b> <i>Ursus arctos horribilis</i> Population: U.S.A., conterminous (lower 48) States, except where listed as an experimental population. There is <b>proposed</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/7642">https://ecos.fws.gov/ecp/species/7642</a>	Threatened
<b>North American Wolverine</b> <i>Gulo gulo luscus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5123">https://ecos.fws.gov/ecp/species/5123</a>	Proposed Threatened



02/13/2020

Event Code: 006:000002000:0:0:0:0:0

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### Birds

NAME	STATUS
<b>Yellow-billed Cuckoo</b> <i>Coccyzus americanus</i> Population: Western U.S. DPS There is <b>proposed</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/3911">https://ecos.fws.gov/ecp/species/3911</a>	<b>Threatened</b>

### Conifers and Cycads

NAME	STATUS
<b>Whitebark Pine</b> <i>Pinus albicaulis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1748">https://ecos.fws.gov/ecp/species/1748</a>	<b>Candidate</b>

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



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Event Code: 00000000-0000-0000

## USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA



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Event Code: 00000000000000000000000000000000

## Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the [FAQ below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Jan 1 to Aug 31
<b>Cassin's Finch</b> <i>Carpodacus cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9462">https://ecos.fws.gov/ecp/species/9462</a>	Breeds May 15 to Jul 15





4/13/2020

Event Code: PULL2000-2000-00000

NAME	BREEDING SEASON
<b>Clark's Grebe <i>Aechmophorus clarkii</i></b> This is a Bird of Conservation Concern (BOC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds Jan 1 to Dec 31
<b>Golden Eagle <i>Aquila chrysaetos</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds Jan 1 to Aug 31
<b>Long-billed Curlew <i>Numenius americanus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/5511">https://ecos.fws.gov/ecp/species/5511</a>	Breeds Apr 1 to Jul 31
<b>Olive-sided Flycatcher <i>Contopus cooperi</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3914">https://ecos.fws.gov/ecp/species/3914</a>	Breeds May 20 to Aug 31
<b>Rufous Hummingbird <i>selasphorus rufus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8002">https://ecos.fws.gov/ecp/species/8002</a>	Breeds Apr 15 to Jul 15

## Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (P)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee



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was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

**Breeding Season (#)**

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort (!)**

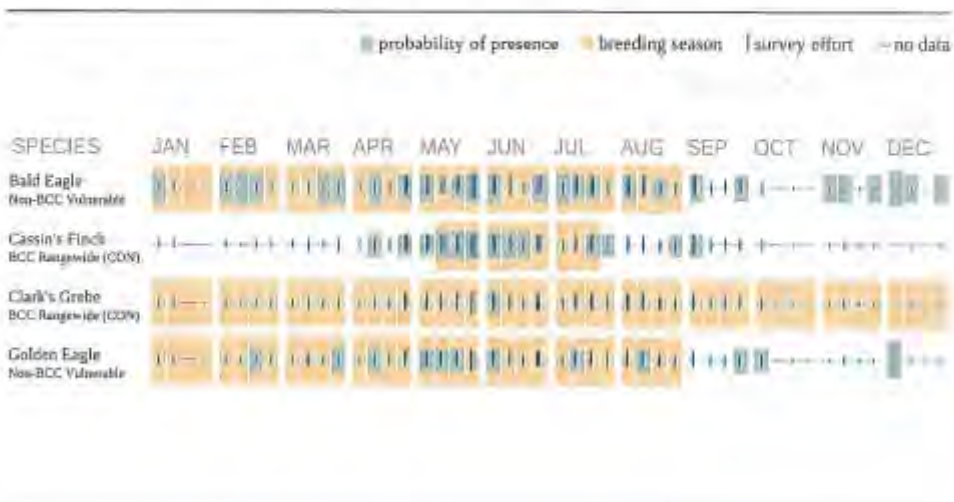
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

**No Data (-)**

A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







02/13/2020

Event Code: 06E13000-2020-E-00406

SPECIES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Long-billed Curlew BCC: nationwide (CON)	+	+	+	+	+	+	+	+	+	+	+	+
Olive-sided Flycatcher BCC: nationwide (CON)	+	+	+	+	+	+	+	+	+	+	+	+
Rufous Hummingbird BCC: nationwide (CON)	+	+	+	+	+	+	+	+	+	+	+	+

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

### Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.



01/12/2014

Event Code: 000-0000-0000-0000

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the [Probability of Presence Summary](#) and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**





02/13/2020

Event Code: 9822000-0770-B-00406

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

#### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

#### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



02/13/2020

Event Code: OSR (3000-2020-00408)

## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

### FRESHWATER EMERGENT WETLAND

- [PEM1C](#)
- [PEM1Cx](#)
- [PEM1F](#)
- [PEM1Fx](#)

### FRESHWATER FORESTED/SHRUB WETLAND

- [PSSC](#)

### FRESHWATER POND

- [PALG](#)
- [PALGh](#)

### RIVERINE

- [R3UBH](#)
  - [R3USC](#)
  - [R4SBC](#)
  - [R5UBH](#)
-



Nov 3, 2017

Jason Bogstie  
WYDOT Environmental Services  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340

re: Replacement of Structure BMV Spanning Snake River on WY 22 (SHPO File # 1117BAB002)

Dear Mr. Bogstie:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced undertaking. We have reviewed the associated report and find the documentation meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation (48 FR 44716-42). We concur with your finding that Structure BMV (48TE1887) is not eligible for listing in the National Register of Historic Places and the undertaking will not affect any historic properties.

We recommend that the undertaking proceed in accordance with state and federal laws subject to the following stipulation:

If any cultural materials are discovered during construction, work in the area shall halt immediately, the federal agency and SHPO staff be contacted, and the materials be evaluated by an archaeologist or historian meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 22716, Sept. 1983).

This letter should be retained in your files as documentation of a SHPO concurrence with your finding of no historic properties affected. Please refer to SHPO project #1117BAB002 on any future correspondence regarding this undertaking. If you have any questions, please contact me at 307-777-8594.

Sincerely,

Brian Beadles  
Historic Preservation Specialist

Matthew H. Mead | Governor  
Darin J. Westby, P.E. | Director  
Sara Needles | Administrator



ARTS. PARKS.  
HISTORY.



**STANDARD SIGNED NOTIFICATION DOCUMENTING NHPA COMPLIANCE**  
**PROJECT REVIEW UNDER SECTION 106**

DBU Number: DBU\_WY\_2017\_974

Project Name: Wyoming Department of Transportation; Structure BMV, Jackson-Wilson, 2000058/PE21; Rosenberg Historical Consultants; RHC-2017-6 Project Proponent: FHWA/WYDOT		Agency Project No.: 2000058  Distinct Actions: 1													
<b>Legal Location</b> T41.00N R117.00W Sec. 24															
Undertaking Name: Structure BMV, Jackson-Wilson, 2000058/PE21  Other Agency Nos: 2000058 DBI_WY_2017_455 Field Org. Project No.: RHC-2017-6  Brief Description: Federal-aid highway construction; The Wyoming Department of Transportation is proposing to replace Structure BMV, spanning the Snake River on WYO 22.															
<b>Associated Sites</b> <table border="1"> <thead> <tr> <th>Site Number</th> <th>Site Type</th> <th>Eligibility</th> <th>Criteria</th> <th>Impact</th> <th>Effect Statement</th> </tr> </thead> <tbody> <tr> <td>48TE1887</td> <td>Historic Structure</td> <td>Not Eligible</td> <td></td> <td>Y</td> <td>No Effect</td> </tr> </tbody> </table>				Site Number	Site Type	Eligibility	Criteria	Impact	Effect Statement	48TE1887	Historic Structure	Not Eligible		Y	No Effect
Site Number	Site Type	Eligibility	Criteria	Impact	Effect Statement										
48TE1887	Historic Structure	Not Eligible		Y	No Effect										
<b>Lead Agency Activities</b> Review Framework: _____ Time Frame: SHPO 30 Day Review Interested Parties: _____ Date Accepted: 10/03/2017 Fiscal Year: 2018 Date Printed: 10/03/2017															
<b>Requirements and Stipulations</b>  Stipulations: Standard.															
<b>Finding of Effect for Project</b> Lead Agency: No Effect Notes:															

Reviewer: Bogstie, Jason

*JB* (initials)

*Jason Bogstie*  
 \_\_\_\_\_  
 Certifying Official: Jason Bogstie

10/03/2017  
 \_\_\_\_\_  
 Date Sent to SHPO (SHPO, Cheyenne)





## ARTS. PARKS. HISTORY.

Wyoming State Parks & Cultural Resources

December 28, 2011

Julie Francis, Archaeologist  
Wyoming Department of Transportation  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

State Historic Preservation Office  
Barrett Building, 3rd Floor  
2301 Central Avenue  
Cheyenne, WY 82002  
Phone: (307) 777-7697  
Fax: (307) 777-6421  
http://wyoshpo.state.wy.us/

re: Environmental Study Corridor along State Highway 22 Between Jackson and the Forest Service Lands West of Wilson, and State Highway 390 between State Highway 22 and Grand Teton National Park Teton County, Wyoming (SHPO File # 0911LKN003)

Dear Dr. Francis:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced document. We realize that this document was done for planning purposes and look forward to future consultation on the eligibilities of the cultural resources and potential effects to those determined to be historic properties.

We concur with your determinations that properties 48TE1476, 48TE1205, and 48TE1706 are eligible for the National Register of Historic Places (NRHP).

We further concur with your determinations that properties 48TE1777, 48TE1769, 48TE1774, 48TE1775, 48TE1776, and 48TE1858 remain unevaluated for the NRHP.

We also concur with your determinations that properties 48TE1005, 48TE1772, 48TE970, 48TE1337, 48TE1770, and 48TE1773 are not eligible for the NRHP.

We do not concur with your determination that property 48TE1713, the Stagecoach Inn, is not eligible for the NRHP. The justification given was that the previous recorder called it not eligible. Upon reading the previous recording, "not eligible" was checked, however, "contributing" was also checked. Additionally, all of the information for an eligible property was completed, including a statement of significance, which is not required for a property that is not eligible. We recommend leaving this property unevaluated.

In the future, please include a justification under the *National Register of Historic Places Eligibility Recommendations* section of the Wyoming Cultural Property Form. Also, please do not include attachments to the WYCPF that are not applicable and are therefore blank.

Please refer to SHPO project #0911LKN003 on any future correspondence regarding this documentation. If you have any questions, please contact me at 307-777-6179.

Sincerely,

A handwritten signature in blue ink that reads "Laura Nowlin".

Laura Nowlin  
Historic Preservation Specialist



Matthew H. Mead, Governor  
Milward Simpson, Director





## WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006  
Phone: (307) 777-4800 Fax: (307) 777-4899  
wgfd.wyo.gov

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KENNETH ROBERTS

March 18, 2021

WER 14169.01  
Wyoming Department of Transportation  
Project 2000058  
Jackson - Wilson Road  
R/W and Utility Plans  
Teton County

Jeffrey Brown, P.E.  
Highway Development Engineer  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009  
Jeff.brown@wyo.gov

Dear Mr. Brown,

The staff of the Wyoming Game and Fish Department (Department) has reviewed the R/W and Utility Plans for Project 2000058 located in Teton County. We offer the following comments for your consideration.

The Department's South Jackson and North Jackson Wildlife Biologists have participated on the Wyoming Department of Transportation's (WYDOT) stakeholder group for this project since 2018, and we appreciate the degree to which WYDOT has involved the Department in planning for this project. We feel that this project will be very successful in providing for the needs of wildlife movement and habitat connectivity. This has been a complex and high profile project for the local community involving many interests. We would like to commend you on the immense amount of work and dedication your staff has put toward meeting the needs of motorists, wildlife, and other community interests that have been part of this project. We offer the following recommendations regarding the right-of-way (ROW) and Utility Plans.

### Deer Ramps

Due to the combination of multiple side roads, driveways, and pathways that cross the deer fence, as well as the relatively short overall length of deer fence for the project, we anticipate that animals will inevitably get into the road corridor more often than other projects like this in Wyoming. Therefore, we appreciate the frequency of deer ramps that WYDOT has incorporated in these plans to allow animals to exit the road ROW as quickly as possible. There are two sections of road where we recommend additional deer ramps:



Jeffrey Brown, P.E.  
March 18, 2021  
Page 2 of 3 – WER 14169.01

1) Between Wenzel Lane and Hardeman Lane: We recommend two additional deer ramps in this area, one on the north and one on the south side of the road. Currently, the plans show several deer gates near 735+00. Unlike a passive exit point such as a deer ramp, these gates would require a person to open them when animals are in the road ROW. This can create a dangerous situation when it takes time for a person to respond to a call and animals are trapped in the roadway. Additionally, the gates would be very difficult if not impossible to open in the winter when snow is blocking them. We recognize that the limited width of ROW along this stretch leaves very little room for deer ramps; however, we are interested and willing to partner with WYDOT in exploring options and opportunities with private landowners, Jackson Hole Land Trust, and Teton County for building deer ramps outside of the right-of-way.

2) Between Iron Rock Road and Pratt Road: We recommend two additional deer ramps in this area, one on the north and one on the south side of the road. Currently, the plans show one deer gate near 805+00. This is a similar situation to that presented above where this gate will be very difficult to operate in the winter and will require a person to respond. We are unclear from the plans if the same right-of-way limitations exist in this area, but if they do, we would be interested and willing to participate in those conversations with private landowners.

#### Deer Fence

There is one section of deer fence between approximately 795+00 and Iron Rock Road that we recommend relocating, if possible. It appears that the fence is located halfway up a very steep hill that currently has a gabion rock wall installed on it. Depending on where the deer fence is located on the hillside, it could create a dangerous hazard for wildlife on the outside of the fence. Due to the very steep grade, animals could become trapped between the outside of the fence and the steep hillside. We would be interested in additional conversations with WYDOT to better understand this fence location.

Thank you for the opportunity to comment on these plans. Please contact Gary Fralick, South Jackson Wildlife Biologist at 307-883-2998, or Aly Courtemanch, North Jackson Wildlife Biologist at 307-730-2806 with any questions.

Sincerely,

A handwritten signature in black ink, which appears to read "Jeffrey Brown", is located at the bottom of the page.



Jeffrey Brown, P.E.  
March 18, 2021  
Page 3 of 3 – WER 14169.01

Amanda Losch  
Habitat Protection Supervisor

AL/mf/ct

cc: U.S. Fish and Wildlife Service  
Aly Courtemanch, Wyoming Game and Fish Department  
Gary Fralick, Wyoming Game and Fish Department  
Doug McWhirter, Wyoming Game and Fish Department  
Chris Wichmann, Wyoming Department of Agriculture  
Scott Gamo, Wyoming Department of Transportation, Environmental Services Program





March 08, 2021

Stephanie Lowe

Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009

re: Jackson-Wilson / Bridge Replacement / Wetlands, DBU\_WY\_2021\_424, DBI\_WY\_2021\_125, DBPR\_WY\_2021\_142

Dear Ms. Lowe:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced undertaking. We have reviewed the associated report and find the documentation meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation (48 FR 44716-42). We concur with your finding that no historic properties, as defined in 36 CFR § 800.16(l)(1), will be affected by the undertaking as planned.

We recommend that the undertaking proceed in accordance with state and federal laws subject to the following stipulation:

If any cultural materials are discovered during construction, work in the area shall halt immediately, the federal agency must be contacted, and the materials evaluated by an archaeologist or historian meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 22716, Sept. 1983).

This letter should be retained in your files as documentation of a SHPO concurrence with your finding of no historic properties affected. Please refer to SHPO project DBI\_WY\_2021\_125 on any future correspondence regarding this undertaking. If you have any questions, please contact me at 307-777-8594.

Sincerely,

Brian Beadles

Wyoming State Historic Preservation Office  
2301 Central Avenue, 3rd Floor  
Cheyenne, WY 82002



ARTS, PARKS,  
HISTORY.



**Section 7(a) Review and Determination**  
**Structure No. BMV WYO 22 Bridge (Snake River Bridge) Repair**  
**Prepared by the Wyoming Department of Transportation**  
**April 19, 2021**

**A. River Description**

The proposed project (Structure BMV) at MP 3.76 on WYO 22 is located on the Snake River, which is a tributary of the Columbia River. See Figure 1 for the project's location and project limits. The project is located approximately 17 miles upstream from a section of the Snake River with a Wild and Scenic designation.

A comprehensive description of the downstream, designated reach is available in the Snake River Headwaters Comprehensive River Management Plan (CRMP) (USFS, 2014).

**B. Management Direction**

The project is located within an area with a desired future condition that emphasizes backcountry big game hunting, dispersed recreation and provided wildlife security areas. A complete description of the management goals, objectives and applicable standards and guidelines of this area is found in the BTNF Land and Resource Management Plan (Forest Plan) (USFS, 1990).

The management prescription, standards and guidelines for the downstream, designated reach of the Snake River are described in the CRMP as well as the Forest Plan. Emphasis is placed in protection of enhancement of the river's free-flowing condition, water quality and ORVs.

The proposed project has been analyzed by an interdisciplinary team for NEPA compliance as well as for compliance with applicable management directions. The project has been found compliant with all management directions.

**C. Proposed Action**

The proposed action is to replace the Snake River bridge. The current structure is structurally deficient, and it will be replaced with a new structure meeting current design and functional standards. New piers will be installed with the new structure. The adjacent intersection at WYO 22 & WYO 390 will also be reconfigured as part of this project. The construction of a detour is not anticipated. Instream work is anticipated to last two low-water seasons (two years).

**D. Evaluation (Analysis and Results)**

The proposed action is located upstream of a designated section of the Snake River, therefore the evaluation standard used is "invade the area or unreasonably diminish scenic, recreation, fish or wildlife values" of the river.

1. Potential to invade, encroach or intrude upon the designated river.



The proposed action, bridge replacement, has no potential to invade, encroach or intrude, directly or indirectly upon the designated river. This is a routine bridge replacement and should not have any long term impact to the Snake River.

2. Potential to impact scenic, recreation, fisheries or wildlife values

The proposed action has no potential to impact the scenic, recreation, fisheries or wildlife values of the designated river. The proposed action works to maintain public access to upstream sections of the Wild and Scenic Snake River. There will be a temporary increase in sediment and turbidity due to construction activities, which may have a temporary impact on recreational fishing at the downstream designated reach. Routine sediment control BMPs as required by the WDEQ Turbidity permit will be in place to reduce these impacts to the extent possible. WYDOT will coordinate with the USFS and the public to inform river users of the onset of construction and any temporary river closures.

3. Conformance to management goals

This Section 7 analysis as well as associated NEPA analysis performed by an interdisciplinary team found the proposed action in conformance with management goals.

**E. Determination and Rationale**

The Snake River's Wild and Scenic River values will be unaffected by the proposed action. Replacing WYO 22 Bridge (Wilson Bridge) will not invade, encroach or intrude upon the downstream section of the designated river. Scenic, recreation, fisheries or wildlife values of the downstream designated river will not be impacted.

Based on the information contained in this report, it is determined that the proposed activity will not invade or unreasonably diminish the scenic, recreational, fisheries or wildlife values of the Wild and Scenic Snake River.

MARY MOORE  
Digitally signed by MARY MOORE  
DN: cn=Mary Moore  
Mary Moore  
Jackson District Ranger

4/19/21  
Date

KEVIN KHUNG  
Digitally signed by KEVIN KHUNG  
Date: 2021.04.20 12:52:03 -0600  
Kevin Khung  
Deputy Forest Supervisor

4/20/21  
Date



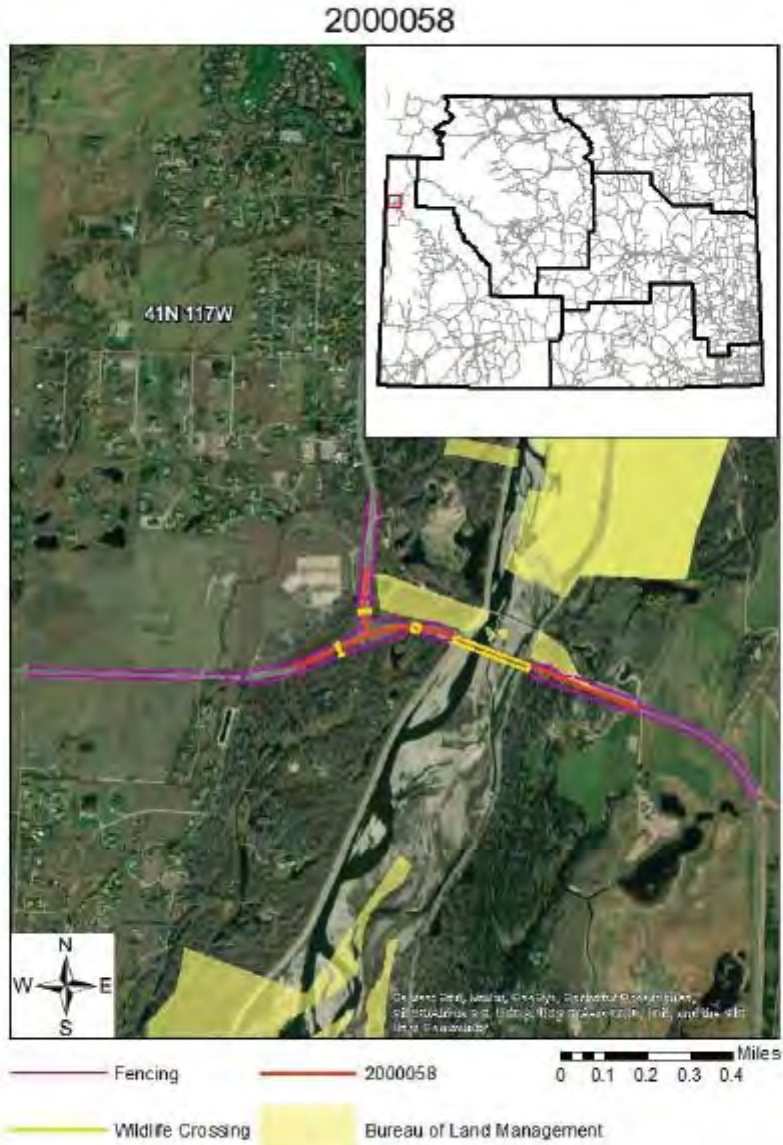


Figure 1. Project Location and Project Limit



Mark Gordon  
Governor

# WYOMING Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



K. Luke Reiner  
Director

June 2, 2021

Ms. Amy Ramage  
Teton County Engineer  
Teton County  
P.O. Box 937  
Jackson, WY 83001

Dear Ms. Ramage,

Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) are proposing to replace the Snake River Bridge, and make improvements to the adjacent intersection at WY 22/390 (including widening the intersection). Four wildlife crossings will also be installed, as well as wildlife fencing as part of the scope of the project. The Department of Transportation Act of 1966, Section 4(f) requires the Federal Highway Administration and WYDOT to consider impacts to parks, recreation lands (pathways), wildlife and waterfowl refuges, and historic sites during transportation project development. WYDOT has identified you as an official with jurisdiction over a Section 4(f) property within the proposed project limit. WYDOT would like to seek a determination of *de minimis* on the impacts to your property described below.

#### Emily Steven's Park

There will be work done along and to the entrance to Emily Steven's Park. The impacts will include replacement of the cattle guard to the entrance of the park, pathway improvements adjacent to the cattle guard, installation of a wildlife fence between the park and the road, and a pathway/fence crossing near the east end of the park. The work will occur in the ROW, however it is possible that there will be temporary impacts to park access during the cattle guard replacement and trail upgrades in this area. Park access will be maintained but will be limited to one way traffic and should not last longer than one day. The associated work would not have any long-term negative impacts to the features of Emily Steven's Park and therefore would qualify as a Section 4(f) use of *de minimis* and/or temporary use.

#### Stilson/Beckley Park

A second location under the jurisdiction of the county would be the Stilson/Beckley Park. The decision to use this property is not final, and dependent on if the county will allow WYDOT to stage/stockpile at this location. However, WYDOT is seeking concurrence that if the location is utilized by WYDOT, it would be considered *de minimis* Section 4(f) use. WYDOT understands that the Stilson/Beckley Park is currently undeveloped, and not being used as a park at this time.



Stilson Ranch Road

A third location under the jurisdiction of the county is the pathway at the intersection of Stilson Ranch Road and WYO 390. The cattle guard will be installed outside of the existing ROW. To maintain pathway users safety the pathway will need to be moved. Details on the move are still being determined by the county. Whether the pathway adjustment is temporary or permanent, the pathway will be maintained and there will be no loss in function of the pathway. Due to the pathway being moved and no loss in function, the associated work would not have any long-term negative impacts to the pathway and therefore would have a Section 4(f) use of *de minimis*.

Section 4(f) *de minimis* Impact Determination [or temporary occupancy]

A determination of *de minimis* impact on parks, recreation areas, and wildlife and waterfowl refuges, may be made when all three of the following criteria are satisfied per 23 CFR 774.13:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
3. The official(s) with jurisdiction over the property are informed of U.S. DOT's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

WYDOT believes there will be no long-term negative impacts to any of the locations above. Impacts are expected to last less than the duration of the overall highway project.

WYDOT has already conducted several public meetings about this project. If you have any questions or comments please contact our Environmental Coordinator, Casey Johnson by phone: (307) 777-4378 or email: casey.johnson@wyo.gov.

If you concur that the proposed work described above constitutes a determination of *de minimis*, please sign below and return the signed copy of this letter to me.

Sincerely,

A handwritten signature in black ink that reads "Scott Gamo for". The signature is written in a cursive, flowing style.

Scott Gamo, Ph.D.

Environmental Services Manager



I concur that the proposed work as described above constitutes a determination of *de minimis*

PLEASE NOTE THAT SIGNATURE DOES NOT ALLOW PERMISSION TO USE STILSON PARK AS A STAGING AREA; SIGNATURE ON THIS LETTER IMPLIES THAT IF USE OF THE PROPERTY FOR WYDOT STAGING WERE APPROVED BY TETON COUNTY, THE IMPACT WOULD BE *de minimis*.

Signature: *Amy Ramage*

Printed Name: *AMY RAMAGE*

Date *6/10/2021*

Title of Signatory: *COUNTY ENGINEER*

---

cc: Dustin Woods P.E., Federal Highway Administration  
Ted Wells, P.E., WYDOT District Engineer  
Peter Stinchcomb, P.E., WYDOT District Construction Engineer  
Kevin Lebeda, WYDOT Right-of-Way  
Bob Hammond P.E., WYDOT Resident Engineer

Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

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## Public Comments





Stakeholder Public Comments Summary

Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	Please leave the pathways open along highway 22 during bridge construction. They are vital for many of us to get work.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County County Pathways, and FOP on this bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/22/19	Thank you for hosting yesterday's meeting which was informative. It was impressive that WYDOT had so many staff there, but it was challenging to ask questions and get meaningful responses with a lot of people milling around trying to get the attention of the individual subject matter experts at the next of the presentation. I thought posing some questions to you using the format might be easier.  I thought I heard it said that last night's presentation was available online but searched as I may I can't locate it. Can you please direct me to where I will find it?  I understand that there is a significant amount of traffic count data available for the bridge and intersection. Has this data been used to produce simulations of traffic patterns through the WY20/2021 intersection and on 22 in both directions at various times of day after this project is completed?  I would particularly like to know how the improved flow from a reconfigured intersection and a four lane bridge will be impacted by a change into the existing two lanes of WY 22. If not from the new bridge to the "Y". When this project is completed in 2022 will we still have a bottleneck that is a truly a risk, further west?  I am not a traffic engineer, but it is my belief that the Florida T currently proposed will not resolve the congestion problem, particularly for 390 S traffic headed onto 222. At the meeting I was told that multi-grade options were not evaluated due to cost and footprint. This may very well prove to be penny wise and pound foolish. I urge you to reconsider.  The South Park bridge replacement has been accompanied by a roadway expansion of five lanes all the way to town. Why is the WY 22 project being executed in a very different way? If the answer is a lack of State and Federal funds, I would like to see how we have considered asking Teton County to contribute toward these improvements, perhaps funded by a SPET initiative?  It is frustrating that the individual improvements proposed by the PELS study are being implemented sequentially, an individual fear of them might make a significant difference on their own. What other elements of the PELS study have been identified to provide additional support by including the 2019 intersection with the bridge reconstruction. WYDOT has made it clear there is an understanding of this, and I commend you for being this approach. What can be done to accelerate some of the other elements of the plan that are clearly complementary?  Last night it was said that planning for new traffic will be managed during the construction period is still in development. I hear that without some "out of the box" thinking this has the potential to be a nightmare. I urge you to consider how public transport can be employed to shuttle people back and forth from Teton Village and Wilson to town to a far greater degree than most options to reduce individual vehicle trips during construction. Perhaps this could lead to a long term program that would continue post construction.  I will look forward to your responses to my questions and thank you for considering my comments.  In closing, I would like to compliment and thank you for the outstanding job you are managing the resurfacing of 390 this past summer. It went very smoothly with minimal disruption to road users.	Congestion	You asked for writing to us with your comments and questions. We appreciate your input. I have indicated Stephanie Harsha (WYDOT PE) as she is collecting the comments. I will do my best to run through your questions.  You asked for the link to the presentation. The presentation and PELS are available at <a href="http://www.dot.state.wy.us/infrastructure">www.dot.state.wy.us/infrastructure</a> and we are working on a content link.  You asked about traffic counts and modeling. Our traffic counts are available online for all our permanent counters. Here is a link to that data: <a href="http://www.dot.state.wy.us/infrastructure/traffic/TrafficData.html">http://www.dot.state.wy.us/infrastructure/traffic/TrafficData.html</a> . We have no extensive simulations on all the intersections types in the PELS.  You asked how traffic will work going from 4 lanes over the bridge to 2 lanes towards town. This also ties into your concern that the projects in the PELS are not all being done at once. Yes, this will not address the bottleneck but it is a step in the direction of more capacity on WY 22 to handle the near daily congestion issues. WYDOT funding is approximately \$20M per year (this is not exact since we very but for this level of discussion it is adequate). If it spread out over the entire state. Roadway corridors are normally broken up into sections that keep individual projects manageable both economically and logistically. The Snake River Canyon work was broken up into 7 projects. The work from Hoback to Melody was broken up into 4 projects. The WY 22 corridor started with the work at the Y (in what we are considering a temporary fix) and is moving on to the bridge. At some point WYDOT will move on to the roadway section between the two projects. The SPET money should be used to ensure County and Town projects get funded as there are a lot of needs there.  You asked about construction traffic issues. We will be looking at a variety of ways to keep people moving - traffic, cyclists, horse etc. High volume roads such as this are always a challenge. Thank you for the compliment for the WY 390 work recently completed.  Thank you again for your questions and concerns.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/27/19	I am concerned that the Florida T is not the best option for a reconfigured intersection.  The comments in the PELS study identify some concerns: road notably traffic turning left from 390 S onto 22 E and through traffic on 22. The PELS report suggests the two lane traffic on 22 as an attractive option. At last week's meeting I heard this option dismissed as too costly and covering too large a footprint. I think this should be reconsidered. The multi-grade intersection was said to have not even been evaluated for those same reasons but I heard you mention as an aside that this might be revisited if there was sufficient interest. I for one would like to see this done.  If the entire intersection was relocated west toward Wilson and the Siltson parcel it would provide more space, in a more environmentally friendly area. Construction of the new intersection could take place with minimal disruption to the existing intersection while the bridge replacement takes place. An enhanced Siltson Transportation Center might work nicely with this if the County would support it.	Congestion/ Intersection	I am sorry for the delay in response as there have been many comments.  The traffic simulation data is on a specific design software package which makes it difficult to share with the general public. However, on the project website ( <a href="http://www.dot.state.wy.us/snakeriver">www.dot.state.wy.us/snakeriver</a> ) we have placed two video simulations. One is for a roundabout and the other is for the preferred intersection - a Florida T. Both are set for summer drive home time.  Yes. This project will move the bottleneck to locations outside the project limits. Future projects will relieve those bottlenecks. The PELS looked at the corridor as a whole and, in the end, will need to be completed for the system to work better.  I understand your desire to have this work done on the entire corridor as one project and as soon as possible. As I explained before, that is not how we do it. We break corridors down into logical sections to limit single project costs for budget purposes as well as for keeping the length of construction projects acceptable for traffic. The section of highway from the Y to at least the 22/390 project has not been put in our long range plans as of yet. Budgeting and timing will be important for such an expensive project. WYDOT does recognize it needs to be done.  The stakeholder group is a representative group chosen to help WYDOT in our process. Their role is not to approve or disapprove of specific items but to provide feedback and input to WYDOT. Ultimately, the highway system is our responsibility and we do everything we can to meet federal safety standards while incorporating local context sensitive design. There are no formal minutes from our stakeholder meetings but notes taken so that we may do our best to meet local needs. There are no notes.  The selected intersection of a Florida T as shown in the presentation and video was chosen as it meets the capacity required for the design life and the level of service at the end of the design life, while minimizing environmental impacts such as wetlands, and cost. All of these criteria were used to choose this intersection over the others in the PELS. Grade separation was not considered due to the high cost of construction and maintenance issues (both long term and winter maintenance). A roundabout failed to meet the above mentioned criteria. Please see the roundabout simulation on the web page <a href="http://www.dot.state.wy.us/snakeriver/">www.dot.state.wy.us/snakeriver/</a>  Relocating the southern end of WY 390 and changing the intersection location for WY 22/390 was not moved forward. The cost of the right-of-way land purchase alone makes it an unfeasible option. The fencing requirements would be the same. The intersection would then need to line up with Green Ln and thus add another phase to the signal which would negatively impact efficiency.  The bridge is not monitored more due to condition. It is monitored yearly instead of every other year due to the nature of its design. The structure is considered fracture critical due to its design of only two girders and a pin and hanger system. The pin and hanger system was modified long ago to have a redundant system but the pins are inspected annually. The two girder system means that it is critical to detect issues early before they become a problem. There is no redundancy in a two girder bridge thus making each girder critical. The bridge is nearing the	Y

Project Number: 2000058  
 Project Name: Jackson - Wilson - Snake River Bridge Reconstruction  
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Date Received	Comment	Comment Concern	Response	Response (Y/N)
	<p>It is my understanding that the inspections of the existing bridge have been completed due to concerns about its condition and I would like to know if this is correct. Is there a contingency plan for a failure of the deck and is there any possibility of securing the replacement steel beams?</p> <p>I hope that public input is generally received and that what WYDOT has been presented is not cast in stone. I have yet to hear the Teton County Commissioners or the Jackson Town Council weigh in on the idea and am anxious to hear what they have to say. The extremely slow implementation of the Teton County ETP is of great concern as is the inability to fill the ETP Coordinator position. The replacement of Dean O'Malley will require the local transportation board here at the earliest possible time. These are important county decisions that we will have to live with for a long time.</p> <p>Thank you for your assistance.</p>		<p>one of its major BC, but is not an immediate target of Mitigation. WYDOT is comfortable with the same table of the project and will maintain the bridge until it is replaced.</p> <p>The County and Teton County representatives on stakeholder group. They are informed of our plans and are welcome to comment as well. WYDOT does welcome comments, but also note that not all comments can be implemented. WYDOT is responsible for the safe and efficient transportation needs on our system. We welcome all input and do our best to implement those suggestions or respond as to why that cannot be implemented.</p> <p>I would be happy to meet with you instead of emailing back and forth if you like.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	
2/21/19	<p>Good evening</p> <p>As the local manager of our Jackson side portion of the bridge's location it concerns me greatly to hear about the potential long-term closure of the HWY 22 that will bring the construction of the new bridge. Regardless of whether the Jackson and Wilson/West Bank Teton Village, it is not safe for those families to travel with the traffic through a major construction zone or drive one back to be extremely frustrated because the bridge is not for construction safety consideration zones, and while there may be a vehicle speed limit that is typically significantly lower than the average speed, these concerns that come for safety traffic congestion during the time it would be appropriate to encourage something or passage through the zone by any other method than by car. This induces for bike if you what the bike path that I believe I think that would be discouraged from taking due to safety concerns and you are necessary to have a bike path for your time.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/20/19	<p>Please keep the bike pathway open.</p> <p>It is essential that an alternate option to the current roadway remain open to avoid congestion issues. The pathway is also a major source of revenue for business activities. Appreciate your consideration.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/21/19	<p>Hi,</p> <p>I am writing to you today to express the need for the bike path to remain open during construction. Not only do residents use to take to work during the summer but tourists and other people like me use the path for exercise and often will not take them out of town. It is a pathway from Jackson to the Village which many towns and for roads and other activities.</p> <p>Please keep the pathway open during construction!</p> <p>Thank you !!</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/21/19	<p>I am writing regarding planning for the Hwy 22 bridge replacement. I urge you to PLEASE do everything you can to keep the bike pathway open, including the pathway bridge open to pedestrians and to keep the same construction of the new bridge. I live in Teton Village and take my children regularly from spring through fall.</p> <p>Thank you!</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/21/19	<p>To whom it may concern:</p> <p>I am writing to express my concern regarding the construction plans for the expansion on Highway 22. It has been brought to my attention that during the construction, segments of the pathway used at the river will be impacted and potentially closed during this multi-year road project. This would make it impossible for pathway users to bike from the West Bank to Jackson.</p> <p>Biking is a healthy and economical means of transportation that is especially important in this very special community where we choose to live. Not only is the activity good for the cyclists, but it can reduce the number of cars on the road which has become an issue in recent years, especially during the summer months.</p> <p>There are a few of the reasons that I am writing to request that the pathway remains open during highway construction.</p> <p>Thank you for your consideration.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/21/19	<p>I hope this message finds you well. I am writing to request that we keep the pathway on highway 22 during bridge and road construction open.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/20/19	<p>Good evening</p> <p>I am writing to express the concern, but want providing input that the Bike Pathways along Hwy 22 are part of the daily routine for many people. If those pathways were to be closed during the expansion of the bridge and widening, it would not only be the most essential of the community's infrastructure, but it would also be a major source of revenue for the community. The Hwy 22 section is the bridge area near the bridge. I hope you will consider the bike path and road from the bridge to the west side of the bridge.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/20/19	<p>Now in Jackson we currently need to open during the summer. I am writing to you to please keep the bike path open during the bridge replacement so I can commute by bike to Wilson and to the Village.</p> <p>Thank you in advance.</p>	Pathway	<p>Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/21/19	<p>Comments:</p> <p>Please keep the bike path open during construction. I commute these roads many times per week by bike.</p>	Pathway	<p>None</p>	N

Please keep the bike path open during construction. I commute these roads many times per week by bike.



Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/20/19	We live in Teton Village and use the bike path as our main source of transportation to Jackson. We believe the pathway should be open during the winter/snowy times. Thanks very much for your consideration in keeping this important link intact.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	We live here year round on the West Bank and heavily use the potential bike path to ride to town via Lake our car. We imagine you to keep that path accessible during the many years of bridge rebuild so that all for the one way we can expect potential traffic jams - and do it in a "pre-emptive" fashion. If not, we will have to ride on the road, do not want that, which would be extremely dangerous - even more so with bridge construction. By keeping the pathway open, I would hope it might give some more people to choose bikes over cars. PLEASE, PLEASE, PLEASE keep this path as another access point and one that is safe for us and maybe even some animals to use during construction.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/22/19	I am a Wilson citizen, and was unable to attend the information session at the SportsCenter last night, but would like to submit a brief written comment. I valued the info shown online, so I have an idea of what the project entails. Replacement of the bridge is necessary, of course, but I question the need for four lanes, instead of two. It seems clear that the occasional slow-downs on Highway 22 are not caused by the bridge, as such - which means that expanding the bridge in four lanes isn't likely to alleviate congestion. I do understand that, instead, the four lane bridge would be installed in anticipation of future traffic growth. This would pre-empt the section of highway 22 between Jackson and 330 would eventually become 4 lanes. But have the people of Teton County really agreed to, and signed off on, 4 lanes between Jackson and 330? In consideration of the objective of retaining the rural character of Teton County, as far as possible, I feel it is quite likely to already be ahead on this larger, 6-lane Wilson without more discussion and input from people of Teton County. It might be argued that the pedestrian bridge over the Snake was partly justified by the need for emergency vehicles to get across the river in the event of a blockage on the Snake vehicle bridge - in other words an alternative to a 4-lane bridge. Further, it may well be that some level of congestion will prevent the city's objectives related to the growth of Wilson (single-lane) vehicle traffic over the section of highway. Do we continue to deal with a weight problem by simply buying larger and larger pants?	Congestion	Thank you for taking the time to comment. I also appreciate that you viewed the information and presentation slides online. It's good that people are knowledgeable and keep informed in our County.  Traffic volumes are a direct result of growth included in the Land Development Regulations administered by the Town and County. There is currently a substantial amount of growth allowed under current planning regulations. WYDOT is tasked with providing a safe and efficient transportation system to meet the current need as well as the need of the projected increase of the roadway. Traffic volume projections are available in the WYDOT Planning and Environmental Linkage Study (see WYDOT website) as well as the Integrated Transportation Plan (Teton County website). Both of these documents recommend a four lane section for this connection between Town and the WY 22 / WY 330 intersection. In addition, the Teton County Comprehensive Plan (Teton County website) calls for a multi-lane roadway on this section of highway. A structure with four lanes meets the recommendations of all of these documents. This decision has not taken into account discussions with local government and non-governmental organizations.  Please feel free to provide any additional input or information that you feel can be used to inform the structure in the context of our valley.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	HBI: I'm writing as a resident of Village and bike commuter. In addition to being a wildlife advocate. As you conduct your open house, and consider community concerns for the potential bridge expansion and work at 22/330, I urge you to consider the following: 1. If the expansion must happen, can it be three lanes instead of four, with a lane dedicated to HOV and/or bus transportation? We need to make it more convenient for people to drive in cars, especially single occupancy. 2. What wildlife mitigation efforts will be included? Please consider an underpass and other ways to allow wildlife to move safely through the area. 3. When construction occurs, please ensure that bikes are still able to utilize the pathway. My kids and I commute solely by bike in the summer. To write this quick note I believe must use all the time. Thank you for considering these items.	Transit/Wildlife/Pathway	None	N
2/21/19	Greetings,  I will not be able to attend the public input session this evening but wanted to add my comments in support of maintaining bicycle and pedestrian access on the bike path adjacent to the highway as well as the bike/ped bridge north of the subject bridge under discussion.  This is a critical piece of local transportation infrastructure for residents and tourists, there is no alternate route, the path provides connectivity to parks, neighborhoods, commercial and educational services and provides recreation for tens of thousands of trail users annually. I strongly urge you to maintain this route throughout your demolition and construction projects and to do so in a safe and efficient way to avoid endangering users of this transportation infrastructure as well as costly repairs to this route caused by your contractors. Demo and rehab of this route would require closing it for long periods of time and there is no period throughout the year when it is not heavily used.  Additionally, I strongly encourage you to help solve the wildlife/vehicle conflicts in this area by providing a sound wildlife crossing solution, arrived at through coordination with wildlife experts and the local community, as an integral component of the design and construction of this bridge project.  Thank you for the opportunity to submit these comments for the record.	Wildlife/Pathway	None	N
2/22/19	Gentlemen,  I'm writing to ask that you do all that you can to be sure that the pathway remains open during the highway 22 bridge construction over the snake.  The pathway has moved way beyond a nice recreational amenity for our valley. My wife and I, along with many others use the pathway to avoid using our cars during the crowded summer months.  4 to 6 times a week during the summer we commute to Teton Village from our home in South Park using the pathway. This ride was a stressful and dangerous one before the completion of the pathway - especially the section at the village road and highway 22 intersection.  Our bikes will undoubtedly become even more important during the construction when the traffic will undoubtedly be even worse at that bottleneck. I'm sure that we are not the only ones who will rely on our bikes to avoid the inevitable worse traffic that bridge construction will bring.  Please do all you can to ensure our safe travel and encourage the use of the pathway as an alternative to driving during construction.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y





Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/24/19	I'm writing in support of taking measures to keep the Highway 22 pathway open during the construction scheduled to take place over the next few years. With the local traffic situation between Jackson and Wilson, every effort should be made to avoid a complete closure of the pathway. Keeping the lane open, even if it means a temporary reduction in the number of lanes, is a much better option than a complete closure. I would like to see the pathway kept open as a minimum one lane road, with a shoulder on one side by keeping it as a shoulder on one side of a two-lane road.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	<i>In a townie that bikes often to West Bank. I hope the pathway will not be interrupted during bridge construction.</i>	Pathway	None	N
2/20/19	Please consider keeping the pathway open for alternative forms of commuting & recreation for locals and tourists alike!	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/18/19	In anticipation of the Thursday meeting in Jackson on the 22300 intersection project, I wanted to ask WYDOT if we prepared to address the pathway access issue. The intersection project is a major project and it is important to address this issue. We are out of time at the intersection meeting to address this issue, but we can prepare a plan for meeting it during the construction process. I do believe that we will have a lot more time to address this issue in 2019. We will be sending out an email to our members and making a meeting regarding Thursday open house, so hopefully we will get a good number of people to attend.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	I am a resident of Jackson, Friends of Pathways has brought to my attention that the expansion of the village road in the coming years may restrict access to the bike path during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	I am a resident of Jackson, Friends of Pathways has brought to my attention that the expansion of the village road in the coming years may restrict access to the bike path during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase.	Pathway	Thanks for your email. We will not be impacting the existing gateway at most locations throughout the project. We will be able to at all the same time as we have to do back into the existing gateway. WYDOT will set up an extensive signage and also address the area. Our priority will be to be as safe as possible. We have been and will continue working with Friends of Pathways and the County to ensure the success of the project in this regard.  Thanks again for your comments.  Keith L. Compton District Engineer	Y
2/20/19	Dear Sir, I am writing to you regarding the pathway access during the upcoming scheduled construction. This will include construction and other work in the area. We will always ensure safety and security during the construction period. Thank you!	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	<i>Comments: INTERSECTION DESIGN SHOULD EXTEND WEST ON WYO 22 TO INCLUDE TRUCK LANES &amp; ACCESS INTO SULLYVA ROAD. NOT ACCESS TO GREENS &amp; CALICO LANE ACCESS SAFETY. BE SIGNIFICANT TO CUT THROUGH TRAFFIC &amp; OUTLOOK OF VEHICLES HEADING WEST ON WYO 22. THANK YOU! IF PLEASE CONSIDER A SHARED CROSS WALK OR TWO - CALICO RESTAURANT - BY PARK/COUNTY HOUSING - TO CROSS ROAD TO CROSS HIGHWAY TO TAKE BUS. KEEP PEDESTRIAN AT THIS TIME.</i>	Intersection/ Pedestrian	None	N
2/20/19	I understand that the Jackson Highway 22 bridge and road reconstruction will be a multi-million (if not multi-year) process. It is important to the community that the bike pathway remain open to allow passage from town to the west bank of the Snake River, and vice versa. The route is already heavily used, and will be needed during the construction more than ever. Thank you for your consideration.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y





I'm a townie that bikes often to West Bank. I'm hoping the pathway will not be interrupted during bridge construction.

Intersection design should extend west on WYO 22 to include turn lanes and access into Sullyva Park - side lot access and egress and Green Lane access safety. Significant PM cut through traffic at station of vehicles heading west on WYO 22. Please consider a signalized cross walk or two. Calico restaurant to Park/County housing to allow folks to cross highway to bike path. Very Dangerous at this time

Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	<i>Looks good. Appreciate the open house. There are lots here to be excited about that will help our traffic congestion. I think the longer the right turn going south on 350 lanes goes the better traffic can flow. Right now everyone shortcuts on Beckley Parkway. Currently going East on Highway 22 and taking a left turn is difficult. I'm not sure this plan will help this to much. I live off of Green Lane, right now Beckley Parkway and Green Lane is a busy intersection. I encourage you to include this intersection. I also think neglecting the impact of the transit center on this intersection will mean we have to address it again. And please keep the bike path a separate part of it or at least a separate part of it.</i>	Intersection/ Transit/Pathway	None	N
2/20/19	To solve 3-way concern.  I am a full time year round employee of the village and I use Park 22 as my primary route to commute by bicycle from east Jackson. I have traveled over 2000 miles on the pathway over the past two summers averaging about 100 miles per week on the pathway. It is important to me that the pathway be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase. I would like to request that the road along the bike path be kept open during the construction phase.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on the bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	Thank you for appointing Friends of Pathways (FOP) as a seat on the Stakeholder Advisory Group for the WYO Highway 22/350 and Snake River Bridge reconstruction project. We take seriously our commitment to abide by the Stakeholder Group Charter to provide recommendations on road design which will ensure adherence to the 2014 PTE Study and provide the best possible outcomes for the public and wildlife. We have been asked to relay any concerns with the stakeholder process or proposed design of the project to WYDOT, as they can be addressed in a timely manner by WYDOT project engineers. This letter is intended to serve that purpose.  We believe there are several fundamental flaws in this project which, if not addressed right now, will create public distrust in both WYDOT and the intent of the bridge replacement project. To rectify this problem, we recommend WYDOT take three actions before hosting the public outreach event for this project in late February:  1) Be transparent and honest with the public that the current Intersection and Bridge Replacement Project is a precursor to an expanded Highway 22 project, not just a bridge replacement project. Addressing this up front is not only the right thing to do, but will give WYDOT more credibility with the public when the time comes to put WY22 into the RTP for Teton County.  2) Re-evaluate the public scoping process. The preliminary plans that have been presented to the Stakeholder Group contain elements beyond those required to cover the Purpose and Need which is "to replace the bridge." If the Purpose and Need of the project is truly just to "replace the bridge" then there is no justification for expanding the capacity of the intersection or adding lanes on the Snake River Bridge. The scoping process needs to be revisited with greater public input and outreach. An open and thorough scoping process is arguably the most important part of NEPA and public input (backpack) and outreach. To ensure compliance with the PTE, the project's Purpose and Need should be re-evaluated and should contain the needs, vision and goals as identified in the PELIS as well as any others that come to light through this re-evaluation.			

Looks good. Appreciate the open house. There are lots here to be excited about that will help our traffic congestion. I think the longer the right turn going south on 350 lanes goes the better traffic can flow. Right now everyone shortcuts on Beckley Parkway. Currently going East on Highway 22 and taking a left turn is difficult. I'm not sure this plan will help this to much. I live off of Green Lane, right now Beckley Parkway and Green Lane is a busy intersection. I encourage you to include this intersection. I also think neglecting the impact of the transit center on this intersection will mean we have to address it again. And please keep the bike path as important part of our transportation model.



Date Received	Comment	Comment Concern	Response	Response (Y/N)
1/22/19	<p>3) At your public meeting in February, provide design options for the intersection and bridge that show a range of road types and development scenarios that are consistent with the guidance of the PEIS. Please include a scenario where the bridge halves are separated (two separate two-lane bridges) and where the bridge approaches are four-lane separated by a median. Presenting a range of options to the public, and asking for their feedback and opinions, will encourage better public support for this project and future WYDOT projects.</p> <p>Through our outreach, we have discovered it is impossible to focus the discussion only on the intersection and bridge without conversation leading to the expansion of the highway. FOP has collected different images that depict four-lane roads with a median (aka Parkways). These images (attached) are consistent with the recommendation offered in the PEIS for the segment from Hwy 300 to Broadway. (See Page 29 of the PEIS – “Recommended Cross-Section Alternatives.”). Given that WYDOT has already stated in the PEIS that this is an appropriate design for HWY 22, it would be valuable for public understanding to have depictions of this type of option during the public scoping process. Thorough and transparent outreach will pay dividends for the successful completion of this project and future phases.</p> <p>Thank you for considering and addressing these concerns. FOP looks forward to working with WYDOT and the Stakeholder Advisory Group to develop the best possible outcomes for this critical travel corridor.</p> <p><b>Parkway Examples</b></p>  <p>Harden Parkway, Salinas, California, 12' left travel lane, 11' right travel lane 4' right shoulder, No left shoulder, 18' grass median, 35 MPH speed limit</p>  <p>George Washington Parkway, 11' travel lanes, 4-2' shoulders, 13' grassy median, 40 MPH speed limit</p>  <p>Clara Barton Parkway Maryland, 11' travel lanes, 6' left shoulder, 2' right shoulder, 10' median, 45 MPH post limit</p> <p><b>Concept road section - bridge approaches and surrounding area- for discussion</b></p>  <p>This section is the same overall width as the WYDOT proposed section, however the pavement width is less - 50' vs. 70'. The median separating the travel lanes would provide many benefits including: increased safety for motorists and wildlife, space for left turn lanes at intersections, and a more visually pleasing roadway.</p>	Environmental/ Miscellaneous	None	N



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Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/20/19	My job, my health and state of mind, rely heavily on my and my wife's ability to commute using the bike path from Wilson to town. After the problems that occurred over Jackson to Wilson work.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	<i>Comments:</i> Thank you for all the work and effort that went into this project. The project has been a great success. The village road should greatly appreciate having the pathway open and functional during construction. I am not sure if it can be great to have that option for the community. Thank you	Pathway	None	N
2/25/19	As a Jackson resident who uses the existing bike path network extensively, and especially appreciate the connection from the town of Jackson, to Wilson. I'm grateful for the access and option to pedal to drive, especially with so great options currently for public transportation between town and Wilson.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/22/19	I appreciate our discussion of some people in the WY2020 intersection right. Here are some thoughts: During the summer it's common to have the intersection heavily impacted by people stopping to watch wildlife. The usual scenario is that a motorist is stuck in traffic in the intersection and a motorist is stuck in traffic in the intersection. The usual scenario is that a motorist is stuck in traffic in the intersection and a motorist is stuck in traffic in the intersection. The usual scenario is that a motorist is stuck in traffic in the intersection and a motorist is stuck in traffic in the intersection.	Pathway	None	N
2/21/19	I had, my husband and I own a small property management company in Jackson and we use the pathway every day to walk around the lake and take our dogs on the pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Please ensure the pathway remains open on Highway 22 during road construction. Many of us commute and recreate on the bike as it connects the west side to town. The ability to use the path when road delays and construction occur is vital.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	I understand that there is a study to be a multi-year construction project affecting the Highway 22 and 390 intersection and the bridge over the Snake River in the town of Jackson. I am writing to you to express my support for the study and to request that you ensure that the study includes both Highway 22 and the 390 in that area. Specifically, its accessibility and usability during the construction period. I am also interested in the study and the accessibility and usability of the pathway during the construction period.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Hi, I'm glad to hear that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway. I'm glad to hear that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	We just got this great alternative to driving into Jackson from West side. Please make sure that the pathway is usable during the construction of 22, 390 and the bridge. Traffic will be worse than the usual bumper to bumper and road an open pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	How do we best the lake bridge. I hope there will be a third lane will be used off them rolling into town to town. There must be a solution to having access to the bike path opening the project. My wife and I ride to town daily during the summer. Please make sure we are able to continue. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	I am writing to let you know that I encourage the pathway along Highway 22 to be kept open during construction in 2021. I am sure it is a worthwhile project and will be of great benefit to the valley for bike commuters to get to and from town during the construction period.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y

Thank you for all the work and effort which has gone into the project to date. I live in the village and would greatly appreciate keeping the pathway open and functional during construction. So my family and I can use our bikes to get to town, it would be great to have that option for the community.

Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	Please keep the pathway open during road construction on Highway 22. This is an important and well-used corridor for commuters and recreation and not only just cyclists in design. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Please keep the path open during construction. I sometimes in my wife and I use to ride.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	<i>Comments:</i> keep a big pathway open during the project. It is important for commuter flow.	Pathway	None	N
2/20/19	Hi I am writing to let you know that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway. I'm glad to hear that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	I've learned that the Friends of Pathways are looking for improvements to Highway 22 when it intersects Highway 390. We have been a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	<i>Comments:</i> Please improve the traffic that will not be caught by construction of the bike path is left open. Please allow us to commute freely!	Pathway	None	N
2/21/19	<i>Comments:</i> 1. Would like a pedestrian underpass on W. Side of river to go walking on the south/west side. 2. How would the bottleneck east of bridge where the east direction bypass meet up with the other lanes/less lanes?	Pedestrian/congestion	None	N
2/21/19	Hi, I'm glad to hear that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway. I'm glad to hear that you are a member of the Jackson Pathways user base in Jackson. I can't speak enough into how many people in the Jackson area use the pathway.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Please keep the Highway 22 pathway open during road construction. The pathway is heavily used as a vital link to the west side of town.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Please keep the Hwy 22 pathway open during construction.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/21/19	<i>Comments:</i> I just missed the presentation but am very interested in this process. I live in Victor and work in Jackson. Frequently in the summer I will drive to the top of the road to the Wilson area. The way to town is not great. The way to town is not great. The way to town is not great. The way to town is not great.	Congestion/Pathway	None	N

keep a bike pathway open during the project. It is important for commuter flow

Please imagine the traffic that will not be caught by construction if the bike path is left open. Please allow us to commute freely!

I just missed the presentation, but am very interested in this process. I live in Victor and work in Jackson. Frequently in the summer I will drive to the top of the pass or to Zibson only and ride a bike the rest of the way to town and believe it or not beat cars sitting in traffic. In the evening, some thing commuter traffic eastbound in the AM and westbound in the PM is brutal. I would love to see increase in # of travel lanes on the bridge and much of highway 22. However would prefer bicycle infrastructure to remain undisturbed so commuters can utilize it during construction to avoid significant traffic delays from the construction process. Visitors to Jackson also use and enjoy bike paths and disruption would hurt summer tourism.



Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/22/19	<p>Good day,</p> <p>Thank you for starting the public engagement process on the Snake River Bridge Hwy 22-386 intersection project last night. I was somewhat disappointed that the question portion of the evening was not a public process which would have allowed similar concerns to be aired, recorded, and addressed at once. There also was no contact information shared to the public, and when I want to tie the file provided in the presentation, it did not work. I had to track down your email addresses through a google search.</p> <p>I wanted to continue and go on record with a conversation I had with Keith after the info. As chair of the START board, I was dismayed that there was no mention of transit enhancement in the presentation. I have read through the PEL study, and the four areas of need identified were:</p> <ul style="list-style-type: none"> <li>• Mobility</li> <li>• Bicycle and Pedestrian Connectivity</li> <li>• Transit</li> <li>• Safety and Wildlife/Vehicle Collisions</li> </ul> <p>It appears from last night's presentation that the only need not being addressed is that of transit. As quoted from the PELS:</p> <p>"The community has identified the meeting transportation and preservation goals (which sometimes conflict) will require increased use of transit... However, buses can experience slow travel times due to congestion. Buses operate in mixed traffic on the WYO 22 and 386 corridors between Jackson and Teton Village. Travel delay is often experienced at the intersections... Buses also have difficulty making left turns to and from the highway to serve bus stops on the route between Jackson and Teton Village. To attract riders, buses need to maintain a competitive travel time with automobiles."</p> <p>The PELS indicates the 2012 LOS rating for this intersection at "D" with a traffic volume of 23,000 VPD. With a traffic volume increase of 2% per year (which seems to be approximately in line with local data gathered by Teton Village Association), the rating has certainly gone down since the study. The LOS rating of Segment 1 was an "F" in summer 2012 already. Projected VPD at 2% increase per year puts us at 36,000 in 2035, only 10 years after completion of this project! The proposed redesign of the intersection enhances mobility of non-vehicles but does not address improving mobility of transit vehicles to encourage ridership and reduce traffic at the intersection and on Segment 1.</p> <p>I am encouraged that a transit consultant has been hired to look at ways to give transit a boost at this intersection. I hope they will consider futuristic options such as car-jumps, hot lanes, and left turn enhancements to allow START buses easier access to bus stops. Perhaps the Silicon Ranch bus stop design needs to be reviewed in light of recent county discussions of building them. These improvements would encourage use of Silicon Ranch as a START hub, reducing traffic on the corridor leading to the rebuild being further into the future and ultimately saving WYDOT another redesign process soon after this one is completed. START would welcome the opportunity to meet and engage the transit consultant when they visit our community.</p> <p>Keith mentioned that there is private ownership of some of the coal for wildlife crossings. I'm sure this helps to move it in the fall. I can't know whether the roadbuilders' arrangement to enhance transit runs to profit. This report is again in seeking funding sources if necessary to realize the vision of truly making Silicon Ranch a START hub to contribute to traffic reduction in this area.</p> <p>I also mentioned to Keith that I was disappointed that there was only one transit representative on the advisory committee while there are 4 representing wildlife. He indicated the meetings were open to the public but not public meetings. I wish that means I can't speak, but will try to attend and welcome notification of the meetings. There are many animals that will need to collaborate to create Silicon Ranch as a START hub in our START system - let's do it together!</p>	Transit	<p>Thank you for taking the time to write and share your thoughts and concerns following the presentation last week. I am sorry that you had a difficult time finding contact information. I will work with our team to get those contact emails up on the site so that others can comment. We do welcome all comments.</p> <p>I see in your comments that you were dismayed at the lack of transit enhancement material in the presentation. I also note that you heard that we are hiring a transit consultant to assist WYDOT. Those facts go hand in hand in that we want to get the consultant on board and get those recommendations from them prior to pulling any enhancements in the plans. At this preliminary engineering plan stage, we do not have every item in the plans. They get developed over the next year into a plan set called Grading Plans which will include most items.</p> <p>I understand that you are disappointed in the number of transit representatives on the advisory committee. I feel Darren is a good asset and represents transit very well. In addition, I believe that the members of the advisory committee do support transit and with such there is strong support for transit on the committee. It's not a role type of committee with authority over project decisions. WYDOT is drawing on local expertise to ensure we have the proper input so that we may make the best decisions possible on a wide variety of topics - transit, wildlife, pathways, etc included.</p> <p>I am certain we will draw upon Darren's knowledge and work with him when the transit consultant is on board.</p> <p>Thank you again for your comments. I have added Stoshana Hantha (WYDOT PR) to your email as she is collecting the comments.</p> <p><b>Bob Hammond, P.E.</b>                  Resident Engineer</p>	Y
2/20/19	I live in Wilson Wyo and commute to Jackson daily on the 22 bike path. It is important to me that the pathway remains open during construction.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Thank you.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	<p>It would be great if we can work with Teton County Pathway during the presentation. Our continuous pathway system is underserved and used by many residents.</p> <p>Good afternoon,</p> <p>I wanted to express my support for attempting to keep the bike path open during the very necessary bridge replacement project.</p> <p>It's clear that the impact of the project will be significant on valley traffic, but the bike pathway is very heavily used year round and is an important community asset.</p> <p>Traffic on the West side is going to be a nightmare because of the boat ramp, and I would suggest either closing public parking on the South Level, and moving the boat launch to the south side of the bridge, or negotiating with landowners up river to have a temporary boat launch built (that). The bike path could continue on that side to the underpasses.</p> <p>Good luck!</p>	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	I am unable to attend the upcoming meeting on 02/21/19 regarding the Hwy 22 construction project. Please try to find a way to keep the pathway open during construction to allow cyclists and other users to get to and from the town of Jackson and elsewhere.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y
2/20/19	Thank you both for your hard work making our roads safer! My family appreciates all you do. We are avid pathway users - my 8 year old and I have used both the pathway, ever long before you getting it in place! as we service to the West Bank from town, and we ask that you please prioritize keeping Path 22 OPEN during construction of the Hwy 22 bridge. Thank you for your consideration.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access.	Y



Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	Comments: PLEASE CONSIDER THE TETON COUNTY WILDLIFE CROSSING MASTER PLAN WHILE PLANS ADVANCE. TRAFFIC DOES NOT SOLVE COLLISION ISSUE. FOLKS DRIVE FAST THEN PASS OTHERS GOING THE SPEED LIMIT.	Wildlife	None	N
2/21/19	Comments: I think the projects at the 22/390 intersection + Snake River bike look good. My concern is for bicycle community. Will the pathway along Hwy 22 remain open during the entire project? Particularly the section near Emily's pond where it is closest to the highway.	Pathway	None	N
2/20/19	Please keep the pathway open during construction of the new Snake River bridge in Jackson Hole. We use it to commute and exercise on a weekly basis. Thanks you for your consideration.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	Please do not close the bike path down during construction, many people use the pathway to get to work, many of these people do not have cars. Thank you	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/25/19	Sm. Please keep pathway 22 open during the construction of the new bridge over the Snake river. We need to continue to provide transportation to our community. Thank you for your time.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Comments: I support a solution at the Highway 22 + 390 intersection that increases flow + provides a fix for current heavy traffic issues. I believe it is paramount that the pathway remain intact throughout the entire construction process. We currently see upwards of 400+ people using the 22 pathway to town on busier summer days. I feel confident that number will only increase during construction. It's critical to provide people a pathway option from 390/Wilson to town. I urge you to consider your impact to the pathway and ensure that the connection remains intact throughout all 22 construction. Thank you!	Competition/ Pathway	None	N
2/20/19	Hi Hammond... I would like to voice my appreciation to you for the pathway (maintained by Friends of the Pathway) open during this planned multi-year project. Thanks much!	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	I am writing to express my concern over the proposed bike path closure during the highway 22 expansion project. We need one way for our family of 4 to use the bike path regularly, social and exercise. Our daughter uses it school. We often enjoy day tripping when it's nearby. I believe my husband's comments to leave from the area look most likely going out. We are on the path and have seen many people work. Please keep the path open and safe for local residents and visitors. They make Jackson Hole great.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	As traffic construction increases in Teton County, bike commuting is an essential part of the solution. With that in mind, I am writing today to express the importance of keeping the Hwy 22 bike path open and accessible during the entire Hwy 22 expansion. Many locals use the pathway daily to commute to work and back, then heading what can be an hour long trail of traffic.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y

Please consider the Teton County wildlife crossing master plan while plans advance. Traffic does not solve collision issue. Folks drive fast then pass others going the speed limit.

I think the projects at the 22/390 intersection and Snake River bridge look good. My concern is for bicycle community. Will the pathway along Hwy 22 remain open during the entire project? Particularly the section near Emily's pond where it is closest to the highway.

I support a solution at the Highway 22 and 390 intersection that increases flow and provides a fix for current heavy traffic issues. I believe it is paramount that the pathway remain intact throughout the entire construction process. We currently see upwards of 400+ people using the 22 pathway to town on busier summer days. I feel confident that number will only increase during construction. It's critical to provide people a pathway option from 390/Wilson to town. I urge you to consider your impact to the pathway and ensure that the connection remains intact throughout all 22 construction.

Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	Comments: How much wetland loss w/ selected intersection?	Environmental	None	N
2/22/19	Please plan to keep the pathway open during Hwy 22/390 BRIDGE AND ROAD CONSTRUCTION. Our community needs it and we need it even more when highway/bridge construction causes increased traffic delays. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Comments: Thank you for the investment in our community and our safety. We are very glad you plan to keep the bike path open throughout the construction period. With over 600 users (avg) per day in the summer months, passing through the bike path section in the construction zone, this is an important issue for our community. Thank you.	Pathway	None	N
2/20/19	Please do what you can to keep the Pathway open and safe! Thank you!	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/23/19	I am unable to attend the upcoming meetings, but would greatly appreciate efforts to keep the pathway open during construction. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	Hi, We live in Jackson and work in downtown Jackson. We commute on our bike every single day in the summer. In order to keep more trails out of our outside summer trails, you need to keep the bike path open all the way from the west bank to downtown.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Comments: I'm not too informed, but please be sure to accommodate for wildlife + pedestrian/ bike pathways. Thank you	Wildlife/Pathway	None	N
2/20/19	I would like to request that the pathway remain open during highway construction. This pathway is used by hikers, mountain bikers and equestrians, making it vital, and benefits visiting the area. Restricting use would be detrimental and negative impact. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/27/19	Dear Bob: Thanks for all you do to improve safe & effective transportation in Teton CO. I encourage you to plan to keep the bike path open during construction. Although I live within town limits, I find my Wilson for many reasons that pathway is essential frequently on the highway. I would like to see the pathway remain open during construction. Thank you.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y

How much wetland loss w/ selected intersection?

Thank you for the investment in our community and for addressing this very big issue. Please plan for ?? Execute ?? To plan to keep the bike path open throughout the construction period. With over 600 users (avg) per day in the summer months, passing through the bike path section in the construction zone, this is an important issue for our community. Thank you

I'm not too informed, but please be sure to accommodate for wildlife and pedestrian bike pathways.



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Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/21/19	<i>Comments: We are all concerned about the opportunity to keep the bike path open during construction. We would like to see the bridge reconstructed in a way that allows for the bike path to remain open during construction. We would like to see the bridge reconstructed in a way that allows for the bike path to remain open during construction.</i>	Wildlife/ Miscellaneous	None	N
2/25/19	Please see [redacted] the list of people unable to attend the meeting, but in support of keeping the pathway open during construction on the Wilson Bridge. Thank you.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	I thank you for the opportunity to accept comments. Obviously, there is no way to avoid this question with as much grace. I do hope we can find a way to build a Moose Express in the area this construction time. We all know the Moose was this intersection heavily and although Teton County and Jackson Hole residents don't have any jobs or income in much needed so our community can be harmed when it says it's closed about wildlife that we expect and rely on for revenue. Is there someone else I should reach out to? I know once this project is complete it will be very difficult to change or add in anything on the wildlife.	Wildlife	Thank you for writing. Our preliminary plans include options for four wildlife crossings on the new east end of the bridge. We recognize the wildlife impacts and are working closely with our partners at the JH Wildlife Foundation and the Greater Yellowstone Coalition to find the appropriate solutions. I am the right person to contact for your concerns. I have included Stephanie Harsh (WYDOT FIP specialist) and Nico Hiras (WYDOT Environmental Coordinator) on this email as well to share your comment and concern. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	We support and I am willing to express our hope that the pathway remains open and accessible during the duration of the bridge construction on the Westbank. We have been an assistant for over 20 years and have grown to love and appreciate the sport of trail running from the Westbank trail, especially during the winter season. We are sure the construction will create much disruption to the valley and it would be a strong community asset to have the option to continue utilizing the pathway during the disruptive time. Thank you!	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	<i>Comments: Please keep the bike lane open during construction Thank you!</i>	Pathway	None	N
2/20/19	Dear WYDOT, I am writing to request that you please keep the pathway open during the new Wilson Bridge construction. Traffic has been a challenge for the residents from the bridge to have access to the valley. I have a petting zoo and an option to working in your line of travel from the bridge to have and small farm to have that option taken away. During the peak summer months, we have a lot of people that use the pathway that is to be closed. Please encourage alternative transportation by keeping the pathway open.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	Please help to keep the pathway open during the Wilson Bridge construction. This is critical for our community. Thank you.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/20/19	I want the bike pathway to remain open during construction	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	I will not be able to make it to the evening session, but I want to register my opposition to any closing of the bike path around the area. I am a resident of the Westbank and I often use the bike trail to get to work in the valley and on the Jackson. It's happy to say that the area is very popular among local bicyclists. I would hope that any permit would incorporate the continued availability of community use of the bike trail during construction.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y

1. Give the community the opportunity to change the landownership so that the 22-390 intersection could be shifted 1/4-1/2 mile to the west. Out of the river corridor away from the bridge and wetlands. Save money on wildlife underpasses and space confinements to lower risk floods. Land control can be overcome.  
 2. I need to hear more about the geo physical concerns, issue key points incorporated into the design of the bridge in that location. The levees and bridge lengths combined with the substrate and hydrology are so often minimized to the regret of all future times.  
 Talk to us about how you are accounting for this river.

Date Received	Comment	Comment Concern	Response	Response (Y/N)
2/22/19	I'm a business owner on the town square and live in Wilson. I got an email saying that there is a chance you will be closing the bike path while working on the Snake River bridge in the summer months. I am that path every day for my commute to and from the office. As you know and the reason for the expansion of the bridge, traffic is getting worse and in the area. Myself and others will use the path to avoid and not contribute to the problem. Closing the pathway will not only add to the problem but will cut our community off from the great bike paths we have in the area. Thank you for your ear.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/22/19	I'm a business owner on the town square and live in Wilson. I got an email saying that there is a chance you will be closing the bike path while working on the Snake River bridge. In the summer months I use that path every day for my commute to and from the office. As you know and the reason for the expansion of the bridge, traffic is getting worse and in the area. Myself and others will use the path to avoid and not contribute to the problem. Closing the pathway will not only add to the problem but will cut our community off from the great bike paths we have in the area. Thank you for your ear.	Pathway	Thanks again for your comments. Brett L. Compton District Engineer	Y
2/21/19	Please keep the pathway open during the construction of a new 4 lane bridge so we have reason to keep it open	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	<i>Comments: I will not ask that WYDOT consider and accommodate keeping the pathway system intact throughout the course of this project. For all of us who live on the West bank this project is going to create a tremendous amount of traffic pressure. Keeping the pathway open will allow us to travel safely (and hopefully more quickly) to town, school, sports, etc. It is the only way for us to access our town without a vehicle. Please keep the pathway intact throughout this project. Thank you!</i>	Pathway	None	N
2/20/19	Please Let Path 22 Remain Open During Construction	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Please find a way to not have to close down the pathway access. I have been VERY impressed with the way you have done construction on the way south of town. I am sure a few incredible undertakings but your company has done an excellent job, safe, fast and efficient. But being on Jackson to drive to a business that is on the bridge and back to town. Please find a way to keep Jackson to Wilson pathway open. Thank you!	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	It is a very important to keep the pedestrian/bike path open during the construction. Please allow for safe travel of all forms of travel including bikes. Thank you.	Pathway	Thank you for taking the time to write with your concerns. We will keep working with Teton County, County Pathways, and FOP on this bridge project for pathway access. <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	<i>Comments: Thank you for this open house! I appreciate the long term view that WYDOT is taking regarding infrastructure. It was inspiring to see the proposed wildlife crossings. It would be absolutely amazing that the pathway remain safe &amp; usable by all ages and abilities during the construction process. Specifically, the pathway north of the road between Iron Horse and the West side of 390 is crucial for those trying to safely travel between one side of the valley and the other. If the pathway needs to be moved, a paved temporary path, separate from the road is ideal. If the separation isn't as great, having substantial bollards for physical and visual delineation would be next best. Anyone using the path will admire the work WYDOT is doing as long as the work is done. Having pathway users forced into traffic would be unacceptable. Thank you again for this opportunity to voice concerns &amp; praise.</i>	Wildlife/Pathway	None	N

I would ask that WYDOT consider and accommodate keeping the pathway system intact throughout the course of this project. For all of us who live on the West bank this project is going to create a tremendous amount of traffic pressure. Keeping the pathway open will allow us to travel safely (and hopefully more quickly) to town, school, sports, etc. It is the only way for us to access our town without a vehicle. Please keep the pathway intact throughout this project.

Thank you for this open house. I appreciate the long term view that WYDOT is taking regarding infrastructure. I am happy to see the proposed wildlife crossings. I would absolutely request that the pathway remain safe and usable by all ages and abilities during the construction process. Specifically, the pathway north of the road between Iron Horse and the West side of 390 is crucial for those trying to safely travel between one side of the valley and the other. If the pathway needs to be moved, a paved temporary path, separate from the road is ideal. If the separation isn't as great, having substantial bollards for physical and visual delineation would be next best. Anyone using the path will admire the work WYDOT is doing as long as its safe & fluid. Having pathway users forced into traffic would be unacceptable. Thank you again for this opportunity to voice concerns and praise.

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Date Received	Comment	Comment Concern	Response	Response (Y/N)
3/20/19	In fully in support of the new bridge and all concepts look great! Particularly the inclusion of wildlife crossings and other protective measures as possible. I strongly encourage you to make wildlife crossings and other measures a completed part of the final project. These wildlife need our help on increasingly busy roadways!	Wildlife	None	N
2/21/19	This is a quick note regarding WYDOT to please keep the pathway open during and after construction of new Highway 22 expansion. Our pathway system is an incredible asset that connects our community. I want to cite my bike to Teton Village and other rather than with any on construction traffic!	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways and FOP on this bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Comments: <u>PLEASE MAINTAIN OUR PATHWAYS (BIKES, PEDESTRIANS, ETC.) DURING &amp; AFTER CONSTRUCTION. THE PATHWAYS ARE AN INCREASING CONNECTOR FOR OUR COMMUNITY. THANK YOU!</u>	Pathway	None	N
2/20/19	Comments: Please do your best to make sure the pathways remain open during construction of 22 and the new bridge.	Pathway	Thank you for taking the time to write with your concern. We will keep working with Teton County, County Pathways and FOP on this bridge project for pathway access.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
2/21/19	Comments: <u>Thank you for giving us this opportunity to give public comment. My main concern is that the pathway stays OPEN during the entire construction process. That section of pathway along Highway 22 is one of the most beloved and highly utilized sections in the whole valley. An average of 500 people use it everyday in the middle of the summer. It would be very dangerous to put out all of these cyclists and pedestrians on the road especially during a big construction project. Public safety is my #1 concern!</u>	Pathway	None	N
6/7/19	I need to see some sort of action in protecting wildlife at my 22 and Wilson road. Another issue has been to see any use for park and many other issues and ask in the past. This seems unreasonable at this point. Keeping these areas open is important to the park. Collecting money to track them does not protect them from the impacts of high traffic flow and trying to open them again. We are able to get licenses for lakes but not wildlife? Something? Continuity down the path of wilderness to these animals is down right essential. We need to take action immediately. Please let me know how to help protect and resolve issue with 2023.	Wildlife	Thank you for writing. WYDOT and all of WYDOT's are also concerned about all the collisions on the Snake River and Snake River Valley. We are not good at it for public safety but for wildlife safety. It's a high traffic area, high human use area, and an area where people attract trouble by leaving them. You are correct in that the radio collars will not directly help save animals. It's also to help us understand their movements.  WYDOT has worked alongside the WY Game & Fish Department in a statewide effort to reduce these collisions. Areas of relatively high collision rates were identified and prioritized for action. That work began nearly eight in Big Horn Canyon and Dinosaur (near Frank) were placed and built. Many hundreds of animals were being killed there every year and that number was rapidly reduced. WYDOT also takes action for wildlife outside of the high collision areas, where roads are reconstructed, such as the highway south of Jackson which has three crossing, both a half mile and three more in the middle of the valley. This is more wildlife crossing locations that were identified in the environmental documents for the project.  Wildlife crossings near the WY 22 200 interchange are also planned. With the replacement of the bridge over the Snake River and associated reconstruction, reconstruction, and four crossing locations are being completed. WY G&F and others are advising WYDOT about the need to protect the earth-shield corridor for wildlife movement in the area. Wildlife also use the area and others to track east and west. WYDOT will continue to work with our partners in this process to determine what is needed and appropriate for crossing and wildlife. As the construction of crossing and funding that we need. But this is not until for construction until 2023 after the NEPA public input change process is complete.  Currently, WYDOT has been working with the Big Wildlife Foundation for years and has signs placed around the intersection and along WY 200 (Village Road). These signs and other wildlife signs and signs placed exclusively in this area for warning drivers about wildlife. WYDOT has also reduced the speed limit at night on WY 200 and there are radar signs being placed along it if they are operating. WYDOT continues to work with the Greater Yellowstone Coalition, Teton County and others on the problem as well. WYDOT is considering options in this area such as removal of vegetation to help reduce from logging in the road/corridor and to improve night visibility to the animals so they are seen better by drivers.  As for what you can do in the short term, the Teton and County are currently considering SPECT ballot items for wildlife crossings in Teton County. I suggest you participate in that process. Several local organizations are very active and provide wildlife advice and in need of response or donations. Participation in every public discussion on the issue is also helpful. Please participate in WYDOT's process for this project and give your input at public meetings. I will share this email with our project team in that regard.  <b>Bob Hammond, P.E.</b> Resident Engineer	Y
6/17/19	Comment: This project is not in compliance with NEPA. Using a Categorical Exclusion process for a \$20 million major capital improvement that will last 60+ years is not appropriate. Doing a C&E on a years-old P&E study is not sufficient. That study also lacked a solid public process. A P&E study may be used to inform NEPA, but it is not a substitute for NEPA and the public comment requirements. The WYDOT stakeholder process is not functional for the public to have meaningful input and the opportunity to comment prior to decisions being made. The WYDOT community asked for participation but was denied a seat at the table. There has been zero involvement from the so-called stakeholder group to the project public and no meaningful outreach from WYDOT beyond explaining what has already been decided. An independent team to see how this could be adequate public outreach for such a large project. We have specific concerns about the project but there is no way to comment.	Miscellaneous	None	N

Please maintain our pathways (bikes, pedestrians, etc.) During and after construction. The pathways are an incredible connector for our community. Thank you.

Thank you for giving us this opportunity to give public comment. My main concern is that the pathway stays open during the entire construction process. That section of pathway along highway 22 is one of the most beloved and highly utilized sections in the whole valley. An average of 500 people use it everyday in the middle of the summer. It would be very dangerous to put all of these cyclists and pedestrians on the road especially during a big construction project. Public safety is my #1 concern.





Date Received	Comment	Comment Concern	Response	Response (Y/N)
6/28/19	<p>Thank you for the time and attention that you and your team spent in Jackson working on the Snake River Bridge project. I very much appreciate WYDOT's offer to formulate a NEPA-like document that will be provided to the public via the project website. Having these items consolidated in one place will provide an improved framework for the stakeholders and the public.</p> <p>My request at the last meeting of the stakeholders was for a single document that states a vision, purpose and need, and goals for the project. The vision was already developed in the PELS (1.4), and I propose you use the same language that has been created as your starting point for your document vision. As for the purpose and need, I have pointed out multiple times, "replace the bridge" is not a sufficient purpose and need for the scope of this project. I suggest that the purpose and need could be stated as a primary purpose "replace the bridge" and a secondary purpose and need would be from the PELS - section 1.6. The document goals could be based upon Section 1.8 of the PELS, augmented with applicable sections from the Teton County Comprehensive Plan, specifically policy 7.1.c, 7.1.e, and 7.2.e.</p> <p>Please consider adding two additional goals: (1) continued public access to the southwest levy; and (2) keeping Pathzz open as much as possible during the construction period. These two items, though important, are not addressed in the seven-year old PELS.</p> <p>Because this intersection improvement project will close public access to the southwest levy from Highway 22, an alternative means of public access is needed. The reconnaissance report acknowledges this need as something to evaluate and build, if it can be done without adversely affecting wildlife movements and crossings. Because the wildlife crossing will be located away from the River, there will be space to accommodate people moving under the west buttress of the new bridge without adverse impacts to wildlife. As such, <b>please ensure sufficient and inviting public access from the west side of the Snake River Bike/Walk Bridge to the southwest levy</b>, designed in conjunction with Teton County and public input.</p> <p>The second goal suggestion stems from the majority of public comments you received that requested to <b>keep the pathway open during construction as much as possible</b>. While some closures are to be expected, they should be minimized through clauses in the construction contract perhaps stating that the pathway can be closed for a set number of days, with an incentive for days allowed but not used. You may consider asking Teton County to partner on any additional cost that this might entail.</p> <p>In regards to process, while it may be financially prudent and practical for WYDOT to redevelop the highway corridor in small segments, the risk is that you have adverse cumulative impacts that aren't sufficiently addressed. A more global view of this process will help gain the public trust and potentially reduce public controversy. Please use the PELS and the Teton County Comp. Plan, revised public documents, to guide your public outreach on this project and others. It's up to WYDOT to ensure the process is transparent.</p> <p>In light of the above suggestions, please consider starting the NEPA process on the widening of HWY 22 from the bridge to the Y Intersection. You have an engaged and interested group of stakeholders who work well together and would be an asset to the WYDOT team as they begin what is likely to be a lengthy process to plan the next phase.</p>	Miscellaneous/ Pathway	None	N
7/16/19	<p><b>Re: Proposed Snake River Bridge Project/390-22 Intersection</b></p> <p>Dear Mr. Compton and Mr. Hammonnd,</p> <p>We serve on the Board of Directors of the Gros Ventre North Homeowners Association and write concerning the proposed Snake River Bridge Project. Our neighborhood is comprised of 56 homes in which several hundred individuals live, as well as 14 as yet undeveloped lots. For egress to the town of Jackson, we rely exclusively on Pratt Road, as do our neighbors, the Gros Ventre West subdivision, who have a similar population as Gros Ventre North. The ability of our homeowners to leave the neighborhood and turn left onto Highway 22 from Pratt Road in order to reach Jackson has become increasingly difficult, even on low traffic days. Our access to Highway 22 is not just a matter of convenience, but also a safety issue, providing access to medical and related services that exist only in Jackson.</p> <p>We have reviewed the presentation on the Snake River Bridge Project that you recently made to the Teton County Board of Commissioners. The presentation makes clear that "safety" and "community" are factors that you are considering in the project design. We understand that it is WYDOT's intent to replace the current intersection of Highway 390 and Highway 22 with a Florida-T intersection. Over the past months, one of our homeowners, Michele Gammier, has met with you to obtain additional information about the contemplated intersection redesign.</p> <p>As you are aware, our neighborhood is located just east or downstream from the Snake River Bridge and 390/22 intersection. Our primary concern at this time is that WYDOT's proposed redesigned 390/22 intersection will have a significantly adverse impact on egress from Pratt Road eastbound onto Highway 22 towards Jackson. A Florida-T intersection will allow traffic heading east from Wilson on Highway 22 to flow non-stop through the junction with 390 without stopping at the light.</p> <p>This proposed change will cause the flow of traffic heading east past Pratt Road to likely be continuous and without breaks, depending on seasonality and time of day. It will meaningfully worsen our already compromised egress east towards town from Pratt Road. You should note, that with the recent addition of the bike path, the egress risks from Pratt Road eastbound onto Highway 22 now become very substantial, as we have to negotiate the bidirectional flow of bikers and the bidirectional flow of vehicular traffic.</p>	Congestion/ Intersection	<p>We have received the HOA's comment letter concerning the new intersection design at 390/22/390 and the concerns of the HOA. We are adding it to the other comments received on this project. WYDOT is reviewing the impacts of the intersection in the short term and the reconstruction of the highway that may happen in the future.</p> <p>It should be noted that the approach is difficult now. The highway is operating beyond its capacity and WYDOT does control the volume of people using the system. A rough gap analysis was performed and a quick analysis does not show the new intersection changing the way Pratt L operates due to the over capacity issues of the existing highway. We are reviewing this intersection and others along this route for interim solutions.</p> <p>Thank the HOA board for writing in their comment.</p> <p><b>Bob Hammond, P.E.</b> Resident Engineer</p>	Y
	<p>We ask that you seriously and urgently consider measures to mitigate the adverse access and safety impacts this proposed change will have on our neighborhood and residents. For example, please consider adding a middle lane to Highway 22 at its intersection with Pratt Road to accommodate at least 1-2 cars turning left from Pratt Road that could wait to enter the Highway 22 roadway east. There is space and a hashed marking in the middle of the road already and that can easily be made into a "merge lane". Alternatively, please consider creating a legal U-Turn just west of Pratt Road and before the Snake River Bridge so that cars exiting our neighborhood and wishing to head towards town could turn right first and then use a U turn to circle back towards Jackson. Another option could be to have "smart" flashing traffic signal which can turn active once it detects cars waiting for egress on Pratt Road for some amount of time.</p> <p>Due to the very significant adverse impacts that will be caused by the changes WYDOT proposes to make to the 390/22 intersection, we also ask that a representative of our neighborhood be invited to join the stakeholder committee working on the proposed redesign of this corridor and intersections.</p> <p>Thank you for considering our comments and concerns</p> <p>Regards,</p>			



## Snake River Fund

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October 25, 2020

Teton County Board of County Commissioners  
(Electronic Delivery Only)

RE: Wyoming Highway 22 – Snake River Bridge/Southwest Levee Access

Dear Commissioners:

Tomorrow, Monday, October 26, 2020 the Board of County Commissioners (BCC) will be hosting a workshop with the Wyoming Department of Transportation (WYDOT) regarding the Wyoming Hwy 22, Hwy 390 & Snake River Bridge replacement project. The Snake River Fund respectfully requests that you advocate for adequate and continued public access to the southwest levee (river right, River Hollow Subdivision) along the Snake River. Accepting that user will be pushed into other areas without problems and conflict is sticking our heads in the sand. The Wilson Boat Ramp can't accommodate the increased use of river-users, R Park users, pathway users, and southwest levee users.

While a stakeholder group has been working to finding collaborative solutions for numerous issues in this corridor, there has been a consistent missing link between the stakeholders upholding the values of recreation and public access. Mixed messages continue to go back and forth from WYDOT, Teton County Engineering, Teton County Parks & Recreation Department, wildlife crossing advocates, pathway advocates, private property interests and more. The leadership and direction of the Board of County Commissioners is needed to bridge the gaps in the dialog and address real world situations.

Utilizing Teton County's GIS Map Server, parking and access has been occurring at the southwest levee since at least 1967 (somewhere between 1955 & 1967). Public recreational access to Snake River at BLM Parcel 13 began sometime in the 1950's (personal communications). Attached to this letter you will find several screen shots of the aerial photography of the site. Please note that since 1987, every shot has at least one vehicle parked at this site. The southwest levee is critical recreation infrastructure for the public. It has become part of our local recreation heritage. The public has the right to recreate (Recreational Easement attached) on the southwest levee from Highway 22 downstream for over 2 miles.

Yes, the parking falls on the Highway right of way. Yes, we understand that site will be utilized for the new Highway 22 Snake River Bridge landing. However, WYDOT should be asked to contribute to developing adequate and ample parking and public access to this site. There are certain requirements that WYDOT should follow [NEPA and the 4\(f\) rules](#). Under the 4(f) rule WYDOT must address and mitigate for the elimination of public park access if







there is no feasible alternative. No alternatives have been reasonably considered or discussed. The BCC should push back on WYDOT's Categorical Exclusion.

Please direct Teton County staff (Planning, Engineering, Parks & Recreation) to develop a holistic vision for this site. The approved and signed 2017 Conditional Use Permit (CUP2016-0002 attached) for BLM Parcel 13 includes a non-commercial, non-trailer parking lot. Somewhere since 2017, staff has determined that parking lot to be void and unnecessary. Staff does not have that authority to ignore the terms of the CUP, perception is not adequate, legal guidelines must be followed, or altered through a public process. That has not happened.

Utilize the time and money afforded through the 2020 BUILD grant to develop a complete picture for the Highway 22/390/Snake River Bridge project. This includes public access at the Wilson Boat Ramp (BLM Parcel 13), adequately planned public access to the southwest levee, pathways, wildlife crossings, fences and Stilson Ranch Transit Center. WYDOT must follow the law, this project should not be allowed to move forward under a Categorical Exclusion.

70 years of public access cannot be ignored by Teton County or WYDOT.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Baecker', is positioned above the typed name.

Jared Baecker  
Executive Director

Attachments:

- 2020 Teton County Map Server aerial photograph
- 2015 Teton County Map Server aerial photograph
- 2011 Teton County Map Server aerial photograph
- 2005 Teton County Map Server aerial photograph
- 1999 Teton County Map Server aerial photograph
- 1967 Teton County Map Server aerial photograph
- CUP2016-0002 – BLM Parcel 13/Wilson Boat Ramp Conditional Use Permit
- Recreational Easement granting public access to Southwest Levee through River Hollow

CC:

Scott Gamo, WYDOT  
Nick Hines, WYDOT  
Bob Hammond, WYDOT  
Heather Overholser, Teton County Public Works  
Amy Ramage, Teton County Engineering  
Steve Ashworth, Teton County Parks and Recreation



2020 – Teton County Map Server aerial photograph



2015 – Teton County Map Server aerial photograph







2011 – Teton County Map Server aerial photograph



2005 – Teton County Map Server aerial photograph



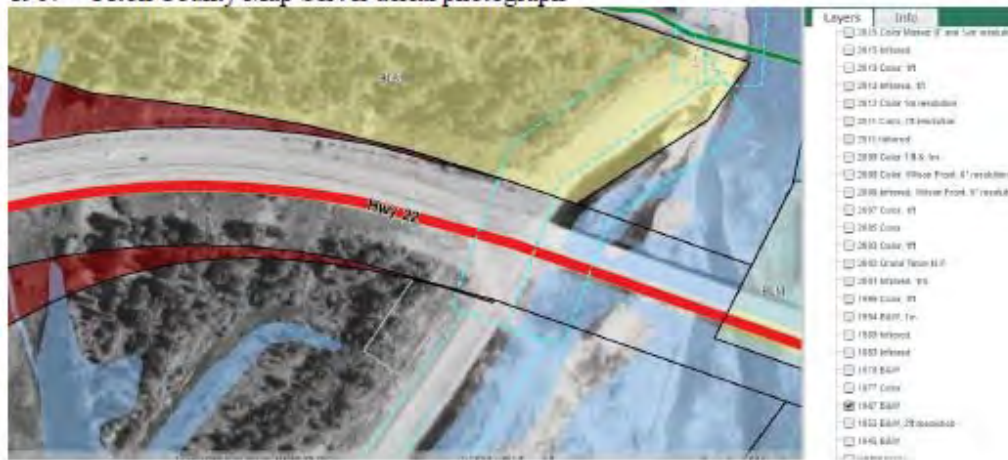




1999 - Teton County Map Server aerial photograph



1967 - Teton County Map Server aerial photograph





**BEFORE THE BOARD OF COUNTY COMMISSIONERS**

**TETON COUNTY, WYOMING**

IN THE MATTER OF: Conditional Use Permit (CUP2016-0002)

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**FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER GRANTING APPROVAL  
OF A CONDITIONAL USE PERMIT**

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THIS MATTER came before the Teton County Board of County Commissioners (hereafter "Board" or "Board of Commissioners") for initial public hearing on March 7, 2017, upon the application of Teton County Department of Parks and Recreation for a Conditional Use Permit, pursuant to Section 8.4.2. of the Teton County Land Development Regulations (LDRs). The Board considered a presentation from staff, heard from the applicant, considered written submissions and took public comment and approved CUP206-0002 with eight (8) conditions. On March 13, 2017, at a regular Voucher Meeting, the Board voted to reconsider CUP2016-0002 and scheduled the matter for reconsideration for the regular meeting of March 21, 2017. At the point of reconsideration the Board opened discussion on a motion, heard from the applicant, and took public comment. The Board of Commissioners, being fully advised herein, finds, concludes and orders as follows:

**FINDINGS OF FACT**

1. The property at issue is located at the intersection of Wyoming State Highway 22 and Wyoming State Highway 390 and is owned by the Bureau of Land Management. The property is commonly referred to as the "Wilson Boat Ramp" area. The Applicant is the Teton County Department of Parks and Recreation who holds a Federal Right-of-Way permit (WYW-181638) on the property. The property is zoned Public/Semi-Public – County (P/SP-TC) and is within the Natural Resources Overlay (NRO).
2. The Applicant has requested approval of a Conditional Use Permit (CUP), CUP2016-0002, to allow Outdoor Recreation in the P/SP-TC Zone, including the development of improvements to the Wilson Boat Ramp on the existing parcel owned by the Bureau of Land Management.
3. This application was brought before the Teton County Planning Commission on February 13, 2017, with a recommendation from Planning staff for





approval of CUP2016-0002 with nine (9) conditions. The Planning Commission was unable to make all of the findings for a CUP and the motion to approve the CUP failed with a vote of 2 to 3, with three Planning Commissioners opposed.

4. This application was brought before the Board of Commissioners on March 7, 2017.
5. All hearings of the Planning Commission and the Board of Commissioners were properly noticed pursuant to the provisions of LDR Section 8.2.14.C.
6. A staff report dated February 27, 2017, was submitted to the Board of Commissioners for review. This staff report details the outdoor recreational use and proposed boat ramp improvements. As set forth in the staff report, the recommendation of the Planning Director in this matter was for approval of the Conditional Use Permit with nine (9) conditions of approval.
7. On March 7, 2017, the Board first considered the matter and voted 4 to 1 for approval of the Conditional Use Permit (CUP2016-0002) with the following eight (8) conditions of approval.
  - a. A Final Mitigation Plan designed in compliance with Section 5.1.1.D.3. will be required to be submitted with any application for physical development.
  - b. Construction shall not occur between November 1 - May 15 to protect wintering wildlife.
  - c. Signage shall be shown on the Grading and Erosion Control application that requires domestic pets to be leashed at all times.
  - d. All access drive improvements shall be designed in compliance with Transportation Facility standards, and be approved by the Teton County Engineering Department prior to issuance of development permits.
  - e. The proposed parking lot, one-way loop access road and existing levee access road may be gravel. The applicant may request approval by the Board of County Commissioners to pave portions of these areas at a later date if deemed necessary to address drainage, dust, maintenance, environmental impacts and other concerns.
  - f. The applicant may remove the proposed 28 onsite non-commercial parking spaces from this application should these spaces be secured within the vicinity. The applicant is allowed to construct a minimum of 16 and a maximum 28 non-commercial parking spaces on site. Should the non-commercial parking lot be constructed it shall be closed to all



- human activity from November 1 - May 15 to protect wintering wildlife.
- g. Parking shall meet the Standards of Sec. 6.2.5.D.2, to a width of a 34' minimum on the 2-lane portion of the road where a parking aisle is provided, and 21' minimum on the one-way loop road where a parking aisle is provided.
  - h. The applicant shall be bound by the findings of the WYDOT Access Application and Traffic Impact Study review, to access road improvements, and or consolidation to a single point of access, if so directed by the State agency or the Planning Director.
8. The approval of CUP2016-0002 was reconsidered by the Board of Commissioners at its regular Voucher Meeting on March 13, 2017. Commissioner Macker moved to reconsider CUP2016-0002 to clarify conditions related to closure of the boat ramp area, Commissioner Vogelheim seconded the motion and the motion for reconsideration passed 4 to 1. Commissioners Macker, Newcomb, Rhea and Vogelheim were in favor of the motion and Commissioner Epstein was opposed to the motion. The Board scheduled the reconsideration matter for the next regular Board meeting to occur on March 21, 2017.
  9. On March 21, 2017, the Board had discussion on CUP2016-0002 and specifically regarding the parking lot and closure of the road and/or access to the Wilson Boat Ramp area during the winter months. The Board heard from the applicant, Teton County Parks and Recreation, opened the matter up for public comment, closed public comment, and entered into discussion among the Board.
  10. Commissioner Vogelheim moved to amend the motion on the table, adding Condition #9: Winter closure dates shall be December 1<sup>st</sup> through March 15<sup>th</sup>. The method of closure shall be a permanent gate installed at the Northwest boundary of the BLM parcel barring vehicle access from US Highway 390 via the levee access road. The motion was seconded by Commissioner Macker. The Board had discussion on the motion. The Board voted on the motion to amend the motion on the table, with Commissioners Macker and Vogelheim in favor and Commissioners Epstein, Newcomb and Rhea opposed. The Motion failed by a vote of 2 to 3.
  11. Commissioner Vogelheim moved to amend the motion on the table to add a new condition of approval. Commissioner Rhea seconded the motion. The Board voted 3 to 2 to amend CUP2016-0002 conditions of approval to include a new Condition (#9), with Commissioners Macker, Rhea and Vogelheim in





favor and Commissioners Epstein and Newcomb opposed, the condition to add as follows:

- *Winter vehicle closure of the levee access road from December 1st – March 15th.*
12. Then, on March 21, 2017, the Board voted on the motion on the table, to approve Conditional Use Permit (CUP2016-0002), with nine (9) conditions of approval. The Board voted to approve CUP2016-0002 with nine conditions of approval. Commissioners Macker, Rhea and Vogelheim were in favor of the motion and Commissioners Epstein and Newcomb were opposed to the motion. The motion passed 3 to 2. The following nine conditions of approval for CUP2016-0002 are as follows:
1. A Final Mitigation Plan designed in compliance with Section 5.1.1.D.3. will be required to be submitted with any application for physical development.
  2. Construction shall not occur between November 1 - May 15 to protect wintering wildlife.
  3. Signage shall be shown on the Grading and Erosion Control application that requires domestic pets to be leashed at all times.
  4. All access drive improvements shall be designed in compliance with Transportation Facility standards, and be approved by the Teton County Engineering Department prior to issuance of development permits.
  5. The proposed parking lot, one-way loop access road and existing levee access road may be gravel. The applicant may request approval by the Board of County Commissioners to pave portions of these areas at a later date if deemed necessary to address drainage, dust, maintenance, environmental impacts and other concerns.
  6. The applicant may remove the proposed 28 onsite non-commercial parking spaces from this application should these spaces be secured within the vicinity. The applicant is allowed to construct a minimum of 16 and a maximum 28 non-commercial parking spaces on site. Should the non-commercial parking lot be constructed it shall be closed to all human activity from November 1 - May 15 to protect wintering wildlife.
  7. Parking shall meet the Standards of Sec. 6.2.5.D.2, to a width of a 34' minimum on the 2-lane portion of the road where a parking aisle is provided, and 21' minimum on the one-way loop road where a parking aisle is provided.
  8. The applicant shall be bound by the findings of the WYDOT Access Application and Traffic Impact Study review, to access road



improvements, and or consolidation to a single point of access, if so directed by the State agency or the Planning Director.

9. Winter vehicle closure of the levee access road from December 1st - March 15<sup>th</sup>.

#### CONCLUSIONS OF LAW

I. Based on the presentation and staff report of the Planning Department, the information presented by the applicant and their agent being the Teton County Department of Engineering, and response from the Planning Staff and the applicant, the Teton County Department of Parks and Recreation, the application for a Conditional Use Permit complies with all applicable provisions of the Jackson/Teton County Comprehensive Plan.

II. Based on the presentation and staff report of the Planning Department, the information presented by the applicant and their agent being the Teton County Department of Engineering, and response from the Planning Staff and the applicant, the Teton County Parks and Recreation, the application for a Conditional Use Permit complies with all applicable rules and regulations of the Teton County Land Development Regulations.

III. The Board concludes and hereby finds that the application for a Conditional Use Permit complies with each of the eight (8) findings for approval of a Conditional Use Permit, as set forth in Section 8.4.2.C. of the LDRs, and as outlined in the staff report, and specifically finds:

*1. Is compatible with the desired future character of the area;*

**The standard is met as conditioned.** The major riparian areas of Teton County within the River Bottom District represent the most important wildlife movement zones in the community. Future desired goals of the River Bottom District include maintaining or enhancing the district's wildlife habitat connections, and clustering development adjacent to existing development such that wildlife habitat and movement corridors are protected. Importantly, an emphasis for this District is also placed on management of public and commercial access to the levees, given that activities along the levee system allows for public engagement with this important resource which fosters appreciation for stewardship and conservation. The proposal provides for improvement of an existing, relatively unregulated access point to the Snake River that has significant public and commercial importance to the community. The site plan locates proposed development in a previously disturbed site, to maintain wildlife habitat quality and preserve permeability to wildlife movement through





proposing a minimized development footprint with the goal of reducing dispersed use within the parcel.

*2. Complies with the use specific standards of Division 6.1 Allowed uses and the zone;*

**The standard is met.** Outdoor Recreation is the use of land for passive or active recreational or athletic purposes that requires minimal permanent physical development relative to the open space. Pursuant to Div. 6.1.3.C., Wilson Boat Ramp improvement is an allowed use within the P/SP-TC Zone, as a park, given that approximately 6% of the overall acreage is proposed for conversion to impervious surface. Nearly half of the proposed development area is already disturbed and being used for unregulated parking and access. An Operations Plan was provided by the applicant, and was largely informed by the River Management Plan adopted by the Board of County Commissioners. The River Management Plan identifies extensive management actions necessary to comprehensively address the Standards of Div. 6.1.3.C.2.a., with the intent to minimize impacts of the use on natural resources and neighboring properties, to the greatest extent practicable. The Operations Plan provided by Parks and Recreation memorializes a defined management approach to mitigate the impact of the use on natural resources and neighboring properties.

*3. Minimizes adverse visual impacts;*

**The standard is met.** The proposed improvements are not within the Scenic Resources Overlay, and much of the highway frontage is heavily wooded and screened from view. The new loop road, parking facility, and service facilities (restroom, kiosk, and group meeting areas) are located either in wooded areas that provide concealment, or locations where these activities are already ongoing. The bathroom is relocated to a site that effectively reduces visibility, and the management of parking will reduce the overall visual impact of unregulated, dispersed parking around the boat launch area. Therefore, the permitted improvements will substantively improve visual impacts of the Wilson Boat Ramp usage.

*4. Minimizes adverse environmental impacts;*

**The standard is met, as conditioned.** The subject property is located within the Natural Resources Overlay (NRO). An Environmental Analysis (EA) was submitted on May 5, 2016 (EVA2016-0006). The EA compares the original boat ramp improvement concept design of 2013, with a refined site plan, and the outcome of this effort has resulted in a proposed development plan that has fewer impacts to wetlands, and improves the design for public access. The EA also provides a conceptual mitigation plan, such that those





unavoidable impacts are successfully mitigated to County standards. This includes the mitigation on a 2:1 basis for impacts to foraging habitat for moose within an area identified by the Wyoming Game and Fish Department as crucial winter yearlong range. The site plan as vetted through the EA process successfully minimizes adverse environmental impacts. Conditions of approval including seasonal closures, seasonal construction restrictions, and a domestic pet leash policy have been implemented to insure the minimization of environmental impacts standard has been met. Conditions were amended during the Board hearing, such that the proposal to develop a parking area of up to 28 spaces may be removed from this CUP application, should off-site parking be retained in the vicinity of the project area. Similarly, the Board found that the levee access road, internal one-way loop road, and parking area may remain as gravel, as a means to reduce impacts to wildlife and the natural setting of the facility.

*5. Minimizes adverse impacts from nuisances;*

**The standard is met.** Increasing and largely unregulated recreational use within the Snake River corridor and adjacent public lands was called out as a public concern in need of management action in this community. Degraded facilities and an inability to meet user demand result in nuisances, such as dispersed and unregulated parking, user conflicts, and damage to natural resources. Wilson Boat Ramp improvements are specifically called out in the Final River Management Plan, in a suite of management actions, intended to enhance the quality of recreation opportunities and other resource values in the Snake River corridor. Recycling receptacles will be provided on site and collected by Curbside Recycling. Park maintenance staff is responsible for collecting trash twice per day at peak season. All refuse and recycling containers will be bear proof type to avoid the attraction of wildlife to these containers.

*6. Minimizes adverse impact on public facilities;*

**The standard is met.** The application is not anticipated to contribute significantly to demands on roads, water/ sewer systems, parks, schools, police, fire and EMS. There are no proposed developments for water or sewer within the site. Stand alone, double-sided vault toilets will be relocated to a site 40-60 feet beyond the landward side of the levee, and are maintained through standard County Parks and Recreation facility maintenance. The applicant does not foresee generating new traffic through the improvement of the existing services that are currently provided on site.





7. *Complies with all other relevant standards of these LDRs and all other County Resolutions; and*

**The standard is met, as conditioned.** All relevant LDRs were reviewed, and the application was determined to be in compliance or conditioned to ensure compliance. See the "Applicable Regulations," Attachment 1 of this staff report.

8. *Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.*

**Not applicable.** There are no prior approvals associated with this property.

IV. The Board's decision that the application complies with each of the eight (8) findings for an approval of a Conditional Use Permit is based on the analysis of the findings set forth in the February 27, 2017 staff report, as well as the Board's analysis of the required findings that occurred at the March 7, 2017 and March 21, 2017 public hearings.

**IT IS HEREBY ORDERED:**

The Board **APPROVES CUP2016-0002**, to allow Outdoor Recreation in the P/SP-TC Civic Zone, including the development of improvements to the Wilson Boat Ramp on the existing parcel owned by the Bureau of Land Management, subject to the nine (9) conditions of approval:

1. A Final Mitigation Plan designed in compliance with Section 5.1.1.D.3. will be required to be submitted with any application for physical development.
2. Construction shall not occur between November 1 - May 15 to protect wintering wildlife.
3. Signage shall be shown on the Grading and Erosion Control application that requires domestic pets to be leashed at all times.
4. All access drive improvements shall be designed in compliance with Transportation Facility standards, and be approved by the Teton County Engineering Department prior to issuance of development permits.
5. The proposed parking lot, one-way loop access road and existing levee access road may be gravel. The applicant may request approval by the Board of County Commissioners to pave portions of these areas at a later date if deemed necessary to address drainage, dust, maintenance, environmental impacts and other concerns.



6. The applicant may remove the proposed 28 onsite non-commercial parking spaces from this application should these spaces be secured within the vicinity. The applicant is allowed to construct a minimum of 16 and a maximum 28 non-commercial parking spaces on site. Should the non-commercial parking lot be constructed it shall be closed to all human activity from November 1 - May 15 to protect wintering wildlife.
7. Parking shall meet the Standards of Sec. 6.2.5.D.2, to a width of a 34' minimum on the 2-lane portion of the road where a parking aisle is provided, and 21' minimum on the one-way loop road where a parking aisle is provided.
8. The applicant shall be bound by the findings of the WYDOT Access Application and Traffic Impact Study review, to access road improvements, and or consolidation to a single point of access, if so directed by the State agency or the Planning Director.
9. Winter vehicle closure of the levee access road from December 1st - March 15th.

DATED this \_\_\_\_ day of April, 2017.

BOARD OF COUNTY COMMISSIONERS  
TETON COUNTY, WYOMING

BY: \_\_\_\_\_  
Mark Newcomb, Chairman

ATTEST: \_\_\_\_\_  
Sherry L. Daigle, County Clerk



**CERTIFICATE OF SERVICE**

This is to certify that on the \_\_\_\_ day of April, 2017, at Jackson, Wyoming, the Teton County Clerk served the FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER GRANTING APPROVAL OF A VARIANCE by sending a true and correct copy thereof in the U.S. Mail, postage prepaid, addressed and/or emailed as follows:

Steve Ashworth, Director  
Teton County/Jackson Parks and Recreation Department  
P.O. Box 811  
Jackson, WY 83001

Erin E. Weisman, Deputy County Attorney  
Teton County Attorney's Office  
P.O. Box 4068  
Jackson, WY 83001  
[erin@tetoncountyattorney.com](mailto:erin@tetoncountyattorney.com)

---

Sherry L. Daigle, County Clerk





10/26/2020

State of Wyoming Mail - Re: Snake River Fund - Public Access Concerns - WYDOT Highway 22/390/Snake River Bridge project



Casey Johnson <casey.johnson@wyo.gov>

## Re: Snake River Fund - Public Access Concerns - WYDOT Highway 22/390/Snake River Bridge project

Nick Hines <nick.hines@wyo.gov>

Mon, Oct 26, 2020 at 9:12 AM

To: Jared Baecker <jared@snakeriverfund.org>

Cc: Teton County Commissioners <commissioners@tetoncountywy.gov>, Heather Overholser <hoverholser@tetoncountywy.gov>, Amy Ramage <aramage@tetoncountywy.gov>, Steve Ashworth <sashworth@tetoncountywy.gov>, Bob Hammond <bob.hammond@wyo.gov>, Scott Gamo <scott.gamo@wyo.gov>, Tory Thomas <tory.thomas@wyo.gov>, Darin Kaufman <darin.kaufman@wyo.gov>, Casey Johnson <casey.johnson@wyo.gov>, Martin Kidner <martin.kidner@wyo.gov>, "Fulton, Keith" <keith.fulton@wyo.gov>, Tom DeHoff <tom.dehoff@wyo.gov>, Stephanie Harsha <stephanie.harsha@wyo.gov>, Peter Stinchcomb <peter.stinchcomb@wyo.gov>

Good Morning Jared,

As you may recall I am facilitating the stakeholder group for the Snake River Bridge and 22/390 intersection. WYDOT will include your letter in the NEPA records for that project. As the facilitator of the stakeholder group I have some information that may be of use to you.

You are correct that the WYDOT Stakeholder group for the Snake River Bridge and 22/390 intersection has been working on some of the concerns in your letter. If I recall correctly you were at the last stakeholder group where many of your concerns were addressed. Below are some of WYDOT's responses to a previous letter that they had received which are applicable to many of your concerns too.

Snake River SW Levee Access: The parking at this location is an impromptu encroachment within the right of way that has evolved over time. This is not nor ever has been designated as an official parking area or trailhead. The access at this location is for the purpose maintenance and operation of the levee system. The parking issue will be addressed with the Teton County Wilson Boat Ramp improvement project. The WYDOT roadway and bridge project will provide improved access underneath the new structure from the boat ramp to the levee. If a more robust pathway is desired, Teton County may elect to provide one in the future.

NEPA and Engagement Process: The NEPA process has been discussed multiple times at stakeholder meetings. Federal Agencies are responsible for NEPA compliance. FHWA is the lead federal agency for this project and WYDOT is completing NEPA under their direction.

FHWA has concluded that a categorical exclusion is the appropriate level of NEPA documentation for this project and has complimented WYDOT on the public involvement and outreach during this project. WYDOT will update the webpage with all current information for members of the public to stay informed.

(Not previously provided by WYDOT, my interpretation of 4(f))

Section 4(f) of the DOT Act - The first step in evaluating if Section 4(f) applies is to see if the land is publicly owned and designated as a park, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. I would say yes, the land is publicly owned, however this impromptu parking is not designated as one of the above categories. WYDOT ROW is designated for transportation use. Therefore Section 4(f) does not apply to WYDOT ROW. FHWA and WYDOT evaluate all federal aid projects for Section 4(f) and impacts to any areas outside the highway ROW that meet the above criteria.

If you have any further questions regarding Snake River Bridge and the 22/390 project, please feel free to reach out to myself or anyone at WYDOT.

Thank you  
Nick

Nick Hines, CEP  
Environmental Services - NEPA Management and Project Delivery Supervisor  
Wyoming Department of Transportation  
5300 Bishop Blvd., Cheyenne, Wyoming 82009-3340  
Office (307) 777 4156  
Fax (307) 777 4193





THE WILSON  
ADVOCACY  
GROUP

May 29, 2019

Dear Chairwoman Macker and Teton County Commissioners,

Summer is fast approaching, and that will draw attention to Jackson Hole's traffic challenges and how locals and visitors move around our valley.

As you know, the Wyoming Department of Transportation (WYDOT) is currently in the planning stages for a major highway reconstruction project to replace the Snake River Bridge and re-design the Hwy 390/Hwy22 Intersection, with construction slated to begin in 2023.

While we concur with the need to replace the bridge, we are concerned over the lack of meaningful public involvement in the WYDOT planning process. As you may be aware, WYDOT intends to use the most basic level of NEPA compliance, a Categorical Exclusion, to finalize this major decision. **The public has not had an opportunity to comment on the project purpose and need, or to comment on alternatives, or to see an analysis of the impacts of the project, as is typically expected for such a major action by a public agency using federal transportation funds.**

**It is vital that we as a community and its leaders have our voice heard, because the final designs and construction of the bridge and intersection will be in place for the next 50 years.** We urge you to ask WYDOT to carry out a proper NEPA process, which will provide for a much more robust planning process, better take our community character and values into consideration, improve public engagement, which combined will result in a better project for all.

The 2015 Town/County ITP clearly states that what is in the best interest of our community and its future is integral communication and planning with local elected, WYDOT, stakeholders and a broad community engagement. According to our Integrated Transportation Plan (ITP):

- **Design of [the Y intersection and] WY-22/WY-390 intersection will include signal and/or lane prioritization for buses.** Implementation of this design feature will require coordination with WYDOT during project development of the Major Capital Projects.
- **Interagency Coordination:** Close cooperation and collaboration between the Partners will occur continuously from initial needs analysis, through capital programming (including the State Transportation Improvement Program), conceptual planning and design, final design, right of way acquisition and construction. This coordination among the partners will be facilitated by the formation of a Regional Transportation Planning Organization.
- Planning and conceptual design of this intersection will consider the feasibility of, and design requirements for, extending the BRT/HOV corridor from WY-22 to Teton Village.
- **All projects within Capital Project Groups 1, 2 and 4 will be planned and designed concurrently to ensure that each project is designed to account for the impacts and overlapping design details of all other projects within the group and within that part of the regional network.** Group 3 projects, however, will be studied and evaluated as potential alternatives. WYDOT will lead the design and construction of the major state highway projects, but project development will require a coordinated effort between Teton County, the Town of Jackson and WYDOT.



Our community has worked for many years to define a vision that integrates our goals and character with the need to provide infrastructure for a growing valley and its visitors. **We would like to see WYDOT actively engaged in that discussion and understanding our community values and what we are trying to accomplish are integral to public support for this project.**

**We would request Teton County convey these priorities to WYDOT:**

- Improve and be transparent with the NEPA process
- Integrate our ITP and community concerns into more of the design
- Preserve migration on the riparian corridor
- Commit to maintaining access to all pathways during construction
- Consider cumulative impacts. Holistically look at the future of Hwy 22 and how these designs with all work together, particularly when it comes to alternate transportation

We look forward to hearing from you and hope that we can all work together to make these infrastructure changes align with community goals.

Sincerely,  
Seadar Rose Davis, START Board  
Katherine Dowson, Friends of Pathways  
Jessica Jaubert, Jackson Hole Working  
Melissa Turley, Teton Village Association ISD  
Tim Young, Wilson Advocacy Group





August 18, 2020

Nick Hines, CEP  
Environmental Services  
Wyoming Department of Transportation  
5300 Bishop Blvd., Cheyenne, Wyoming 82009-3340 – *sent via email*

*Subject: Comment on Jackson-Wilson Snake River Bridge and WY-22/390 Intersection Project*

Dear Mr. Hines,

I am writing to provide public comment and recommendations for the Wilson Snake River Bridge WY22/390 Intersection Project. Thank you for the opportunity to provide input.

Wyoming Pathways is a statewide bicycle and pedestrian nonprofit user group. We support the proper study and inclusion of the needs of bicyclists and pedestrians in all relevant state highway planning and construction projects.

There are several specific issues that I would like to raise and request additional information on. But I would like to start with a general comment that the initial project scoping does not seem to have properly considered impacts and needs of bicycle and pedestrian modes of transportation. That is unfortunate. Planning for the bicycle and pedestrian modes is a key need identified in the PELS study, and proper consideration is an essential requirement in federal transportation policies and transportation law. To quote in part:

**U.S. Department of Transportation Policy Statement  
On Bicycle and Pedestrian Accommodation**

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

**23 U.S.C.** "There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling' (23 U.S.C. 217(g)(1)).





**Snake River SW Levee Access.** One of the key issues overlooked in this project is the extremely important access to the South West Snake River Public Access and Levee Trail. The elimination of SW Snake River Access Levee Trailhead parking for up to 30 cars at the Snake River Bridge will have major negative impact on public access to the Snake River, and this is clearly the type of impact considered under Section 4(f) that needs to be mitigated. The WYDOT project should include and pay for acceptable mitigation to minimize impacts to the Snake River Access and SW Levee Trail.



*The SW Levee Trailhead will close 30 parking spaces, access for families to the Snake River.*

This is a “constructive use”, which occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired.



*Snake River Access is busy and vital to Wilson and important for millions of visitors.*

With such limited land access to the Snake River throughout Jackson Hole, this impact should be better studied and mitigation should be included in the project. That pathway connection is so vital and it should have been incorporated from the very beginning in WYDOT’s plans. The PELS identified Emily’s Pond as a 4f, but failed to include the equally important SW Snake River Access and Levee Trail. That omission should be addressed in this project.

Unfortunately, design work for this missing pathway connector to the SW Levee has not been done. Due to the busy Wilson Boat Launch, the pathway will need to be located west of the river access. That may require wetland investigation and to explore if the pathway would





require significant fill to bring grades up closer to the levee top. Teton County has developed concepts for improving the Wilson River Access, circulation, and parking, paid with SPET funding approved ten years ago, which will also need to be factored into the planning.

**To summarize**, a paved ADA accessible pathway connection from Teton County's Path22 at R-Park, connecting under the new bridge to the SW Levee Trail will be necessary, including a well-engineered concrete section under the bridge to protect from future high-water events.

**Wilson to Snake River Pathway - Green Lane to Snake River.** To better mitigate the major impacts of the loss of SW levee trailhead river access, in addition to proper pathway access under the new Highway Bridge, the WYDOT project needs to include a pathway along the south side of WY-22, from the Green Lane Underpass directly east along the south side of WY22 to the new Snake River bridge, providing people that direct option if they are coming from the west.



*The WYDOT Snake River Bridge 22/390 project needs to include a pathway 8-10' wide along the south side of WY-22, from the Green Lane underpass to the new Snake River bridge.*

This pathway can be added without impact to the Wildlife Crossings by bringing the pathway over the top of the underpasses, in the clear zone between the highway shoulder and the wildlife fence, preventing any human access to the underpass areas. An 8' wide pathway would be sufficient. At the bridge there needs to be a safe fence gate to allow people access to the SW levee, not cattle guards. This pathway would serve biking and walking needs.

There is a compelling need for this pathway to connect directly to the Snake River. Once we have a safe pathway from Wilson to Green Lane on the south side, people all the way from Fall Creek Road, downtown Wilson, and especially hundreds of households that live on the south side of the Highway in the Wenzel Lane and Green Lane areas will use it.

On a personal note, I've lived on Wenzel Lane for the 30 years, and along with hundreds of neighbors, we have long needed safe and direct access the Snake River SW levee, and without the long detour through Stilson, R-Park, and the Wilson Boat Ramp. The need for that pathway was first identified in 1970, and Wyoming Highway Department District 3 Engineer Albert DiBernardi promised Wilson a pathway "from Wilson all the way to the Snake River" as part of the WY-22 Highway expansion approved in 1971. The pathway was further supported





in 1989 when the Teton County Commissioners approved a \$500,000 investment with the JH Land Trust to protect the scenic resources of the Hardeman South property, including acquiring one mile of land in fee for the future pathway. The need for that pathway has only increased over time.



*The proposed Wilson to Snake River Pathway south side of WY-22 to the Bridge*

In my professional opinion, that pathway would not impact the wildlife crossing under the highway in any measurable way. I also inquired with a professional engineer with experience in this situation, and pathways like this have been implemented successfully. The pathway along US South 89 goes along the road in and outside of the fence with no wildlife problems. It's not reasonable to claim that adding a pathway 5' from the shoulder along a 4-lane highway with 30,000 cars and trucks a day would impact wildlife going under the highway and outside of an 8' fence preventing any human access.



*Pathways along State Highways in Teton County have proven safe and effective.*

I understand that some people on the Stakeholders group think that it's sufficient to detour the pathway around almost an extra mile to access the SW levee. I simply disagree, and many of my neighbors disagree as well. For one, it improves access to the SW Snake River Levee, severely impacted by the project. In addition, it will help relieve pressure on the already congested Path22 from Stilson to the Snake River Pathway Bridge, seen in the high count station reports. And third, it will provide a safe refuge for anyone walking or biking along this stretch of Highway 22, which is legal and commonly seen. I don't believe there is a full





understanding of the need and opportunity for this pathway. I request this issue be properly studied and additional information provided to the public. It has not been discussed in any substantive manner to date, another shortcoming of the planning process for this project.

**To summarize**, the WYDOT project needs to include a pathway 8-10' wide along the south side of WY-22, from the Green Lane underpass to the new Snake River bridge, providing people that direct option if they are coming from the west. This pathway can be added without impact to the Wildlife Crossings by running the pathway over the top of the underpasses, in the clear zone between the highway shoulder and the wildlife fence, which prevent any human access to the underpass areas. At the bridge there needs to be a safe fence gate to allow people access to the SW levee without crossing the cattle guards.

**SW Levee ADA Parking Provision North of Bridge.** It's a significant distance, over a half a mile, from the closest parking in Stilson to the SW Levee existing trailhead. The existing Wilson River access road parking is already busy, with parking all the way out to WY-390 observed on a regular basis. There is a need for people with disabilities to have safe access.

To address this, a small 5-10 spot ADA/SW Levee parking area should be added north of the WYDOT Bridge, there is a good spot there, sign it for SW Levee access only.



*Location proposed for ADA/SW Levee parking area, between Bridge and River Launch. WYDOT should construct this as mitigation for 4F impacts to the SW Snake River Access and Levee trail.*

**NEPA & Public Engagement process.** Transportation agencies are required to follow proper legal planning and NEPA compliance for major actions like this. There should be little question that for a major ~\$30 million highway expansion project, from a 2 to 4-lane 800' bridge over a Wild and Scenic River, a 100 year investment, the proposed use of a Categorical Exclusion for NEPA compliance is inadequate; it's a major shortcoming of this project, and the lack of a meaningful public engagement process is telling, clearly evidenced by the public concerns expressed at the February 2019 WYDOT Open House and reported in the media.

Ironically, the PELS Study actually does identify the need for Bicycle and Pedestrian Connectivity, it is Need #2 of four, yet the issue has not been adequately considered in this project. The PELS lists the Snake River Bridge and WY 22-390 Intersection in "Table 2: Areas of Bicycle and Pedestrian Needs". The PELS states:



"1.5.1 Purpose ...the purpose of the study is to establish a long-term transportation vision along the WYO 22 and 390 corridors between the Town of Jackson, Wilson, and Teton Village, and to identify and prioritize potential transportation improvements that address the identified needs...[including]

1.5.3 Need #2 Bicycle and Pedestrian Connectivity. "The community values bicycle and pedestrian mobility from both recreational and transportation standpoints. Bicycle and pedestrian facilities within the study area are discontinuous and safe crossing opportunities of the roadways limited. The WYO 22 and Broadway and WYO 22 and 390 intersections also present barriers to pedestrian and bicycle movement. Figure 2 shows the existing and potential bicycle and pedestrian facilities." PELS Goals include:

- Meet transportation safety needs of all modes – automobile, bus, pedestrian, bicycle, and truck;
- Encourage use of alternative modes;

Teton County and the public at large should have more access to information and better options to provide input into these major decisions being made for our highway system. It needs to be more than just staff and an WYDOT-appointed Stakeholder committee, with the public informed after the decisions have been made.

For example, just reviewing the WYDOT project website, there is no information on the August 20, 2020 meeting, supposedly open to the public. The next "Upcoming Meeting" listed already happened in 2019. The Environmental Process Timeline states "We are here, July 2019". The Purpose and Need does not address the PELS Need #2 at all. A separate Transit Study had to be specially requested and added last year due the fact Transit issues were not being considered, despite the proximity to the major Stilson Transit Center. No information is available on the highway bridge pathway under crossing. It is difficult to know what WYDOT is doing, what the Stakeholder group does, when meetings are, and how to provide meaningful comment. The only interests beyond highways that seems to have been accommodated is the Wildlife Crossing advocates and adjacent homeowners.

That's not how NEPA is supposed to work.

Thank you for considering our comments in the project.

A handwritten signature in black ink, which appears to read "Tim Young". The signature is written in a cursive, flowing style.

Tim Young,  
Executive Director

Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

Page 82 of 82



## Technical Reports





## Memorandum

717 17th Street, Suite 2750  
Denver, Colorado 80202  
United States  
www.jacobs.com

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<b>Subject</b>	Traffic Noise Analysis	<b>Project Name</b>	Jackson-Wilson Road, WYO 22, Bridge Replacement/Widening Project
<b>Attention</b>	Nick Hines, WYDOT	<b>Project No.</b>	2000058
<b>From</b>	Dana Ragusa		
<b>Date</b>	November 25, 2020		

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### 1. Introduction

The purpose of this technical memorandum (memo) is to summarize the traffic noise analysis conducted for the Jackson-Wilson Road, Wyoming Highway 22 (WYO 22) Bridge Replacement/Widening Project (project). The Wyoming Department of Transportation (WYDOT) is proposing to reconstruct the existing bridge extending over the Snake River and portions of the Wyoming State Route 22 (WYO 22) roadway, including the intersection with Wyoming State Route 390 (WYO 390), which is approximately 4 miles west of the Town of Jackson in Teton County, Wyoming (refer to Figure 1).

The need for the project is driven by the structural deficiency of the existing bridge, crashes, increasing travel demands, and the support of Teton County's future development goals. The existing narrow structure is difficult to maintain due to heavy traffic volumes and the severe operational impacts that arise when any type of temporary traffic control is implemented on the structure. Maintaining continuous traffic on this route is critical for commuters, tourists, recreationalists, and emergency responders because this is the only bridge that crosses the Snake River in the area; there is not a corresponding redundant route.

The existing typical section consists of a two-lane roadway. Based on the 2019 WYDOT design, the existing highway alignment would be widened to accommodate one additional travel lane in each direction of travel through much of the project area. Since the proposed project would include the addition of travel lanes, this project would be considered a Type I project, and a noise analysis is required.

WYDOT is preparing a Categorical Exclusion for the project in compliance with the National Environmental Policy Act. This memo has been prepared in support of the Categorical Exclusion.



Traffic Noise Analysis

Figure 1: Project Location Map





## Traffic Noise Analysis

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### 2. Project Alternatives

WYDOT is evaluating two alternatives for this project, as described in the following sections.

#### 2.1 No Build Alternative

The No Build Alternative maintains the existing highway configurations. Future improvements would be limited to routine maintenance, which would likely increase as the structures and pavement age.

#### 2.2 Build Alternative

The Build Alternative includes the replacement of the WYO 22 bridge over the Snake River. The new bridge would include four travel lanes. Four lanes would continue for approximately 0.25 mile east of the bridge, and a new eastbound left-turn lane would be added to access Emily Stevens Park. Four lanes would also be built west of the bridge to the intersection with WYO 390. A second left-turn lane would be added to the southbound approach of the WYO 22/WYO 390 intersection, and eastbound through traffic would bypass the intersection entirely via a new dedicated lane. The proposed Build Alternative is shown on Figure 2.

### 3. Characteristics of Sound and Noise

Noise is generally referred to as unwanted sound. The terms noise and sound are used synonymously. Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust. It is commonly measured in decibels (dB).

Sound occurs over a wide range of frequencies, but not all frequencies are detectable by the human ear. For this reason, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting (dB[A]).

Traffic sound levels also vary based on the changing number, type, and speed of vehicles. To account for this variation, a single value ( $L_{eq}$ ) is used to represent the average or equivalent sound level over a given time period.

In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dBA in typically noisy environments.

### 4. FHWA Noise Abatement Criteria

The Federal Highway Administration (FHWA) established Noise Abatement Criteria (NAC) for different types of land uses and human activities, as shown in Table 1. Table 1 depicts noise in dBA, which are sound levels that best approximate the human ear, over a specific period of time, indicated as the hourly equivalent sound level ( $L_{eq}[h]$ ). Per WYDOT noise policy, highway traffic noise impacts occur when the predicted highway traffic noise levels approach (less than 1 dBA of the NAC) or exceed the NAC, or when the predicted highway traffic noise levels substantially exceed the existing highway traffic noise levels. WYDOT defines "substantially exceed" as an increase of at least 15 dBA.





Traffic Noise Analysis

Figure 2: Traffic Noise Analysis Map





Traffic Noise Analysis

Table 1: FHWA Noise Abatement Criteria, Hourly A-Weighted Sound Level Decibels (dBA)

Activity Category	Activity $L_{eq}(h)$	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>1</sup>	67	Exterior	Residential
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>1</sup>	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A through D or F.
F	N/A	N/A	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	N/A	N/A	Undeveloped lands that are not permitted for development.

Source: Wyoming Department of Transportation, Noise Analysis and Abatement Policy, July 2011.

<sup>1</sup> Includes undeveloped lands permitted for this activity category.

## 5. Methodology

WYDOT has developed guidelines for the analysis and abatement of highway traffic noise in accordance with regulations developed by FHWA (23 CFR 772). These guidelines are set forth in the document entitled *Wyoming Noise Analysis and Abatement Policy* (July 2011). The methods employed for this analysis are consistent with both FHWA and WYDOT guidelines for analyzing traffic noise and include the following:

- Identify noise-sensitive receptors (discrete or representative locations of a noise-sensitive area) within the study area that are likely to be impacted by traffic noise.
- Determine existing noise levels using FHWA's *Noise Measurement Field Guide and Handbook* (2018).
- Analyze all alternatives for traffic noise impacts based on characteristics that would yield the worst traffic noise impact for the design year (in this case, 2040).
- Consider traffic noise abatement measures, if applicable.
- Evaluate noise abatement measures based on both feasibility and reasonableness (defined herein).

FHWA's approved Traffic Noise Model (TNM 2.5) was used for this analysis. The basic inputs to noise modeling include roadway network layout, site characteristics, traffic volume projections, fleet mix, and vehicular operating speeds. All TNM input/output files are included in Attachment 1.



## 6. Traffic and Speed Data

Average Annual Daily Traffic (AADT) volumes for existing (2016) and future (2040) traffic conditions, provided by WYDOT, were used to derive peak-hour volumes. WYDOT assumed no difference between the No Build and Build traffic volumes. Also, the peak-hour volumes were assumed to be 10 percent of the total AADT volumes. The vehicle mix was assumed 97.5 percent automobiles and 2.5 percent trucks on WYO 22 and 98 percent automobiles and 2 percent trucks on WYO 390. All trucks were assumed to be heavy to provide a conservative estimate of noise levels. The existing posted speed limit is 45 miles per hour (mph) within the project limits. The future posted speed limit is not expected to change. Table 2 summarizes the existing and future traffic data.

Table 2: Existing and Future Traffic Data

Roadway Station and Milepost (MP)	Roadway Segment	Vehicle Type	Existing Traffic Volumes (2016)		Future Traffic Volumes (2040)	
			AADT	Peak Hour	AADT	Peak Hour
WYO 22 (MP 3.9)	East of WYO 390	Cars	13,553	1,355	20,475	2,047
		Medium Trucks	0	0	0	0
		Heavy Trucks	348	35	525	53
<b>Totals</b>			<b>13,900</b>	<b>1,390</b>	<b>21,000</b>	<b>2,100</b>
WYO 22 (MP 5.0)	West of WYO 390	Cars	10,969	1,097	17,550	1,755
		Medium Trucks	0	0	0	0
		Heavy Trucks	281	28	450	45
<b>Totals</b>			<b>11,250</b>	<b>1,125</b>	<b>18,000</b>	<b>1,800</b>
WYO 390 (MP 0.1)	North of WYO 22	Cars	11,270	1,127	15,680	1,568
		Medium Trucks	0	0	0	0
		Heavy Trucks	230	23	320	32
<b>Totals</b>			<b>11,500</b>	<b>1,150</b>	<b>16,000</b>	<b>1,600</b>

Note: All trucks were assumed to be heavy to provide a conservative estimate of noise levels.

## 7. Noise-sensitive Receptors

Noise-sensitive receptors are those areas where frequent outdoor human use would occur that may be impacted by future conditions. These receptors were identified within the study area, which is comprised of those areas where noise impacts may occur.

There are approximately 15 representative noise-sensitive receptors in the study area that were included in the noise model (refer to Figure 2). No category A land uses were identified. Most of the noise-sensitive receptors include residential development (category B) and recreational uses (category C). Category C land uses in the project area include Stilson Park (R1) Rendezvous 'R' Park (R6), Levy Trail (R7), and Emily Stevens Park (R8). Category D activities (indoor noise levels) were not considered because exterior outdoor uses exist on these properties (category C) that would be considered more noise sensitive. There





## Traffic Noise Analysis

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are no category E or G land uses within the study area. Agricultural land (category F) was identified within the study area, but noise analysis is not required for this category.

### 8. Traffic Noise Measurements and Model Validation

In July 2019, six noise measurements were taken within the study area to determine ambient noise levels. These measurements were used to validate the traffic noise model and ensure noise level predictions are as accurate as possible. Weather conditions were mostly clear with 0- to 10-mph winds. Highway pavement conditions were dry. Temperatures ranged from approximately 60 to 75 degrees Fahrenheit throughout the day. Noise monitoring was conducted using a Quest 2900 Type I sound level meter that meets American National Standards Institute (ANSI) standards. Meters were calibrated and placed 5 feet above ground surface, as this is the average height of the human ear. Each noise measurement was collected for approximately 15 minutes at each location, as called for by FHWA guidance. Traffic counts were collected by vehicle type simultaneously with the noise measurements. Operating speeds, existing geometry, and traffic counts were input into the FHWA-approved TNM 2.5 software for validation analysis. Field datasheets are included in Attachment 2.

Table 3 summarizes the field-recorded and TNM-predicted noise levels. Figure 2 depicts the locations of the noise monitoring locations (NML). The differences between the field recordings and the noise levels predicted by the model were within 3 dBA at each receptor, which is considered validated per FHWA guidance. Therefore, the model was considered an accurate representation of the existing conditions.

Table 3: Field-recorded and TNM-predicted Noise Levels

Noise Monitoring Location	Field-recorded Noise Levels	TNM-predicted Noise Levels	Difference $L_{eq}$
NML 1 (Single-family residential along River Hollow Road)	54.7	54.2	-0.5
NML 2 (Rendezvous 'R' Park/river access)	59.8	60.2	0.4
NML 3 (at WYO 22 and Iron Rock Road near multifamily residential)	70.8	69.0	-1.8

### 9. Existing and Future Noise Levels

Existing and future noise models were developed for all noise-sensitive receptors within the study area. All modeled noise-sensitive receptors are depicted on Figure 2. The modeled noise levels for existing, No Build, and Build conditions are summarized in Table 4. Noise receptors were sometimes grouped according to their activity category. For example, R9 represents six multifamily residential units because the noise levels and activities are similar for all of them.



Traffic Noise Analysis

**Table 4: Existing and Future Noise Levels (dBA)<sup>1</sup>**

Receptor Number	Receptor Description	No. of Receptors by Activity	NAC Category/ Leq	2016 Existing Noise Levels	2040 No Build Alternative Noise Levels	2040 Build Alternative Noise Levels	Difference between Build and Existing	Build Alternative Impact?
R1	REC – Stilson Park	1	C/66	53	55	56	+3	No
R2	SFR – 4555 River Hollow Road	1	B/66	51	53	52	+1	No
R3	SFR – 4575 River Hollow Road	1	B/66	51	53	54	+3	No
R4	SFR – 4605 River Hollow Road	1	B/66	52	54	54	+2	No
R5	SFR – 4625 River Hollow Road	1	B/66	51	53	54	+3	No
R6	REC – R Park/River Access	1	C/66	58	61	60	+2	No
R7	REC – Levy Trail	1	C/66	56	58	57	+1	No
R8	REC – Emily Stevens Park	1	C/66	55	57	55	0	No
R9	MFR – 12 55 Iron Rock Road	5	B/66	57	58	57	0	No
R10	SFR – Crane Creek Ranch	1	B/66	51	54	53	+2	No

<sup>1</sup> REC = Recreational, SFR = Single-family residential, MFR= Multifamily residential



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### 9.1 Existing Conditions

Under existing conditions, none of the noise-sensitive receptors within the study area would meet or exceed the NAC.

### 9.2 No Build Alternative

By the year 2040, none of the noise-sensitive receptors within the study area would meet or exceed the NAC. Noise levels at sensitive receptors would be 2 to 3 dBA higher than under existing conditions.

### 9.3 Build Alternative

In the design year 2040, under the Build Alternative scenario, none of the noise-sensitive receptors within the study area would meet or exceed the NAC. Noise levels at sensitive receptors would increase up to 3 dBA compared to those under existing conditions, and from 2 dBA lower to 1 dBA higher than those under the No Build Alternative.

## 10. Construction Noise

Construction activities associated with the proposed project would temporarily elevate noise levels in the proposed study area. Noise resulting from construction activities would depend on the different types of equipment used, the distance between construction noise sources and sensitive noise receptors, and the timing and duration of noise-generating activities. Construction activities would be temporary and would mostly occur during normal daytime hours.

Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise during construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. If noise is a concern during construction, further assessment will be required to determine use of appropriate control measures in an effort to reduce temporary noise levels.

## 11. Conclusions and Recommendations

No sensitive receptors are projected to have noise levels approaching or exceeding the NAC. The Build Alternative is not expected to result in an increase of 15 dBA over existing conditions at any sensitive receptor. Therefore, noise abatement measures were not evaluated or recommended for this project. However, if substantial changes are made to this project's design elements, the noise analysis will need to be re-assessed to evaluate the impact of those changes.



Project Number: 2000058

Project Name: Jackson - Wilson - Snake River Bridge Reconstruction

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**Attachment 1**  
**TNM input/output files – provided electronically**  
**to WYDOT**



## Attachment 2 Field Datasheets



### Jackson Noise

Noise Measurement Data Sheet						
Site Meter 1					Date 7/18/19	
Noise Meter Model			Response Fast <input type="checkbox"/> Slow <input type="checkbox"/>		Weighting A <input checked="" type="checkbox"/> C <input type="checkbox"/>	Battery* 7.5 *replace if below 50%
Calibrator Model			Calibrator @ 114 dBA Start End			
Weather Data Temp 60 Humidity Wind Speed 2 mph Notes						
Measurement Data						
Event	Begin Time	End Time	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)	L <sub>max</sub> (dBA)	
1	8:13	8:28	54.7	47.1	64.7	
2	8:35	8:50	53.6	42.5	61.5	
Traffic Data (Speed - mph)						
Event	Direction	Autos	Medium Trucks	Heavy Trucks	Motorcycle	Buses
1	22 East	197	7	2	-	-
1	22 West	102	2	13	-	-
2	22 East	220	2	3	2	-
2	22 West	85	1	4	3	-
Site Sketch						
Hwy 22						
Notes (Major sources, background noise, unusual events, etc.) During Event 1 → 3 vehicles passed by meter on River hollow During Event 1 → 4 cars south / 3 cars north on Green Road During Event 2 → 7 cars south / 7 cars / 1 med truck north on Green						





Jackson Noise

Noise Measurement Data Sheet						
Site Meter 2					Date 7/18/19	
Noise Meter Model			Response Fast <input type="checkbox"/> Slow <input type="checkbox"/>		Weighting A <input checked="" type="checkbox"/> C <input type="checkbox"/>	Battery* 7.4 *replace if below 50%
Calibrator Model			Calibrator @ 114 dBA Start End			
Weather Data Temp 68 Humidity Wind Speed 10 mph Notes						
Measurement Data						
Event	Begin Time	End Time	L <sub>eq</sub> (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	
3	9:30	9:45	59.8	55.1	66.4	
4	9:49	10:04	59.3	52.6	66.2	
Traffic Data (Speed - mph)						
Event	Direction	Autos	Medium Trucks	Heavy Trucks	Motorcycle	Buses
3	22 East	246	8	3	1	1
3	22 West	173	7	4	1	2
4	22 East	217	4	3	2	1
4	22 West	206	11	5	2	1
Site Sketch						
<p>The sketch shows a top-down view of the measurement site. At the top is a 'Red Bridge' spanning a 'River'. Below the river is a 'Hwy 22 Bridge'. To the right of the highway is a 'Bank' with 'Shrubs' and 'Trees'. A 'Path' leads from the bank towards the 'Meter' location, which is marked with an arrow and the number '74'. A north arrow is located in the upper right corner of the sketch area.</p>						
Notes (Major sources, background noise, unusual events, etc.) Bank slopes toward River, bank <del>is</del> sparse veg						



# Jackson Noise

Noise Measurement Data Sheet						
Site <u>Meter 3</u>					Date <u>7/18/19</u>	
Noise Meter Model			Response Fast <input type="checkbox"/> Slow <input type="checkbox"/>		Weighting A <input type="checkbox"/> C <input type="checkbox"/>	Battery* *replace if below 50%
Calibrator Model			Calibrator @ 114 dBA Start                      End			
Weather Data Temp <u>72</u> Humidity                      Wind Speed <u>5-10 mph</u> Notes <u>wind gusty @ times</u>						
Measurement Data						
Event	Begin Time	End Time	L <sub>eq</sub> (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	
<u>5</u>	<u>1036</u>	<u>1051</u>	<u>71.4</u>	<u>53.3</u>	<u>81.3</u>	
<u>6</u>	<u>1053</u>	<u>1108</u>	<u>70.3</u>	<u>51.6</u>	<u>79.1</u>	
Traffic Data (Speed =                      mph)						
Event	Direction	Autos	Medium Trucks	Heavy Trucks	Motorcycle	Buses
<u>5</u>	<u>22 East</u>	<u>216</u>	<u>3</u>	<u>-</u>	<u>1</u>	<u>3</u>
<u>5</u>	<u>22 west</u>	<u>148</u>	<u>8</u>	<u>8</u>	<u>2</u>	<u>1</u>
<u>6</u>	<u>22 East</u>	<u>216</u>	<u>8</u>	<u>4</u>	<u>2</u>	<u>-</u>
<u>6</u>	<u>22 west</u>	<u>164</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>1</u>
Site Sketch						
<p>The sketch shows a horizontal line representing Hwy 22 with 'East' and 'West' directions indicated by arrows. Above the highway are two vertical lines labeled 'Drive way'. Below the highway is a 'Bike path' and a 'grass meter' marked with an asterisk. A vertical line labeled 'Iron Rack Road' runs parallel to the highway. To the right of the road, there are three upward-pointing arrows labeled 'slope' and 'grass'. A north arrow is in the top right corner.</p>						
Notes (Major sources, background noise, unusual events, etc.)						



## Stakeholder Charter





## Stakeholder Group Charter

### Jackson - Wilson Snake River Bridge

**Purpose:** The purpose of this Charter is to provide a framework for cooperation to establish a mutually agreeable process for soliciting input and coordinating matters throughout the full design process related to improvement of WYO Highway 22/390 and the Snake River Bridge between Jackson and Wilson, WY, hereinafter referred to as

way. To facilitate this process WYDOT is forming a consensus based Stakeholder Group. This cooperation serves the mutual interest of the parties and the public, by establishing the responsibilities and operation of the Stakeholder Group.

### Statement of Mutual Benefit and Interests

The signatories recognize the need for safety improvements to the Highway for the benefit of the traveling public. Furthermore, signatories recognize the vital role that the Highway corridor plays in the community and that this Highway is unique with regard to the natural environment, wildlife habitat, scenic characteristics and recreational opportunities. The utmost care should be taken to preserve these characteristics in the design and construction of the Highway. The Stakeholder Group shall provide input in these matters.

As a designated representative you shall serve on the Stakeholder Group. WYDOT shall be notified in a timely manner of a change in the designated representative. The WYDOT representative shall arrange and coordinate meetings of the Stakeholder Group.

### Mission

The Stakeholder Group Charter provides recommendations on the road design that will positively affect safety, travel, economic, environmental and aesthetic considerations. The committee will reach consensus on recommendations by identifying and resolving the pertinent issues. The goal of the committee is for the completed highway to serve as a model in an environmentally sensitive and heavily traveled area.



## Parties to this Charter Mutually agree that:

1. Members of the Stakeholder Group will review road design plans to ensure adherence to the 2014

Wyoming Highways 22 and 390 Planning and Environmental Linkages Study (PEL). 2. The Stakeholder Group will review design plans; recommendations and standards pertaining to roadside

safety features including clear safety zones and shoulders; retaining structures, if required; wildlife and fisheries concerns; wetland mitigation; construction controls to minimize disruption to wildlife,

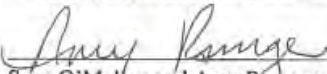
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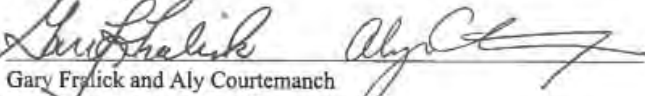
recreational activities, and construction sequencing controls to minimize disruption to tourist, commuter and commercial traffic. Representatives will attend field inspections and reviews pertaining to the items aforementioned. Throughout the project development process, after each plan issuance, the Stakeholder Group will review the plans and provide comments. The Stakeholder Group will meet following the issuance of Preliminary plans, Grading plans and Right-of-way/Engineering plans. No meetings are planned after the issuance of Right-of-way/Utility plans and Final plans. If there are significant changes or modifications on Final Plans a meeting may be held at WYDOT or the Stakeholder Groups request. Comments can be sent to the Resident Engineer in the absence of a meeting. At a minimum of two weeks prior to the scheduled inspections, notification of the inspection and plans will be sent to each Stakeholder Group representative. Representatives agree to attend all the meetings as reasonably feasible. If attendance cannot be met a replacement representative may be sent in your place. To ensure a quality Stakeholder Group, consistent representatives at every meeting is imperative. The WYDOT Stakeholder Group Representative will relay to the project engineers forth through participation in the Stakeholder Group. Subsequently, each Stakeholder Group member will receive a report describing how these concerns will be addressed. Stakeholder Group Representatives will inform the public and constituents of the progress of the project's development through the design




**Signatories**

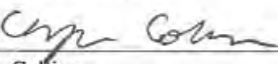
  
\_\_\_\_\_  
Bob Hammond  
Wyoming Department of Transportation

  
\_\_\_\_\_  
Scan O'Malley and Amy Ramage  
Teton County


  
\_\_\_\_\_  
Gary Fralick and Aly Courtemanch  
Wyoming Game and Fish Department

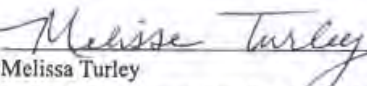
  
\_\_\_\_\_  
Darrin Brugmann  
Transit

  
\_\_\_\_\_  
Jack Koehler  
Friends of Pathways

  
\_\_\_\_\_  
Chris Colligan  
Greater Yellowstone Coalition

  
\_\_\_\_\_  
David Hardie and Ross MacIntosh  
Rivers Hollows Homeowners Association

  
\_\_\_\_\_  
Bill Schreiber  
Jackson Hole Mountain Resort

  
\_\_\_\_\_  
Melissa Turley  
Teton Village Association Jackson Hole Mountain Resort - ISD

  
\_\_\_\_\_  
Lynne Whalen  
Community Representative





## Public Meeting Materials



The Wyoming Department of Transportation,  
(WYDOT) will be hosting a

# **PUBLIC MEETING**

## **Snake River Bridge Replacement Project**

**February 21 • 5 p.m. to 7 p.m**

**SpringHill Suites Conference Room**  
150 W Simpson Avenue in Jackson

*There will be a short presentation, followed by an open format for questions. For those wishing to see the presentation, it will begin at 5:15 p.m. All others are encouraged to drop by anytime until 7 p.m. The meeting will have information about WYDOT's plans to replace the Snake River Bridge and improve the intersection of WYO 22 and WYO 390.*





### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
Carol Harkness	No	733-5023	ejh@wyoming.com	white	
John Harkness	No	"	harkness@wyoming.ca	"	
Tim MEHAN	No	413 7335	abaker@state.com	"	<input checked="" type="checkbox"/>
Don Baker	No	405985992			<input checked="" type="checkbox"/>
Pat Baker	No	—			<input checked="" type="checkbox"/>
Tim Young	No		timyoung@path.org		
Joe Arraigt	No	734-7788	joearraigt@north.com	—	<input checked="" type="checkbox"/>
MARIE KUNSTEL	No	200-1515	marie@fishandgame.com	—	<input checked="" type="checkbox"/>
Bob Diehl	No		bob@diehl@kodiak.com		
Robert Spitzer		733-7974	Rob1307@Wilson.com		<input checked="" type="checkbox"/>
Rebecca Peterson	No	733-2016	rebecca.peterson@wyoming.com	white	





### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
Mindy Morgan	Game track yes	413-6682	mmorgan@ymail.com		
Greg Buckto	NO	413-5727	gbuckto@wyoming.gov		
Leah Jannorvit	NO	307-733-9418	leah@jhallance.org	W	
Tamara MacIntosh	STILSON	307-413-7428	tmack@wyoming.com		
Kendall Seaton	NO	307-699-7500	<del>nmack@wyoming.com</del> Nancy Seaton 21@gmail.com		
Nancy Seaton	NO	307-619-8899	nancy.seaton.21@gmail.com		
GREER FREED	NO	307-699-4692	greer-freed@trc.org		
SHAWN HYDELL	NO	307-690-5245	shay@shaydel.com		
Mac DUKART	NO	307-670-5724	mdkart@ch2m.com		



### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
Cynthia Rardman	N	307 274 2639	cb@summitec.net	White	
Lorann Miller	N	-	lorannmiller@live.com	White	
Jessica Jumbert		307 205 6288	jessicajumbert@gmail.com	White	
Dr. David Waldman	N	610-212-1579	sugaree3755@hotmail.com	W	
Deanne Rasmussen		375-80-0175	teannarasmussen@redcross.com	W	
Jack Koehler					
Frank Puhbs		690 5004	puhbsk@redcross.com	W	
Vicki Terry		690-6455	jterry@redcross.com		
KEVIN COCHRAN	N	415-656-9883			
Wendy Shupertine	N	307 733 3631	wendy.shupertine@redcross.com		
Lee Costman	N	307. 413. 3336	leecostman@redcross.com	?	



### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
Dick Shuptrine	Game creek Yes	733-6371	dickshuptrine@ayum.net	W	
DAVID LORDES	No	2068516100	skijackson@icloud.com		
Randy	NU	609.865.4556	Randy@gamma2.ca	W	
Maisie Wilson	No	515-591-7137	Maisie@jmallan.org	W	
Bill McNamee	no	690-2799	billmcnamee@gmail.com	W	
Tom Sedersstrom	No	733-2110	Tom@telereconstruction.org	W Telereconstruction Dist	
Patrick Downick	NU	7839275986 217-	PLDOWNE@GMAIL.COM		✓
Frank Brummer	No	343-9355	frummer@farmweb.com	W	
Ashley Wade	yes	699.4901	AshleyPratt@icloud.com		
Jolie Walker	No	699-1029	wjwalkers@yahoo.com		✓





### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
Don Gervais	NO	9144335223	donald.gervais@gmail.com		
Robert Teasin	NO	307-660-4229	rtteasin@earthlink.net		
Jeff Rice	NO	307 690 7900	rice@pungareholdings.com		





### Snake River Bridge Project Meeting

Name	Adjacent Landowner?	Phone	Email Address	Race/ Ethnicity	Wish not to answer
DANIELA RAUHMANN	NO	307 752 8650	DANIELA.RAUMANN@JACKSONWY.GOV	CAUCASIAN	
SUE LURIE	N/A		terva272@hotmail.com		
Susan Mick	STAFF Board	307 413 5066	Smickemather@gmail.com		
Willu Brown	NO	690 3777	herbetteb@gmail.com	White	
JANICE SPRADLE	NO	208 403 2333	janicespradle@jaco.com		
Turner Resor	NO	307 690 7488	TurnerResor@gmail.com		
Bill Gruhen	YES	307-690-9190	BXGruhen@Nat.com		
Amy Puccia	NO		amy.puccia@gmail.com		
Bill Schraber	NO BUT CLARTE	307-690-4623	bill.schraber@jaco.com		X
Andrew Whitford	NO	800.233.0723	awhitfo@gmail.com		





## Public and Stakeholder Meetings

<b>Meeting Type</b>	<b>Date</b>	<b>Location</b>
Public Meeting	February 21, 2019	150 W. Simpson Ave., Jackson WY
Public Meeting	October 17, 2019	150 W. Simpson Ave., Jackson WY
Stakeholder Meeting	December 18, 2018	Teton County Public Works building
Stakeholder Meeting	January 29, 2019	Teton County Public Works building
Stakeholder Meeting	April 24, 2019	Teton County Public Library
Stakeholder Meeting	June 12, 2019	Teton County Public Library
Stakeholder Meeting	July 24, 2019	Teton County Public Library
Stakeholder Meeting	November 19, 2019	Teton County Public Library
Stakeholder Meeting	March 26, 2020	Webex
Stakeholder Meeting	August 20, 2020	Webex
Stakeholder Meeting	December 14, 2020	Webex
Transit Subgroup Meeting	June 12, 2019	Webex
Transit Subgroup Meeting	September 27, 2019	Webex
Transit Subgroup Meeting	December 5, 2019	Webex
Wildlife Subgroup Meeting	January 16, 2019	Teton County Public Works building
Wildlife Subgroup Meeting	April 25, 2019	Teton County Public Works building
Wildlife Subgroup Meeting	June 11, 2019	Teton County Public Library
Wildlife Subgroup Meeting	July 16, 2019	Teton County Public Library