

# US 89 Etna North



## Finding of No Significant Impact



2016



## FINDING OF NO SIGNIFICANT IMPACT

for

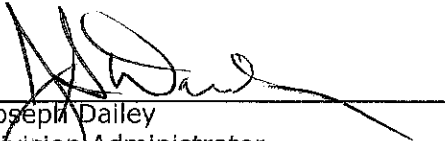
US 89 - Etna North Section  
Thayne to Alpine Junction  
Lincoln County  
WYDOT Project Number N103103

**Wyoming Department of Transportation**

March 2016

The Federal Highway Administration (FHWA) has determined that the Preferred Alternative (Alternative 5: Five-lane Roadway with Center Turn Lane), which will improve the existing US 89 two-lane roadway between Etna and Alpine by adding a continuous center left-turn lane and two travel/passing lanes to the roadway, will have no significant impact on the human or natural environment. This finding of no significant impact is based on the US 89 Etna North Section, Thayne to Alpine Junction Environmental Assessment (FHWA-WYDOT-EA-13-02) and subsequent comments received during the public and agency review period, which have been independently evaluated by the FHWA. FHWA has determined that the Environmental Assessment adequately and accurately discusses the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

Approved by:

  
Joseph Dailey  
Division Administrator  
Wyoming Division  
Federal Highway Administration

3/28/2016  
Date





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### Introduction

The Wyoming Department of Transportation (WYDOT) has evaluated the impacts of improving the existing US 89 two-lane roadway between Etna and Alpine by adding a continuous center left-turn lane and two travel/passing lanes to the roadway. The impacts and mitigation measures are described and documented in the September 2015 Environmental Assessment (EA). The 30-day public and agency review period began October 12, 2015 and ended on November 18, 2015.

The EA and this Finding of No Significant Impact (FONSI) were prepared in compliance with the National Environmental Policy Act (NEPA) and other applicable laws, Executive Orders, and related requirements. As required by NEPA, an environmental analysis was conducted, potential impacts associated with the proposed project were documented, and mitigation measures were determined. No significant impacts were identified during the course of this environmental analysis. This project is included in the WYDOT fiscal year 2018 State Improvement Program. Therefore, construction may begin as early as fall of 2017, instead of 2021 as stated in the EA.

### Purpose and Need

The purpose of this project as described above is to improve US 89 between Etna and the Town of Alpine to fulfill its intended function as a Rural Principal Arterial. In general, the project is needed to:

- Increase highway capacity and improve mobility.
- Improve highway safety.
- Improve roadway conditions.

A highway should be designed to accommodate traffic volume expected to occur within the life of the facility under reasonable maintenance. For widening projects when capacity and level of service are assessed, the analysis should be based on a 20-year traffic projection. Therefore, this project is designed to improve highway operations until 2034, the project's "design year." Design year is the year a project is expected to cease operating at the level for which it was designed. Interim design year is an approximate midpoint between construction and the design year (2024).

### Preferred Alternative

The Preferred Alternative is identified in the EA as Alternative 5: Five-lane Roadway with Center Turn Lane. This alternative would improve the existing two-lane roadway by adding a continuous center left-turn lane and two travel/passing lanes to the roadway. Passing would be accomplished using travel lanes (see Figure 1).

The design would include:

- Four 12-foot travel lanes (two lanes in each direction)
- One continuous 12-foot center left-turn lane
- 8-foot shoulders on the outside lanes

In addition, the Preferred Alternative includes the following elements that are included in the No Build Alternative:

- Reactive maintenance – responding to safety inspections, complaints, or emergencies:
  - ◆ Repairing due to flooding and temperature extremes
  - ◆ Repairing potholes, cracks, guardrails, fences, shoulders as needed
  - ◆ Roadway sweeping
- Routine maintenance – maintaining a regular schedule:
  - ◆ Patching damaged areas
  - ◆ Inspecting, cleaning and repairing drainage systems (ditches, culverts, curb and gutter, drains)
  - ◆ Stabilizing embankments and cut areas
  - ◆ Repairing fences
  - ◆ Mowing
  - ◆ Cleaning and repairing road signs
  - ◆ Replacing road markings
- Programmed maintenance – more in-depth, planned resurfacing, reconditioning, or reconstruction.
- Winter service:
  - ◆ Pre-treating (e.g., applying traction sand/ gravel)
  - ◆ Removing snow and ice
  - ◆ Snow plowing

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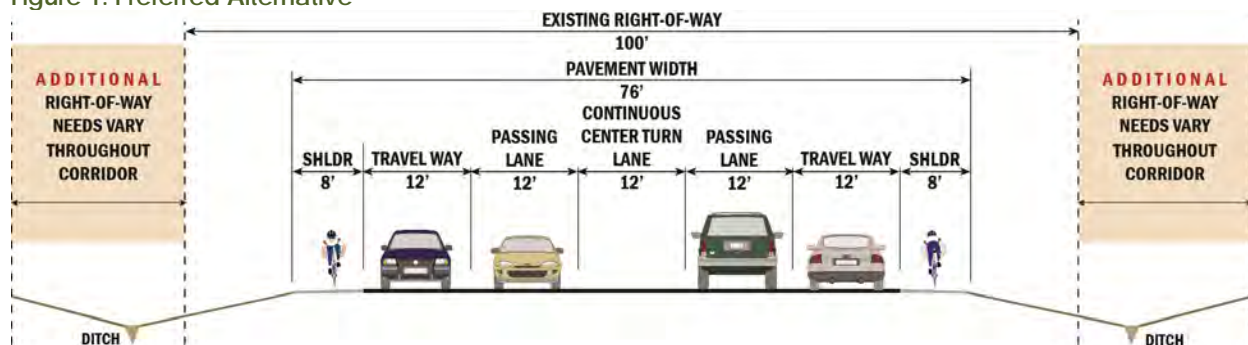
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The Preferred Alternative also includes the following actions common to all build alternatives analyzed in the EA:

- Improve three curves and two dips or depressions (sags) within the Project Area, including the curve just south of Alpine (see Figure 2). The purpose of these improvements is to enhance safety and help reduce the number of future accidents. In general, the improvements would include:
  - ◆ Slightly shifting the alignment no more than 50 feet to the east at the curve just south of the town of Alpine to help flatten the curve radius.
  - ◆ Slightly shifting the alignment no more than 50 feet to the west just north of McCoy Road.
  - ◆ Slightly shifting the alignment no more than 50 feet to the west between the two curves just north of County Road 105.
  - ◆ Slightly correcting slope irregularities at the sag just north of Dell Creek Road.
- Build a new START bus park-and-ride on the northeast quadrant of the US 89/Sanderson Lane intersection. The one-acre park-and-ride would be accessed directly from Sanderson Lane (not US 89) and would accommodate 27 parking spaces (see Figure 3). WYDOT coordinated with START to determine the design and capacity requirements of this park-and-ride.
- Consolidate all mailboxes along US 89 within the Project Area into two mailbox clusters. One would be located within the START bus park-and-ride on County Road (CR) 107 (Sanderson Lane) and the other along a pull-out located on Stewart Trail Road approximately 300 feet north of US 89. Both CR 107 and Stewart Trail Road would be improved up to approximately 400 to 500 feet from US 89. The purpose of this consolidation is to improve safety by eliminating stop-and-start traffic along the corridor associated with mail delivery and retrieval (see Figure 3).
- Construct a new pull-out and parking area to accommodate approximately 20 vehicles for wildlife viewing at the Greys River feedground. The Wyoming Game & Fish Department is proposing construction of a small observation building in conjunction with this viewing area (see Figure 4).
- Construct a new parking area at the intersection of McCoy Road and US 89 on the west side of the highway.
- Remove the single-lane dirt “spur” road north of Alpine Hills Drive that connects it to US 89. Access to Alpine Hills Drive would remain.

In addition, snow plows would accommodate existing access points. No additional snow would be piled at access points, which would remain unimpeded.

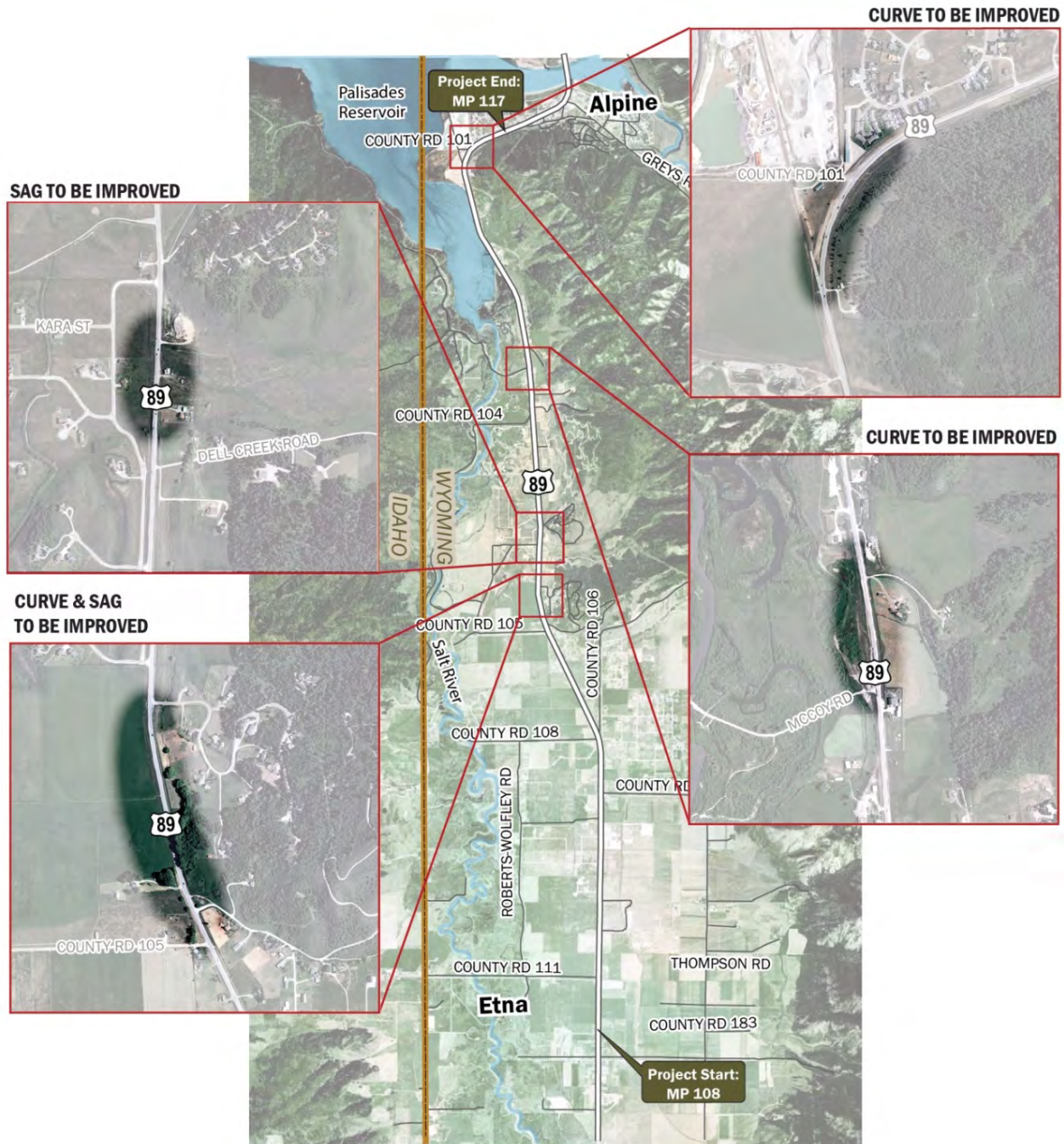
Figure 1: Preferred Alternative



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Figure 2: Proposed Curve and Sag Improvements





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Figure 3: Proposed START Bus Park-and-Ride and Mailbox Clusters

### Stewart Trail Road Mailbox Pullout



### START park-and-ride

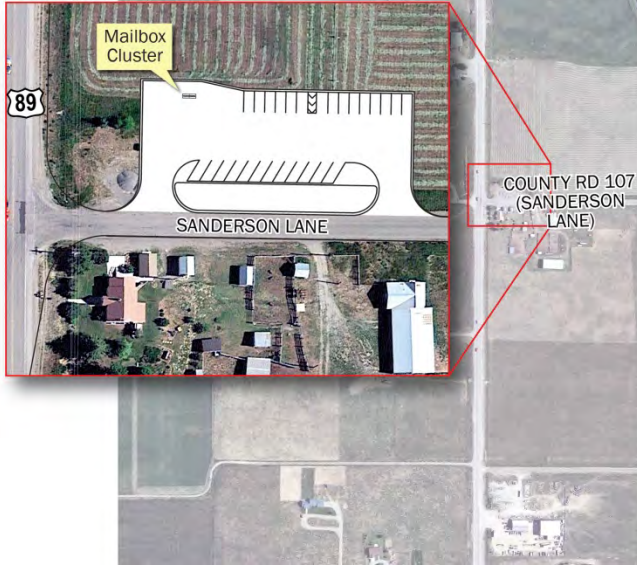
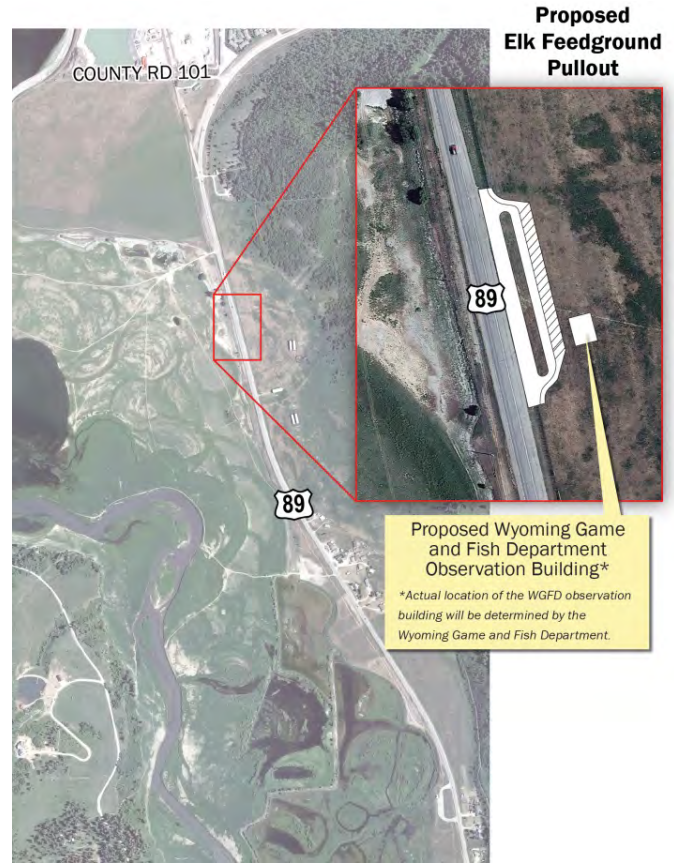


Figure 4: Proposed Wildlife Viewing Area



Alternative 5 meets the purpose and need, meets the project goals, minimizes impacts to landowners to the extent practicable, is feasible to construct, and has acceptable environmental impacts. Although this alternative would result in a number of environmental impacts, none are anticipated to rise to the level of not being able to be permitted or supported by a state or federal resource agency.

### Summary of Impacts and Mitigation Measures—Preferred Alternative

identified by WYDOT to eliminate or minimize social and environmental impacts as a result of implementing the Preferred Alternative.

Table 1 summarizes the impacts associated with the Preferred Alternative, along with mitigation measures

Table 1: Summary of Impacts and Mitigation Measures for Preferred Alternative

Resource	Impact	Mitigation Measure
<b>Land Use and Zoning</b>	Conversion of 41.7 acres to transportation use.	WYDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which provides protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably, and will receive assistance in moving from the property they occupy.
<b>Social</b>	<ul style="list-style-type: none"> <li>■ Increased quality of life through increased LOS and safety, decreased congestion.</li> <li>■ Adverse impact from removal of individual mailboxes.</li> </ul>	WYDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which provides protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably, and will receive assistance in moving from the property they occupy.
<b>Economic</b>	<ul style="list-style-type: none"> <li>■ Beneficial effects to tourism and ability to attract local investment.</li> <li>■ Supports Lincoln County's Tourism Concept.</li> </ul>	None required.
<b>Transportation and Traffic</b>	<ul style="list-style-type: none"> <li>■ Potential decreased number of crashes.</li> <li>■ Percent time following another vehicle decreased to zero.</li> <li>■ Overall LOS A by 2034.</li> <li>■ Decreased congestion at access points.</li> <li>■ Increased safety with 8-foot shoulders for bicyclists.</li> <li>■ Increased safety with improvements to sags and curves.</li> <li>■ Enhanced use of transit with new START park-and-ride facility.</li> <li>■ Increased safety by removing mailboxes from corridor and consolidating them in two locations.</li> <li>■ Increased safety from removal of an access point at Alpine Hills.</li> <li>■ Potential increased bottleneck effect at Alpine and Etna from lane merges.</li> </ul>	None required.

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Resource	Impact	Mitigation Measure
<b>Right-of-Way</b>	Some property would be acquired; approximately 14.1 acres of residential use converted to transportation use.	The acquisition of property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) for any person(s) whose real property interests will be impacted by the project. The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable treatment of all such persons.
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>■ Increased emissions with increased traffic volumes due to anticipated population growth.</li> <li>■ Potential decreased idling vehicles.</li> <li>■ No impacts under the Clean Air Act (CAA) would occur.</li> </ul>	None required.
<b>Noise</b>	23 receptors impacted.	Noise barriers at heights up to 12 feet were evaluated for two areas within the US 89 right-of-way. None met both the reasonable and feasible criteria as defined by the <i>Wyoming Noise Analysis and Abatement Policy</i> , which is consistent with federal guidance. Therefore, noise barriers are not recommended for the Preferred Alternative.
<b>Water Resources and Water Quality</b>	<ul style="list-style-type: none"> <li>■ Increased roadway pollutants in highway runoff with increased traffic volumes.</li> <li>■ Additional runoff from increased impervious surface.</li> </ul>	<p>As part of construction, WYDOT will require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). This plan will describe and list the BMPs necessary to improve stormwater quality while meeting the following goals:</p> <ul style="list-style-type: none"> <li>■ Control and minimize erosion and sedimentation during and after the construction phase of the project.</li> <li>■ Minimize the potential for contaminants entering stormwater and receiving waters during construction activities.</li> <li>■ Reduce pollutants in post-construction stormwater runoff (stormwater quality management). Implement permanent erosion control and stormwater measures to address cut and fill slope erosion and highway runoff.</li> <li>■ Continue maintenance BMPs. Construction, operational, and maintenance BMPs will include both nonstructural and structural erosion control measures, as needed, along the project corridor right-of-way, including stream crossings. BMPs would include erosion control grading techniques, such as slope drains, sediment control, and vehicle tracking control pads.</li> <li>■ Develop a spill prevention and emergency response plan for use during construction concerning the storage, handling, and use of chemicals and other such products.</li> </ul> <p>The SWPPP will be developed during the design phase of the project and implemented during construction. The temporary erosion control and stormwater management measures will be described in the SWPPP for use during construction and will be removed either by the contractor or WYDOT maintenance crews. In addition to SWPPP requirements, WYDOT and its contractors will adhere to criteria set forth in WYDOT's <i>Standard Specifications for Road and Bridge Construction</i>.</p>

Resource	Impact	Mitigation Measure
<b>Floodplains</b>	No impact.	WYDOT will obtain a floodplain development permit, as needed, from Lincoln County for culvert extensions within the 100-year floodplain.
<b>Vegetation and Noxious Weeds</b>	Minimal impacts with mitigation.	<p>WYDOT will implement the following mitigation measures during construction to minimize impacts to vegetation and the spread of noxious weeds:</p> <ul style="list-style-type: none"> <li>■ Reclaim disturbed ground with a seed mix composed of species appropriate to site conditions, as developed by the WYDOT agronomist.</li> <li>■ Require all equipment brought onto U.S. Forest Service land, U.S. Bureau of Reclamation land, and WYDOT right-of-way be washed prior to entry to minimize the potential for transporting noxious weed seeds.</li> <li>■ Require all seed, straw, erosion control blankets, mulches, or hay used on the project to be free of noxious weeds, as required by WYDOT standard specifications, state seed law, and Wyoming Department of Agriculture Certification Program.</li> </ul>
<b>Wildlife and Fisheries</b>	<ul style="list-style-type: none"> <li>■ Increased vehicle-wildlife collisions with increased traffic volume based on anticipated population growth.</li> <li>■ Conversion of 6.7 acres of Greys River feedground to transportation use.</li> <li>■ Could impact osprey nesting by increasing the level of disturbance to which nesting osprey are subjected.</li> </ul>	<p>WYDOT and WGFD worked together to identify design modifications that would avoid or minimize impacts to big game movement and to the Greys River feedground. As a result of the collaborative negotiations between WYDOT and WGFD, the following measures will be incorporated into the Preferred Alternative:</p> <ul style="list-style-type: none"> <li>■ Public education through various outreach methods, which may include general messages in the media, videos, brochures, posters, and bumper stickers.</li> <li>■ Safety clear zone (described in Section 2.4 of the EA).</li> <li>■ Wildlife fencing on both sides of US 89 at the Greys River feedground area. Wildlife fences in North America typically consist of 6.5- to 8-foot-high wire mesh fence material. Page wire or cyclone fence material is most common. Wooden or metal fence posts are typically used, the latter when fencing over rock substrates.</li> <li>■ An “elk jump,” which is a raised ramp that contains animals within the feedground and allows any animals that may be trapped in the WYDOT right-of-way to easily return to the feedground. Ramps are typically built on relatively level terrain with a wall erected up to 6 feet, behind which fill is used to create a sloping ramp on the corridor side of the fence. An opening in the fence allows animals to jump out and down off the ramp, yet prevents them from jumping up and breaching the corridor. Perpendicular wing fences help facilitate animals slowing down and seeing the opening in the fence through which they can escape the fenced corridor.</li> </ul> <p>A nest survey will be conducted prior to construction to determine osprey nest activity. Nests will be relocated outside the nesting season unless a nest has been confirmed to be inactive during the nesting season. WYDOT will continue to evaluate the possible need for buffer zones and timing restrictions for the osprey nests. These mitigation measures will be implemented during construction, if necessary.</p>



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<b>Wetlands and Other Waters of the U.S.</b>	<ul style="list-style-type: none"> <li>■ Increased roadway pollutants in highway runoff with increased traffic volumes based on anticipated population growth.</li> <li>■ 0.02 acre temporary disturbance to wet meadow wetlands, 0.07 acre permanent impact to shrub swamp, 0.09 acre impact to Waters of the U.S.</li> </ul>	During final design, WYDOT will attempt to further reduce impacts to wetlands and other Waters of the U.S. If mitigation is necessary, the project will be designed such that the total functional units lost as a result of the project will be replaced at a minimum ratio of 1:1. During construction, WYDOT and its contractor will comply with applicable Nationwide Permit conditions.
<b>Threatened and Endangered Species</b>	Not likely to adversely affect special status species.	None required.
<b>Visual Resources</b>	<ul style="list-style-type: none"> <li>■ Changed views but subordinate to surrounding landscape.</li> <li>■ Temporary visual impacts anticipated during construction would include views of construction workers and equipment, material stockpiling, construction signage, and ground disturbance.</li> </ul>	Areas disturbed during construction will be revegetated in a manner that is consistent with adjacent landscape features. Native and indigenous species will be used for revegetation.
<b>Cultural Resources</b>	No impact.	None required.
<b>Hazardous Materials</b>	No impact, but mitigation applied if hazardous materials found during construction.	<p>Although no sites of concern were identified that could impact construction of the Preferred Alternative, contamination could still be encountered during construction activities. Therefore, construction personnel will be trained to recognize signs of possible contamination in soil, such as odors and staining.</p> <p>Owners of subsurface utilities will be contacted regarding excavation areas in order to assess whether any of the utilities are contained in Transite asbestos pipe. If subsurface utilities are determined to be housed in Transite asbestos pipe and the utilities need to be relocated for the project, special handling, and possibly asbestos abatement, would be required.</p>
<b>Wild and Scenic Rivers</b>	No impact.	None required.
<b>Parks and Recreation</b>	<ul style="list-style-type: none"> <li>■ Conversion of 0.3 acre of Palisades Wetlands Wildlife Viewing Area and 6.7 acres of Greys River feedground to transportation use.</li> <li>■ Construction of new parking and viewing area for feedground.</li> <li>■ Decreased snowmobile parking area size and reduced congestion.</li> </ul>	The portion of Greys River Wildlife Habitat Management property required to construct the Preferred Alternative will be purchased from the WGFD at fair market value. The proceeds from that purchase will be used by the WGFD to purchase additional land for the Greys River feedground.



### Construction Impacts

Construction activities associated with the Preferred Alternative would require acquisition of aggregate and earthen borrow materials from one or more of the following sources:

- Bear Pit on U.S. Bureau of Reclamation Palisades Reservoir land
- Alpine State Pit on WYDOT land south of Alpine
- A contractor-furnished source

These sources serve multiple projects and are cleared through separate environmental processes.

This project is included in the WYDOT fiscal year 2018 State Improvement Program. Therefore, construction may begin as early as fall of 2017, instead of 2021 as stated in the EA. The period of construction would most likely occur over two to three years. Short-term impacts would occur during the construction period, the extent of which would depend on the construction methods

used, which would be determined during final design. However, highway construction generally would involve excavation, grading, paving, utility adjustments, and construction of ditches. Sequencing of construction and the overall timeframe of construction, including the possibility of restricting construction to weekdays or evenings, are dependent upon funding and have not been finalized. This would be coordinated with local communities to minimize impacts to residents and traffic, including school bus transportation.

Construction could affect travel mobility, increase traffic congestion, and temporarily restrict access to residences and businesses in the short term. However, at this time, WYDOT anticipates there would be no road closures associated with construction. Construction activities could increase dust, noise, and runoff, and could result in temporary visual changes to motorists and residents. Construction would present the potential for exposure to, or accidental spill of, hazardous materials. See Table 2 for more information.

**Table 2: Summary of Construction Impacts and Mitigation Measures for Preferred Alternative**

Resource	Impact	Mitigation Measure
<b>Air Quality</b>	Without mitigation, excavation, grading, and fill activities could increase local fugitive dust emissions. Fugitive dust is airborne particulate matter, generally of a relatively large particulate size (greater than 100 microns in diameter). Because of the large size, these particles typically settle within 30 feet of their source. Smaller particles could travel as much as several hundred feet depending on wind speed. Vehicle emissions from construction vehicles and idling traffic would also impact air quality along roadways during construction activities.	WYDOT's Standard Specifications for Road and Bridge Construction (WYDOT 2010) requires contractors to develop and use methods to control air pollution (Section 111.4 Air Pollution Control). Construction impacts to air quality will be reduced by using dust suppression methods, such as water and/or commercial dust control agents.
<b>Noise</b>	Construction noise would present the potential for short-term noise impacts to receptors located in the Project Area. The primary source of construction noise is expected to be diesel-powered equipment, such as trucks and earth-moving equipment. Pile driving could be required for constructing certain substructures. Although several noise receptors are located within 50 feet of construction activities, most noise receptors are located farther than 50 feet from areas where high-noise activities are expected.	Mitigation for noise and vibration due to construction will conform to all local ordinances.
<b>Water Resources and Water Quality</b>	The potential exists for violations of water quality standards in adjacent waterways and groundwater. Without BMPs, stormwater runoff could cause erosion, sedimentation, and transport of spilled fuels or other hazardous	Contractors will be required to adhere to measures outlined in WYDOT's Standard Specifications for Road and Bridge Construction (WYDOT 2010) to protect water quality during construction. These measures

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	<p>materials. These potential impacts are a concern because of the proximity of the Project Area to the Palisades Reservoir.</p> <p>If unchecked, construction activities can lead to the deposition of eroded sediments within nearby waterways and water bodies. Without implementation of appropriate mitigation measures (described below), short-term effects to surface waters (i.e., during and immediately following construction) would include:</p> <ul style="list-style-type: none"> <li>■ A temporary increase in turbidity and sedimentation during and immediately following nearby land disturbances.</li> <li>■ An increased risk of contamination associated with the presence of heavy equipment fluids (fuels, lubricants, etc.) and construction-related chemicals (paints and concrete additives).</li> </ul>	<p>require implementation of a SWPPP in compliance with the National Pollution Discharge Elimination System.</p> <p>BMPs will be implemented to control sediment and prevent erosion. Existing vegetation will be maintained and preserved where practicable, and all disturbed soils will be seeded and revegetated. Silt fences, as well as erosion bales and burlap bag curb, will be used to trap sediments and contain runoff, and to protect water quality from erosion.</p>
<b>Traffic</b>	<p>Construction is expected to create short-term impacts to local and regional traffic circulation and congestion. Delays to the traveling public and emergency service vehicles would occur. Temporarily reduced speed limits and delays would affect travel mobility. Although WYDOT does not anticipate the need to close the highway at any time during construction, signage will be provided if closures are necessary.</p>	<p>WYDOT will implement the following measures to minimize impacts to traffic circulation during construction:</p> <ul style="list-style-type: none"> <li>■ Develop traffic management plans.</li> <li>■ Maintain traffic flow during peak travel times by minimizing lane closures, if possible.</li> <li>■ Coordinate with emergency service providers to minimize delays and ensure access to properties.</li> <li>■ Coordinate with school districts to minimize delays to school buses.</li> <li>■ Although not anticipated, use signage to announce/advertise timing of road closures if necessary.</li> </ul>
<b>Visual Resources</b>	<p>Short-term construction-related visual impacts would include the presence of construction equipment and materials, temporary barriers, guardrail, detour pavement and signs, temporary shoring and retaining walls, lighting for any night construction that may occur, and removal of vegetative cover.</p>	<p>None proposed.</p>

## Permits Required

The following permits would or may be required for construction and will be obtained prior to construction:

- **Section 401 Water Quality Certificate**, issued by the WDEQ, is required for impacts to waterways. A Section 401 Water Quality Certificate is required in conjunction with an Individual 404 Permit (dredge and fill permit) for any transportation construction project or maintenance activity where work occurs below ordinary high water mark or adjacent to wetlands.
- **Section 402 Permit**, issued by the WDEQ, is required for dewatering of construction areas, if necessary. The following activities would require the acquisition of a Section 402 Permit:
  - ◆ Construction dewatering operations associated with utility excavation, bridge pier installation, foundation or trench digging, or other subsurface activities.
  - ◆ Discharge expected to occur from a point source discharge from mechanical wastewater treatment plants, vehicle washing, or industrial discharges.

- **Section 404 Permit**, issued by the U.S. Army Corps of Engineers, is required whenever construction projects or maintenance activities requiring filling below the ordinary high water mark in any body of water considered a Water of the U.S.
- **Wyoming Pollutant Discharge Elimination System Permit**, issued by the WDEQ, Water Quality Division, is required prior to construction in accordance with Section 402 of the Clean Water Act. This stormwater discharge permit is required to assure the quality of stormwater runoff for surface disturbances of one or more acres associated with the construction of the project. A general permit has been established for this purpose. The process for receipt of coverage under the general permit depends upon the scale of the construction activities. Land disturbance of at least 1 acre but less than 5 acres falls under the provisions of the Small Construction General Permit; land disturbance of 5 acres or more falls under the provisions of the Large Construction General Permit. A Notice of Intent to request coverage under the general stormwater permit must be submitted to the WDEQ, Water Quality Division for the Large Construction General Permit. The level of coverage necessary for this project (Small or Large Construction General Permit) will be determined upon completion of the roadway design.
- **Floodplain Development Permit**, issued by Lincoln County. A floodplain development permit is required for almost any development-related change to the floodplain, including, but not limited to, construction of new structures, modifications or improvements to existing structures, excavation, filling, paving, drilling, driving of piles, mining, dredging, land clearing, grading, or permanent storage of materials and/or equipment.
- **Construction Access Permits** are required for temporary access needs outside the construction project limits.
- **Easement permits** are required for construction, slope modification, and utilities.

### EA Availability and Review

The EA was made available for a minimum 30-day public and agency review period that began on October 12, 2015 and concluded on November 18, 2015. The EA was available electronically on the project web site (<http://www.etna-north.com>). Hard copies of the EA were available at WYDOT offices in Afton, Jackson, and Rock Springs, and at the Star Valley community Center (Etna community Center).

Availability of the EA, public and agency review period, and public hearing were announced in the following ways:

- Notice and October 5, 2015 blog on project website (<http://www.etna-north.com>).
- Press release distributed to area media outlets.
- Announcement emailed to elected officials on October 7, 2015.
- Postcard mailed to approximately 200 individuals on the project mailing list.
- Legal notice published in the Rocket-Miner on October 7 and 21, 2015.
- Legal notice published in the Star Valley Independent on October 7 and 21, 2015.
- Paid advertisement published in the Star Valley Independent the week of October 28, 2015.
- Star Valley Independent tweet sent on October 28, 2015.
- Legal notice published in the Casper Star Tribune on October 9 and 21, 2015.
- Paid advertisement published in the Jackson Hole News & Guide on October 14 and 21, 2015
- Legal notice published in the Jackson Hole Daily on October 23, 2015.

Copies of the notices listed above are provided in Appendix A.

A public hearing was held on October 29, 2015, at the Star Valley Community Center in Etna, Wyoming, from 5:00pm to 7:00pm. A total of 93 individuals signed in at the hearing. Materials presented at the hearing are provided in Appendix B. A copy of the newspaper article reporting on the project and public meeting is provided in Appendix C. Comments received during the public meeting and comment period and responses to comments are provided in Appendix D.

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### Summary of Comments

The following text summarizes the public and agency comments received on the EA during the public review period. Copies of each individual comment, and responses to these comments, are provided in Appendix D.

#### Public Comments

##### Alternatives

- A five-lane highway is excessive and not needed – traffic doesn't justify it.
- Support the 5-lane alternative.
- Prefer the 4-lane alternative.
- A two-lane highway is sufficient.
- Maintain the rural nature of the study area; don't want a wide high speed freeway.
- Provide a bike or walking path.
- Build the 5-lane alternative sooner than later.
- Consider incorporating emerging technologies into the alternatives.
- Consider using overpasses and access ramps.
- Coordinate with utility companies for water, gas, sewage, power, and communications as part of the project.

##### Safety

- Traffic is only going to get worse, so build project to accommodate it.
- Lower the speed limit.
- Concerned about safety impacts from widened highway located closer to homes.
- Concerned about safety of children getting on/off school buses.
- Concerned about safety issues associated with slower moving vehicles such as farm equipment.
- Concerned about safety associated with poor sight distance at CR 108.
- Concerned about existing traffic bottlenecks.
- Think that a wider highway would make it safer for children getting off/on school buses.

##### Wildlife

- Concerned about wildlife impacts/mortality from proposed improvements.

##### EA Analysis

- The EA did not sufficiently consider impacts to the local economy.
- The project is not needed; waste of taxpayer's money.
- Concerned about lack of environmental evaluation in the EA.
- The planners do not fully understand the uniqueness of the study area.
- Project should be re-examined before construction begins.
- Don't believe analysis presented in the EA regarding traffic volumes, crashes, etc. is accurate.

##### Public Involvement

- WYDOT has ignored public input on the project.

#### Agency Comments

##### Wyoming Game and Fish Department

- The Department has concerns that have been addressed in previous comments emphasizing the need to provide adequate safe movement for numerous species of big game and the importance of appropriate fencing.
- The Department has no additional aquatic concerns.

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**Appendix A: EA Availability and Public Hearing Notices**

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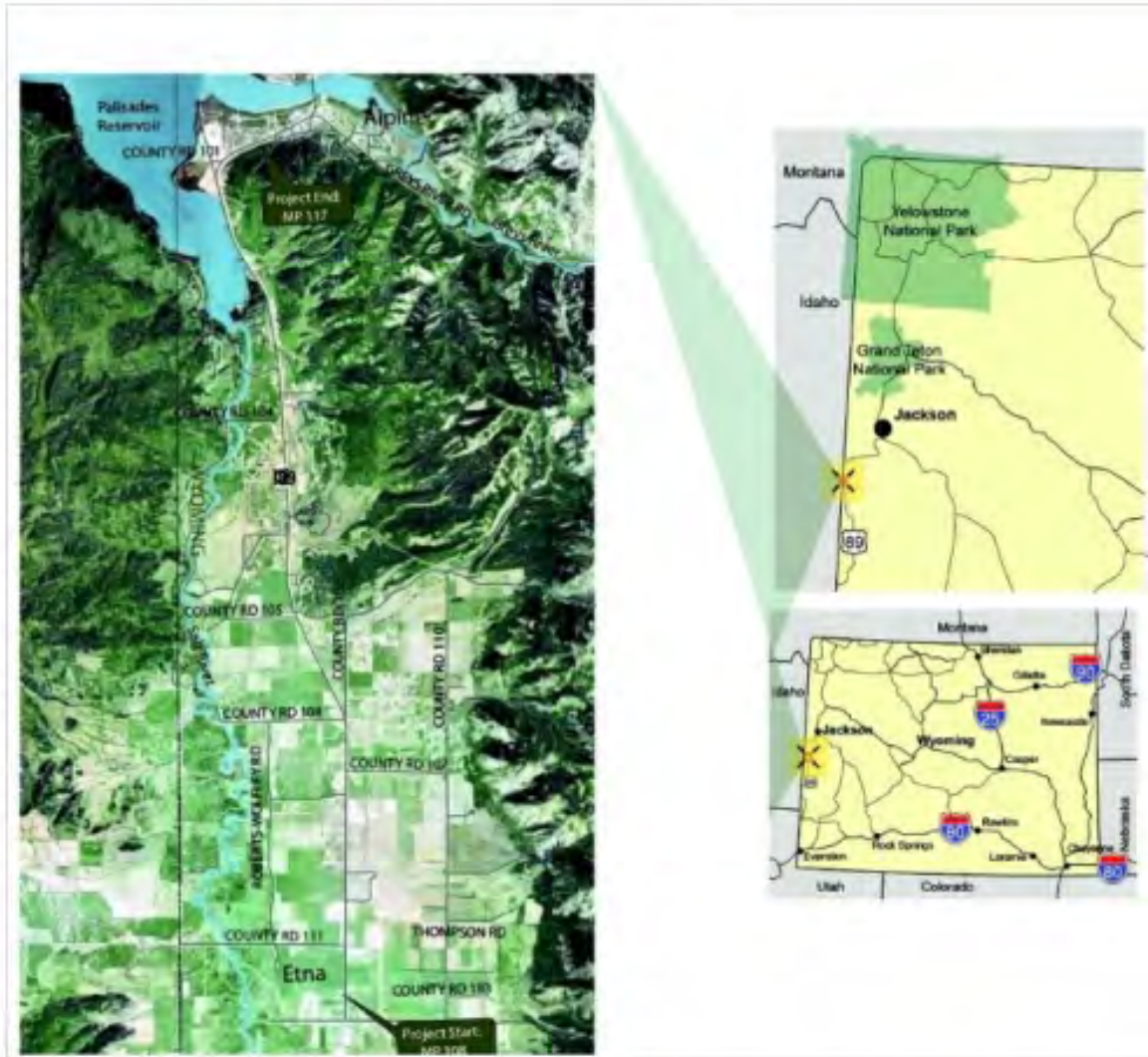


# Etna North

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## The Etna North Project

The Environmental Assessment is now available: [Etna North EA](#)



The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) are proposing improvements to 9.25 miles of US Highway 89 in Lincoln County, Wyoming, between the towns of Etna and Alpine. US 89 is functionally classified as a Rural Principal Arterial route and designated as part of the National Highway System (NHS). The primary function of this route is the safe and efficient movement of people and goods over long distances while allowing for limited access to adjacent lands. As part of the National Highway System, US 89 is considered a strategic national highway that is critical to national security and economic viability. This highway also provides visitors a route to the Jackson Hole region and two major national parks.

# Etna North

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## News

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### **Public Meeting on Preferred Alternative Set**

 Posted by [dot-etna-north](#) on October 5, 2015 at 6:15 PM

 [comments \(1\)](#)

An environmental assessment (EA) for the future reconstruction of US 89 between Etna and Alpine in Star Valley identifies widening the road to five lanes as the preferred alternative.

A public hearing about the US 89 project proposal is slated for Oct. 29 at the Etna Community Center, and public comments are being solicited through mid-November.

The EA, completed last month by the Wyoming Department of Transportation in conjunction with the Federal Highway Administration, is now available for viewing on the WYDOT website ([www.dot.state.wy.us](http://www.dot.state.wy.us)) and hard copies are available at the WYDOT offices in Afton, Jackson and Rock Springs, and at Etna Community Center on the night of the meeting.

The proposed project includes 9.2 miles of US 89 between mileposts 108 and milepost 117. Widening the existing road from two to five lanes was preferred over other alternatives after detailed analysis of numerous factors, including safety, traffic flow, and access. Details about the various alternatives and the alternative comparison process are included in the EA.

The Oct. 29 public hearing will be conducted in an informal open-house format. Interested parties may attend at their convenience between 5 and 7 p.m. Exhibits summarizing the proposal and the EA will be displayed, and WYDOT personnel and others involved in the project will be available to discuss the project and answer questions. Public comments concerning the EA will be accepted at the meeting, with a transcriber on hand to record verbal statements.

WYDOT will accept comments into mid-November, with the next step anticipated to be a final decision document will be issued most likely in early 2016.

The EA states an estimated project start date of 2021, although that date could be adjusted based on funding availability.



Matthew H. Mead  
Governor

# Wyoming Department of Transportation

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

P.O. Box 1260 - 3200 Elk Street  
Rock Springs, Wyoming 82902



John F. Cox  
Director

## Etna North EA identifies preferred alternative

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***For immediate release***

###

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*For more information concerning WYDOT activities, contact Stephanie Harsha, Public Involvement Specialist, WYDOT District 3, (307) 352-3065.*

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Jackson Hole Radio News Director Tom Ninnemann

News Director, Jackson Hole Radio

News Director, Jackson KJAX, KMTN,KSGT, KZJH

Jackson Hole Radio

Speech/Mass Communication, University of Northern Colorado

News Writer, Self Employed

News Director, Rich Broadcasting

Broadcast Tech. Teacher, Teton County School Dist. #!



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Stephanie Harsha <stephanie.harsha@wyo.gov>

---

## Etna North Environmental Assessment

1 message

---

Stephanie Harsha <stephanie.harsha@wyo.gov>

Wed, Oct 7, 2015 at 11:36 AM

To: Marti.Halverson@wyoleg.gov, Dan.Dockstader@wyoleg.gov, Fred.Baldwin@wyoleg.gov,  
Stan.Cooper@wyoleg.gov

Dear elected officials,

An environmental assessment (EA) for the future reconstruction of US 89 between Etna and Alpine in Star Valley identifies widening the road to five lanes as the preferred alternative.

A public hearing about the US 89 project proposal is slated for Oct. 29 at the Etna Community Center, and public comments are being solicited through mid-November.

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WYDOT will accept comments into mid-November, with the next step anticipated to be a final decision document to be issued most likely in early 2016.

The EA states an estimated project start date of 2021, although that date could be adjusted based on funding availability.

Feel free to call me or email me if you have any questions. Thanks!

—  
Stephanie Harsha  
District 3 Public Relations Specialist  
Wyoming Department of Transportation  
Rock Springs, Wyoming 82902  
office: [307-352-3065](tel:307-352-3065) cell: [307-389-0790](tel:307-389-0790)

[stephanie.harsha@wyo.gov](mailto:stephanie.harsha@wyo.gov)

# US 89 Etna North PUBLIC OPEN HOUSE

October 29, 2015, 5:00 pm – 7:00 pm

Star Valley Community Center (Etna Community Center)  
107736 Highway 89, Etna, WY

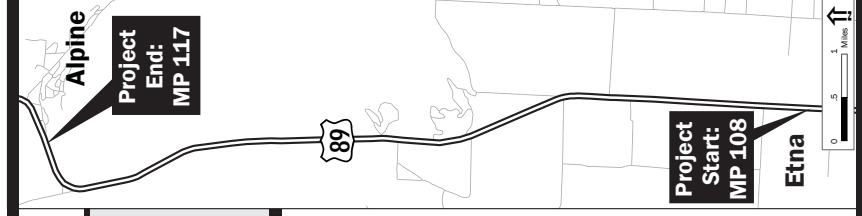
The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) invite you to a public hearing to present the Environmental Assessment (EA) prepared to analyze impacts from proposed improvements to US 89 between Alpine and Etna.

The purpose of this open house is to present the findings documented in the EA, including the purpose and need for the project, alternatives considered and analyzed, anticipated impacts of the proposed alternatives, and the recommended alternative. The public review and comment period began on October 12, 2015, and will end on November 18, 2015, after which time WYDOT will select an alternative for the project corridor. The EA is posted on the project web site: [www.etna-north.com](http://www.etna-north.com)

The EA is also available at the following locations:

<b>WYDOT</b> 310 S Washington St. Afton, WY 83110 886-3886	<b>WYDOT</b> 1040 E. Evans Rd. Jackson, WY 83001 733-3665	<b>WYDOT</b> 3200 Elk St. Rock Springs, WY 82901 352-3000	<b>Star Valley Community Center (Etna Community Center)</b> 107736 Highway 89, Etna, WY 83118 880-4969
---	--	--	---

If you cannot attend the public meeting but wish to submit comments, you may send them to: **Tim Stark, P.E.**, Environmental Services Engineer, Wyoming Department of Transportation, 5300 Bishop Blvd, Cheyenne WY 82009, [Timothy.Stark@wyo.gov](mailto:Timothy.Stark@wyo.gov)



Stephanie Harsha  
District 3 Public Relations Specialist  
Wyoming Department of Transportation  
Rock Springs, Wyoming 82902





# Affidavit of Publication

STATE OF WYOMING }  
County Of Sweetwater } ss.

## NOTICE OF AVAILABILITY ENVIRONMENTAL ASSESSMENT

### Etna North Highway Project

Holly Dabb, being first duly sworn, deposes and says that as an Official Representative of the Rocket-Miner, a newspaper of general circulation, published daily in the City of Rock Springs, County and State aforesaid, and that the notice, a copy of which is hereunto attached was published in said newspaper for 2 days, the first thereof being in the issue of 10/07/2015, and the last publication thereof being in the issue of 10/21/2015.

The Wyoming Department of Transportation (WYDOT) and Federal Highway Administration (FHWA) have prepared the Environmental Assessment (EA) to analyze the impacts of the proposed improvements to US Highway 89, between Etna and Alpine. Copies of the EA can be reviewed at the following locations:

WYDOT - Afton  
310 N. Washington

WYDOT - Jackson  
1040 E. Evans Rd.

Etna Community Center  
107736 Highway 89

WYDOT - Rock Springs  
3200 Elk St.

The EA can be viewed on WYDOT website ([www.dot.state.wy.us](http://www.dot.state.wy.us)). From the home page: Construction & Engineering > Environmental Services > NEPA Documents; scroll to bottom of page.

The EA can also be viewed on the project website: [www.etna-north.com](http://www.etna-north.com)

Written comments can be sent to:

Timothy L. Stark, PE  
WYDOT Environmental Services Engineer  
5300 Bishop Blvd.  
Cheyenne, Wyoming 82009-3340  
Fax: (307)777-4193  
E-mail: [timothy.stark@wyo.gov](mailto:timothy.stark@wyo.gov)

The Public Comment Period is a minimum of 30 days from Notice of Availability. Comments are appreciated by November 16, 2015. A **public hearing** for the proposed action will be held on **OCTOBER 29, 2015** from 5:00 to 7:00 pm at the Etna Community Center, 107736 Highway 89 in Etna. The hearing will be conducted in an informal open-house format. Interested parties may attend at their convenience during the scheduled hours. Exhibits summarizing the proposal and the EA will be displayed at the open house. WYDOT personnel and others involved in the project will be available to discuss the project and answer questions. Public comments concerning the EA will be accepted at the open house. A transcriber will be available to record verbatim statements. A final decision document will be issued after conclusion of the public comment period.

E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.

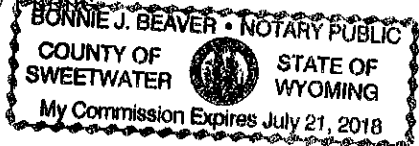
Oct. 7, 21 \_\_\_\_\_

*Holly Dabb*

Subscribed and sworn to before me this day,  
10/21/2015.

*Bonnie J. Beaver*

Notary Public



Publication Charges	\$237.73
Notary And Affidav	\$0.00
Additional Copies	\$0.00
	<hr/>
	\$237.73

*Star  
Valley  
Independent*

to analyze the impacts of the proposed improvements to US Highway 89, between Etna and Alpine. Copies of the EA can be reviewed at the following locations:

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310 N. Washington
- WYDOT - Jackson**  
1040 E. Evans Rd.
- Etna Community Center**  
107736 Highway 89
- WYDOT - Rock Springs**  
3200 Elk St.

The EA can be viewed on WYDOT website ([www.dot.state.wy.us](http://www.dot.state.wy.us)). From the home page: Construction & Engineering > Environmental Services > NEPA Documents; scroll to bottom of page.

The EA can also be viewed on the project website: [www.etna-north.com](http://www.etna-north.com)

Written comments can be sent to:  
Timothy L. Stark, PE  
WYDOT Environmental Services Engineer  
5300 Bishop Blvd.  
Cheyenne, Wyoming 82009-3340  
Fax: (307)777-4193

E-mail: [timothy.stark@wyo.gov](mailto:timothy.stark@wyo.gov)  
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**Publish October 7 & 21, 2015**

**NOTICE OF AVAILABILITY  
ENVIRONMENTAL ASSESSMENT  
ETNA NORTH HIGHWAY  
PROJECT**

The Wyoming Department of Transportation (WYDOT) and Federal Highway Administration (FHWA) have prepared the Environmental Assessment (EA)

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Sunday, November 1

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die the types of foods given to them by people. At night you can only see as far as your headlights," Buyers said. "The speed limit in Star Valley Ranch is 25 miles per hour. Speeding kills wildlife."

Consequently, the deer have full stomachs, but cannot digest or gain the nutrition they need to survive from what they have eaten. In addition to concerns regarding feeding deer, "Every year deer die in Star Valley Ranch from supplemental feeding," said Mayor Kathleen Buyers. "People commonly make the mistake in thinking that feeding deer in the winter is helpful."

## US 89 Etna North PUBLIC OPEN HOUSE

October 29, 2015, 5:00 pm - 7:00 pm

Star Valley Community Center (Etna Community Center)  
107736 Highway 89, Etna, WY

The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) invite you to a public hearing to present the Environmental Assessment (EA) prepared to analyze impacts from proposed improvements to US 89 between Alpine and Etna.

The purpose of this open house is to present the findings documented in the EA, including the purpose and need for the project, alternatives considered and analyzed, anticipated impacts of the proposed alternatives, and the recommended alternative. The public review and comment period began on October 12, 2015, and will end on November 18, 2015, after which time WYDOT will select an alternative for the project corridor. The EA is posted on the project web site: [www.etna-north.com](http://www.etna-north.com)

The EA is also available at the following locations

- |   |  |  |   |
|---|--|--|---|
| <b>WYDOT</b><br>310 S Washington St.<br>Afton, WY 83110<br>886-3886 | <b>WYDOT</b><br>1040 E. Evans Rd.<br>Jackson, WY 83001<br>733-3685 | <b>WYDOT</b><br>3200 Elk St.<br>Rock Springs, WY 82901<br>352-3000 | <b>Star Valley Community Center (Etna Community Center)</b><br>107736 Highway 89,<br>Etna, WY 83118<br>880-4969 |
|---|--|--|---|

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**U.S. 89 Etna-North project open house is Thursday**  
The public is invited and encouraged to attend the Etna-North Project open house which will take place at the Star Valley Community Center in Etna on Thursday, October 29 from 5-7p... [starvalleyindependent.com](http://starvalleyindependent.com)

10:39 AM - 28 Oct 2015



Reply to @svi

#### Trends

#WinterOfficiallyBeginsSo Mike Leake #FirstDayOfWinter #digitalmarketing #ecommerce  
Miss Universe Out Of The Woods #SandraBland Christmas Eve Eve Eve Sued Over Old Debt

# U.S. 89 Etna-North project open house is Thursday

by October 28, 2015 11:38 AM 0 comments



The public is invited and encouraged to attend the Etna-North Project open house which will take place at the Star Valley Community Center in Etna on Thursday, October 29 from 5-7p.m.

Categories

[Featured](#), [Communities](#), [Etna](#)

Tagged

[Wyoming Department of Transportation](#), [Etna wyoming](#), [Etna-North U.S. Highway 89](#), [Federal Highway Administration](#)

A meeting on the Etna North U.S. Highway 89 proposal will be held Thursday, Oct. 29. The two-hour public open house and discussion, hosted by the Wyoming Department of Transportation and the Federal Highway Administration, will be held in the Star Valley

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<http://svine.ws/1Jl>

Tweet

that information will include the purpose and need for the project, alternatives

considered and analyzed, anticipated impacts of the proposed alternatives, and the recommended alternative.”

The public review and comment period on the proposal opened Monday, Oct. 12, 2015. and will remain open until Nov. 18. Once the comment deadline is closed, WYDOT will “select an alternative for the project corridor.”

The Environmental Analysis is available online at [www.etna-north.com](http://www.etna-north.com). It is also available through the WYDOT Offices in Afton, Jackson and Rock Springs. Comments on the proposal may be submitted at the Oct. 29 meeting in Etna; or sent to Tim Stark, P.E., Environmental Services Engineer, Wyoming Department of Transportation, 5300 Bishop Blvd., Cheyenne, WY 82009. Comments can also be emailed to [Timothy.Stark@wyo.gov](mailto:Timothy.Stark@wyo.gov).



(307) 777-4193 Acct# 146968  
 WYDOT  
 5300 BISHOP BLVD.  
 ENVIRONMENTAL SERV ENG  
 CHEYENNE, WY 82009  
 Subscr? N

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**Notice of Availability  
 Environmental Assessment  
 Etna North Highway Project**

The Wyoming Department of Transportation (WYDOT) and Federal Highway Administration (FHWA) have prepared the Environmental Assessment (EA) to analyze the impacts of the proposed improvements to US Highway 89, between Etna and Alpine. Copies of the EA can be reviewed at the following locations:

WYDOT - Afton  
 310 N. Washington

WYDOT - Jackson  
 1040 E. Evans Rd.

Etna Community Center  
 107736 Highway 89

WYDOT - Rock Springs  
 3200 Elk St.

The EA can be viewed on WYDOT website ([www.dot.state.wy.us](http://www.dot.state.wy.us)). From the home page: Construction & Engineering > Environmental Services > NEPA Documents; scroll to bottom of page.

The EA can also be viewed on the project website: [www.etna-north.com](http://www.etna-north.com)

Written comments can be sent to: Timothy L. Stark, PE  
 WYDOT Environmental Services Engineer  
 5300 Bishop Blvd.  
 Cheyenne, Wyoming 82009-3340  
 Fax: (307)777-4193  
 E-mail: [timothy.stark@wyo.gov](mailto:timothy.stark@wyo.gov)

The Public Comment Period is a minimum of 30 days from Notice of Availability. Comments are appreciated by November 16, 2015. A public hearing for the proposed action will be held on October 29, 2015 from 5:00 to 7:00 pm at the Etna Community Center, 107736 Highway 89 in Etna. The hearing will be conducted in an informal open-house format. Interested parties may attend at their convenience during the scheduled hours. Exhibits summarizing the proposal and the EA will be displayed at the open house. WYDOT personnel and others involved in the project will be available to discuss the project and answer questions. Public comments concerning the EA will be accepted at the open house. A transcriber will be available to record verbatim statements. A final decision document will be issued after conclusion of the public comment period.

  
**Jackson Hole News & Guide**  
PROOF OF PUBLICATION

COUNTY OF TETON  
THE STATE OF WYOMING

**Kevin Olson**

Being duly sworn, deposes and says that he is the Publisher of the JACKSON HOLE NEWS & GUIDE, weekly newspaper published in Jackson in said county and state, and that the annexed Notice was published in 2 consecutive issues of said newspaper and not in a supplement, the first publication thereof being on October 14, 2015

*Kevin Olson*  
Subscribed in my presence and sworn to before me this

21 Day of Oct, 2015.

*Kathleen M. Godines*

KATHLEEN M. GODINES

COUNTY OF  
TETON



STATE OF  
WYOMING

NOTARY PUBLIC

MY COMMISSION EXPIRES

Jan. 11, 2016

Fee for publication \$ 263.90 Charge to the following:

Account No: 41791 Name: WYDOT Environmental Services Engineer

Address: 5300 Bishop Blvd Cheyenne WY 82009

Notice of Availability  
Environmental Assessment  
Etna North Highway Project

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310 N. Washington

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Etna Community Center  
107736 Highway 89

WYDOT - Rock Springs  
3200 Elk St.

The EA can be viewed on WYDOT website ([www.dot.state.wy.us](http://www.dot.state.wy.us)). From the home page: Construction & Engineering > Environmental Services > NEPA Documents; scroll to bottom of page.

The EA can also be viewed on the project website: [www.etna-north.com](http://www.etna-north.com)

Written comments can be sent to:

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5300 Bishop Blvd.  
Cheyenne, Wyoming 82009-3340  
Fax: (307)777-4193  
E-mail: [timothy.stark@wyo.gov](mailto:timothy.stark@wyo.gov)

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E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.  
**Publish: 10/14, 10/21/15**



# BUSINESS

## Earnings, ECB news boost US stocks

(AP) — The U.S. stock market rebounded Thursday from a two-day slump, notching its biggest gain in more than two weeks and pushing the Dow Jones industrial average up more than 300 points.

The gains brought the Standard & Poor's 500 nearly back to breakeven for the year following steep declines in August and September. Industrials stocks were among the index's biggest gainers.

The rally followed a batch of encouraging earnings from McDonald's, eBay and other companies. Alphabet, Microsoft and Amazon also delivered better-than-expected results shortly after the close of regular trading.

News that the European Central Bank could consider expanding its stimulus program in December also helped rally the market. Such a move could help stimulate spending in the region, a plus for U.S. companies struggling with declining overseas revenue, said Bob Doll, chief equity strategist at Nuveen Asset Management.

"We've had some pretty good earnings in a season that so far has been

mixed," Doll said. "Then you layer some chatter out from the ECB, and all the uncertainty and skepticism and negativism, and the mass amount of cash on the sidelines, and it doesn't take much to get a rally going."

The Dow climbed 320.55 points, or 1.9 percent, to 17,489.16. The S&P 500 rose 33.57 points, or 1.7 percent, to 2,052.51. The last time the Dow and S&P 500 delivered bigger single-day gains was Oct. 5. The Nasdaq added 79.93 points, or 1.7 percent, to 4,920.05.

A surge in European stocks set the stage for the three major U.S. stock indexes to go higher early in the day.

Mario Draghi, head of the European Central Bank, signaled that the bank could boost monetary stimulus at its meeting in December. That raised expectations that the ECB might extend its \$1.2 trillion bond purchase program. Draghi said that the ECB was also considering other measures, such as further cutting one of its key interest rates.

"The market was in a tight trading range leading up to today's move to the

upside, waiting for a catalyst in essence to push the market in one direction or the other," said Quincy Krosby, a market strategist at Prudential Financial. "And you can see clearly that the Draghi comments were very positively received by the market."

Beyond that, investors pored over the latest slate of company earnings reports, which helped put them in a buying mood.

Traders bid up eBay, which reported earnings late Wednesday that came in well ahead of what analysts were expecting. The e-commerce company jumped \$3.37, or 13.9 percent, to \$27.58.

McDonald's climbed 8.1 percent after the world's largest burger chain handily beat Wall Street estimates and said its sales increased in the third quarter. McDonald's shares added \$8.33 to \$110.87.

Texas Instruments' earnings beat projections as well. The company also gave an upbeat outlook for the current quarter. The stock vaulted \$6.19, or 11.9 percent, to \$58.09.

### Business in Brief

**People whose cars have been recalled to fix air bag inflators made by Takata Corp. should get the repairs done as soon as possible or face the risk of death or injury, U.S. safety regulators said Thursday.**

Speaking at a public meeting, officials of the National Highway Traffic Safety Administration said eight people have died and 98 more have been hurt by inflators that can explode with too much force, spewing shrapnel into drivers and passengers.

About 23.4 million Takata driver and passenger air bag inflators have been recalled on 19.2 million U.S. vehicles. As of Oct. 9, only 22.5 percent of the recalled inflators had been replaced nationwide.

**Americans snapped up more homes in September, suggesting that the U.S. housing sector remains insulated from global economic turmoil.**

The National Association of Realtors said Thursday that sales of existing homes jumped 4.7 percent last month to a seasonally adjusted annual rate of 5.55 million. Buying activity rebounded after slipping in August, indicating that demand for housing continues despite a series of recent worldwide economic hits.

**The number of Americans seeking unemployment benefits rose slightly last week but the four-week average declined to the lowest level in more than four decades, another sign the job market is healthy.**

The number of people applying for benefits edged up by 3,000 last week to 259,000 after two weeks of declines, the Labor Department said Thursday. The four-week average for benefit applications fell by 2,000 to 263,250, the lowest level since December 1973.

**Amazon is primed for success as the busy holiday season approaches.**

The e-commerce powerhouse reported a surprise third-quarter profit, driven by a boost in revenue from its Prime Day promotion and continued strong growth in its cloud-computing offerings.

Amazon shares jumped 10 percent in aftermarket trading.

**Google's third-quarter report is getting an "A" from investors as it enters a new era under Alphabet, its new parent company.**

A third-quarter report released Thursday indicated that Google is making significant strides in the increasingly important mobile market, with its earnings surging 45 percent to nearly \$4 billion, or \$5.73 per share.

Google's revenue for the three months ending in September totaled \$18.7 billion. After subtracting ad commissions, revenue totaled \$15.1 billion, a 15 percent increase from last year.

**Mazda says it's recalling 4.9 million older vehicles worldwide, including 1.36 million in the U.S., because ignition switches could overheat and catch fire.**

The U.S. recall covers the 1990-96 323 and Protégé, the 1993-98 626, the 1993-95 929, the 1993-97 MX-6, the 1989-98 MPV and the 1992-93 MX-3.

Globally, 13 fires have occurred in the Mazdas, but no injuries. Mazda said there haven't been any incidents in the U.S.

## US 89 Etna North PUBLIC OPEN HOUSE

October 29, 2015, 5:00 - 7:00pm

Star Valley Community Center (Etna Community Center)  
107736 Highway 89, Etna, WY

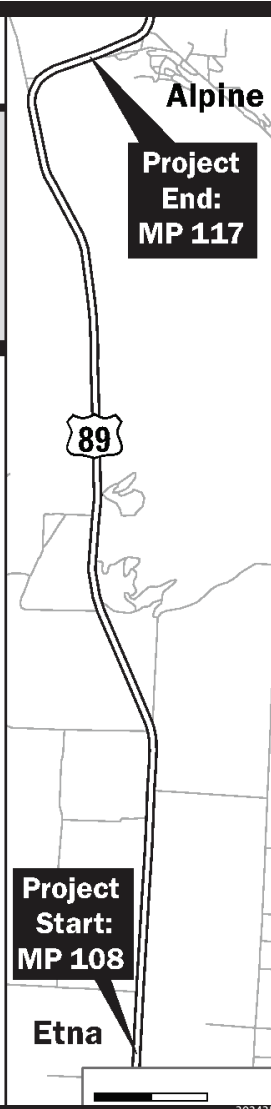
The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) invite you to a public hearing to present the Environmental Assessment (EA) prepared to analyze impacts from the proposed improvements to US 89 between Alpine and Etna.

The purpose of this open house is to present the findings documented in the EA, including the purpose and need for the project, alternatives considered and analyzed, anticipated impacts of the proposed alternatives, and the recommended alternative. The public review and comment period begin on October 12, 2015, and will end on November 18, 2015, after which time WYDOT will select an alternative for the project corridor. The EA is posted on the project web site: [www.etna-north.com](http://www.etna-north.com).

The EA is also available at the following locations:

<b>WYDOT</b> 310 Washington St. Afton, WY 83110 866-3886	<b>WYDOT</b> 1040 E. Evans Rd. Jackson, WY 83001 733-3665	<b>WYDOT</b> 3200 Elk St. Rock Springs, WY 82901 352-3000	<b>Star Valley Community Center (Etna Community Center)</b> 107736 Highway 89 Etna, WY 83118 880-4969
---	--	--	--

If you cannot attend the public meeting but wish to submit comments, you may send them to: Tim Stark, P.E., Environmental Services Engineer, Wyoming Department of Transportation, 5300 Bishop Blvd, Cheyenne WY 82009, [Timothy.stark@wyo.gov](mailto:Timothy.stark@wyo.gov)



## Dilbert

by Scott Adams





**Appendix B: Public Hearing Materials**

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# ETNA NORTH SIGN-IN SHEET

X  
2

Location: Etna Community Center

Meeting Date: October 29, 2015

Name	Address	E-Mail
JEFF BROWN	5300 BRAD FLD Cheyenne	jeff.brown@wyo.gov
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Hillary Guzman	WYDOT AFTON	Hillary.Guzman@wyo.gov
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AARON DORSTADER	WYDOT - AFTON	AARON.DORSTADER@wyo.gov
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Jay Nelson	Afton, WY	
Bob Bonds	WYDOT - Env. Ser. Chey	bob.bonds@wyo.gov
Paul DePaul	WYDOT - PD	Paul.dePaul@wyo.gov
Dennis Christine	15 - cottonwood SUR	windstar-dc@silverstar.com
Joe/Lyn Strunagy	@ 691 Dell Creek Road Box 3950, Alpine, WY 83128	LKS0656@gmail.com
Joan & Jose CASTRO	11211 HWY 89 Alpine, WY	dranger2@msn.com
Paul & Larla Julsen	253 Southbrook Dr Thayne, WY	Ar3.pina@silverstar.com
FRANCE EDWARDS	53 HARVEST CIRCLE ETNA WY 83118	france@silverstar.com
Helene Roberts	P.O. Box 5773 ETNA	
Juni Moffett	P.O. Box 190 Afton, WY	svr.com@silverstar.com
<del>ARON HADWORTH</del>		

(2)

# ETNA NORTH SIGN-IN SHEET

→ #2

Location: Etna Community Center

Meeting Date: October 29, 2015

Name	Address	E-Mail
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GAYE & Mike Edwards	52 HARVEST AVE	
Bonny D. Kendrick	109 Crest - Granite Ranch	
JT HELL	340 RORKE RD	JT@FALLRIVERPROPANE.COM
Barbara Jo Kinley	761 Buffalo Drive & Red Tail Path	Kinley@juno.com
Lloyd B Baker		
Terry Crook	100511 Hwy 89 Etna Wy.	TCrookfarm@gmail.com
Amber Crook	→ Same	
Walt & Nancy Price	256 Pierce Dr	<del>ETNA</del> nprice@silverstar
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GREY ERICKSON	ETNA	Guardrail1942@gmail.com
John Woodward	Auburn	jwoodward@lcwy.org
Mark Halverson	Etna	
Richard Rose	Freedom	
Judy Rose	Freedom	jrose@lcwy.org
R. Cary Smith	189 Circle Drive, Afton	macs@me.com
Kathy Franceschi	20 City Rd. 107, Etna	Kathy83002@yahoo.com

③

# ETNA NORTH SIGN-IN SHEET

7/

Location: Etna Community Center

Meeting Date: October 29, 2015

Name	Address	E-Mail
Dian Jackson	324back Dr. Thayne	ddbranch@silverstater.com
Kip Hanich	P.O. Box 1055 Thayne	kiphanich@gmail.com
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THE Kathleen VanBoskirk	P.O. Box 11414, Jackson WY 83002	Ksburnettwy@hotmail.com
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Scott + Ginger Roberts	50 county Rd 111 Freedom, WY	
Pamela Wolfley	P.O. Box 5251 Etna WY 83118	Pwolfley@yahoo.com
Roger Calhoun		
Sven Juliusen	Box 5035 Etna WY 83118	
Kris Robinson		

7/7



# ETNA NORTH SIGN-IN SHEET

Location: Etna Community Center

Meeting Date: October 29, 2015

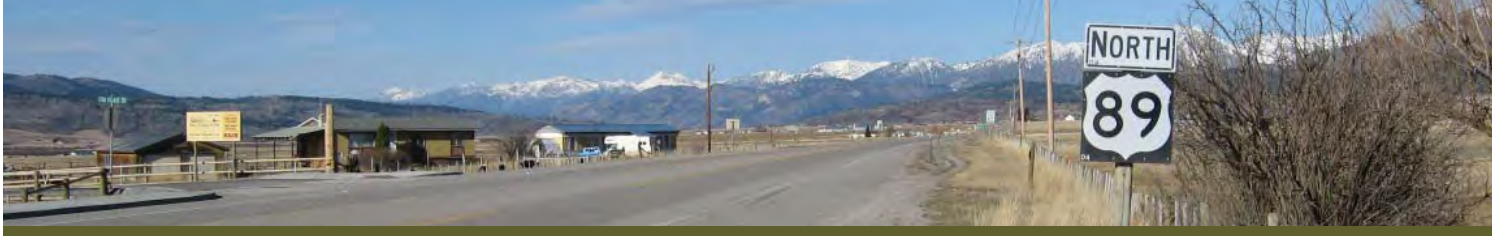
Name	Address	E-Mail
Spencer & Vern Crook	111061 N US 89 Etna	lcrook@silverstar.com
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Tom Coletti	62 Ruth Rd Alpine	tcoletti@me.com
Don Snider		
Jeremy Larsen	690 Sunset Dr. Alpine	mtnale@aol.com
Spencer Crook	332 eo rd etna	
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Bruce Estvold	PO Box 1604 Thayne W; 83127	blestvold@gmail.com
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Clayton Corsi	P.O. Box 5294 Etna WY 83118	
Chuck & Joanne Butterfield	PO Box 3187 Alpine WY	dkbb@dkbb.org
Timothy J. Raver	P.O. Box 2315 Jackson WY	timothy.raver@adco.com
MARK E. GRAY		
Robert E. King	PO Box 247 Thayne, WY	rkinge@cwyo.org
MATHIAS U. ROBERTS	P.O. Box 231 Thayne, WY	msu@silverstar.com
Helen Jill Roberts	625 Hemmert dr Thayne WY	jrmt@silverstar.com
Nancy Winters		nwinters@silverstar.com
Laureen Stange	3044 St. Line Rd.	
Eric Loveland	ETNA	





# US 89 Etna North

## Environmental Assessment



## COMMON PROJECT ACTIONS

### Actions Common to All Alternatives

Each alternative would include a safety clear zone, which is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Typically, a safety clear zone for a facility such as US 89 is 30 feet, including the shoulder, which is the only paved part of the clear zone.

Under each alternative, utilities would be relocated as necessary by the utility companies, who would determine if the lines would be above or below ground.

Each alternative would include a pavement rehabilitation strategy, which would optimize pavement performance and preservation. Cost-effective pavement treatments would extend the life of the existing roadway and/or improve the serviceability of the pavement throughout the Project Area. This strategy would be designed to arrest deterioration, retard progressive failure, and improve the functional or structural condition of the pavement.

### Actions Common to All Build Alternatives

The same maintenance actions described under the No Build Alternative would apply to the build alternatives, as appropriate. Other specific design elements that would apply to all build alternatives include:

- Improvements to three curves and two sags within the Project Area, including the curve just south of Alpine. The purpose of these improvements is to enhance safety and help reduce the number of future accidents. In general, the improvements would include:
  - Slightly shifting the alignment no more than 50 feet to the east at the curve just south of the town of Alpine to help flatten the curve radius.
  - Slightly shifting the alignment no more than 50 feet to the west just north of McCoy Road.
  - Slightly shifting the alignment no more than 50 feet to the west between the two curves just north of County Road 105.

- Slightly correcting slope irregularities at the sag just north of Dell Creek Road.
- A new START bus park-and-ride located on the northeast quadrant of the US 89/Sanderson Lane intersection. The one-acre park-and-ride would be accessed directly from Sanderson Lane (not US 89) and would accommodate 27 parking spaces. WYDOT coordinated with START to determine the design and capacity requirements of this park-and-ride.
- Consolidation of all mailboxes along US 89 within the Project Area into two mailbox clusters. One would be located within the START Bus park-and-ride on County Road (CR) 107 (Sanderson Lane) and the other along a pull-out located on Stewart Trail Road approximately 300 feet north of US 89. Both CR 107 and Stewart Trail Road would be improved up to approximately 400 to 500 feet from US 89. The purpose of this consolidation is to improve safety by eliminating stop-and-start traffic along the corridor associated with mail delivery and retrieval.
- Construction of a new pull-out and parking area to accommodate approximately 20 vehicles for wildlife viewing at the Greys River feedground. The Wyoming Game & Fish Department is proposing construction of a small observation building in conjunction with this viewing area.
- Construction of a new parking area at the intersection of McCoy Road and US 89 on the west side of the highway.
- Removal of the single-lane dirt "spur" road north of Alpine Hills Drive that connects it to US 89. Access to Alpine Hills Drive would remain.

In addition, snow plows would accommodate existing access points. No additional snow would be piled at access points, which would remain unimpeded.



## HOW CAN YOU STAY INVOLVED?



- Get on mailing list (sign in tonight)
- Give us your comments regarding the project



- Fill out a comment form and drop it in the comment box tonight or mail it to WYDOT



- Email your comments to WYDOT at:  
[dot-etna-north@wyo.gov](mailto:dot-etna-north@wyo.gov)



- Fax your comments to WYDOT at:  
307-777-4193

Stay  
Informed  
Visit  
[www.etna-north.com](http://www.etna-north.com)



# US 89 Etna North

## Environmental Assessment



## DEFINITIONS

### *Free-Flow Speed (FFS)*

- The mean speed of passenger cars that can be accommodated under low to moderate flow rates on a uniform freeway segment under prevailing roadway and traffic conditions.

### *Factors affecting free-flow speed*

- Lane width
- Lateral clearance
- Number of lanes
- Interchange density
- Geometric design

### *Passenger car equivalents*

- Trucks and RVs behave differently
- Baseline is a freeway with all passenger cars
- Traffic is expressed in passenger cars per lane per hour (pc/ln/hr or pc/lph)

### *Driver population*

- Non-commuters may be unfamiliar with road conditions
- They may affect capacity

### *Capacity*

- Corresponds to LOS E and  $v/c = 1.0$

### *Chief measure of "quality of service"*

- Describes operational conditions within a traffic stream.
- Does not include safety
- Different measures for different facilities

### *Six measures (A through F)*

### *Freeway LOS*

- Based on traffic density

### *Annual average daily traffic (AADT)*

- Annual traffic averaged on a daily basis

### *Design hourly volume (DHV)*

- Traffic volume used for design calculations
- Typically between the 10th and 50th highest volume hour of the year (30th highest is most common)

### *K-factor*

- Relationship between AADT and DHV

$$K = \frac{DHV}{AADT}$$

### *Directional distribution factor (D)*

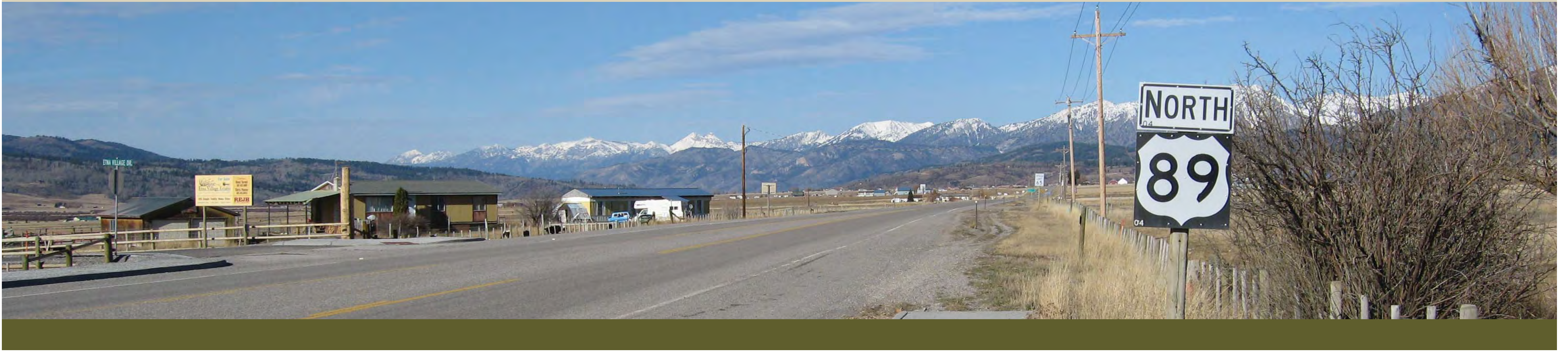
- Factor reflecting the proportion of peak-hour traffic traveling in the peak direction
- Often there is much more traffic in one direction than the other

### *Directional design-hour volume (DDHV)*

$$DDHV = K \times D \times AADT$$



# US 89 Etna North



## *Open House*

## **WELCOME**

**Please Sign In**

October 29, 2015  
5:00 pm to 7:00 pm

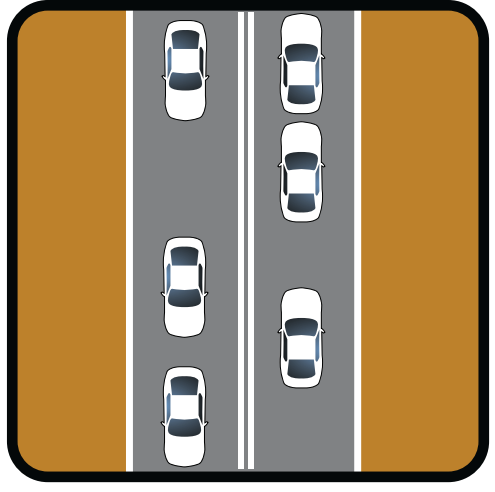
### **Purpose of Tonight's Meeting**

- Present the US 89 Etna North Environmental Assessment
- Present the Preferred Alternative



# Purpose and Need

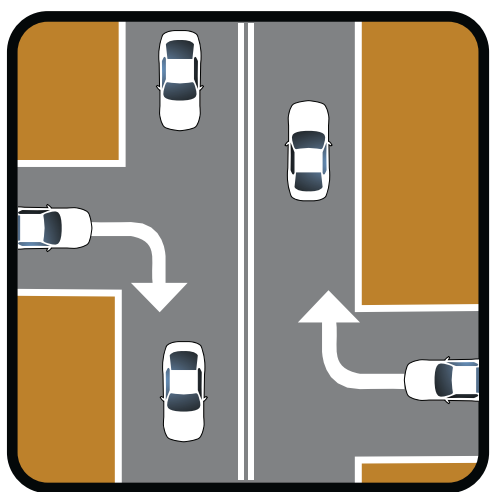
The purpose of this project is to improve US 89 to fulfill its intended function as a Rural Principal Arterial. The project is needed to:



Increase highway capacity and improve mobility



Improve highway safety



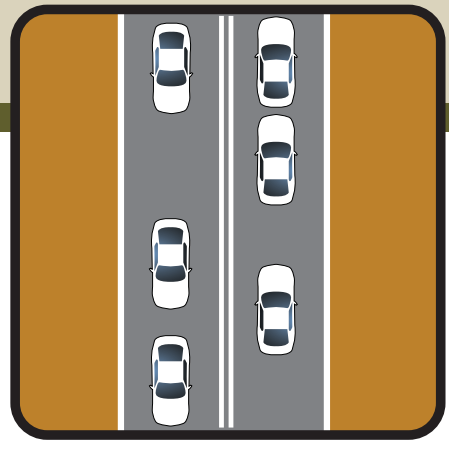
Improve roadway conditions

The primary function of US 89 as a Rural Principal Arterial is the safe and efficient movement of people and goods over long distances while allowing for limited access to adjacent lands. US 89 is also designated as part of the National Highway System (NHS). As part of the NHS, US 89 is considered a strategic national highway that is critical to national security and economic viability.





# Purpose and Need



## Increase highway capacity and improve mobility

### Change in Annual Average Daily Traffic, 2004-2013

Year	AADT	Percent Change
2004	3,790	not applicable
2008	4,410	16.4% increase
2010	4,770	8.2% increase
2013	3,600	24.5% decrease

### Annual Average Daily Traffic and Level of Service

Year	AADT	LOS
2004	3,790	C
2008	4,410	C
2010	4,770	D
2013	3,600	C
Interim Design Year 2024	4,020 – 4,990	D
Design Year 2034	4,400 – 5,700	D

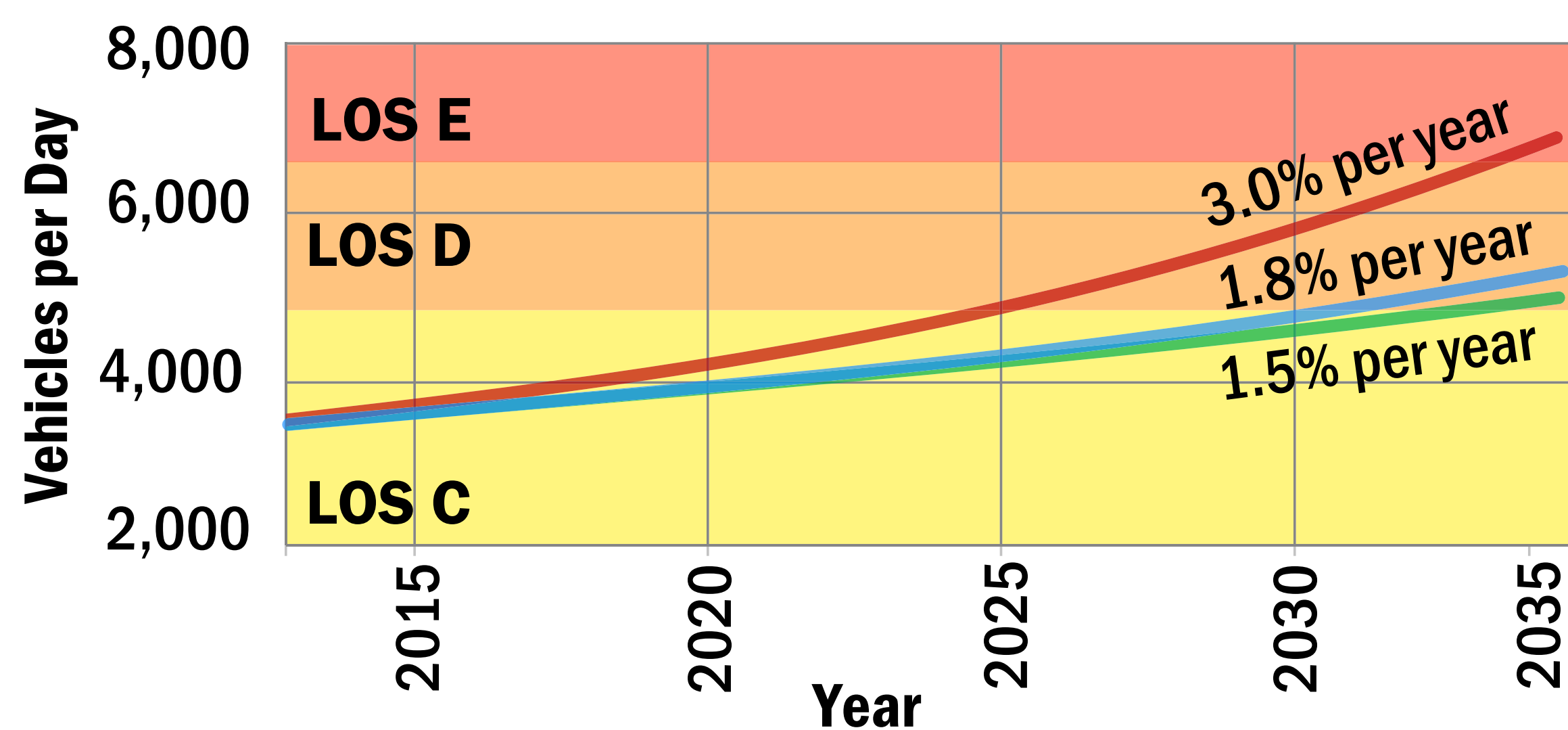
### Percent Time Spent Following a Vehicle

Year	Percent Time Spent Following a Vehicle
2013	64.5%
2024	67.1%
2034	71.0%

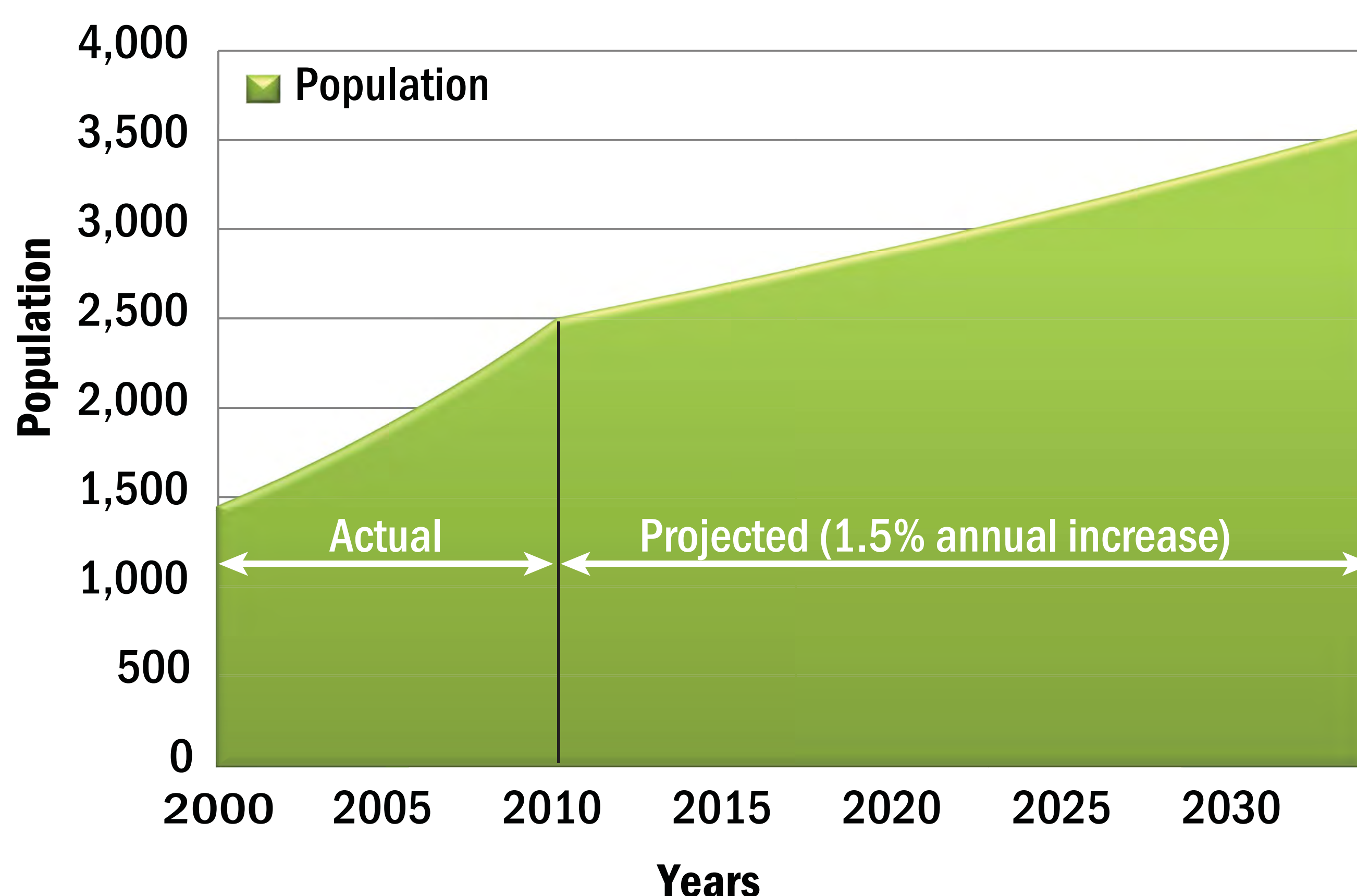
Source: WYDOT Traffic Program

Source: WYDOT Traffic Program

### Historic and Projected Daily Traffic and Level of Service in Lower Star Valley



### Population Growth in Lower Star Valley



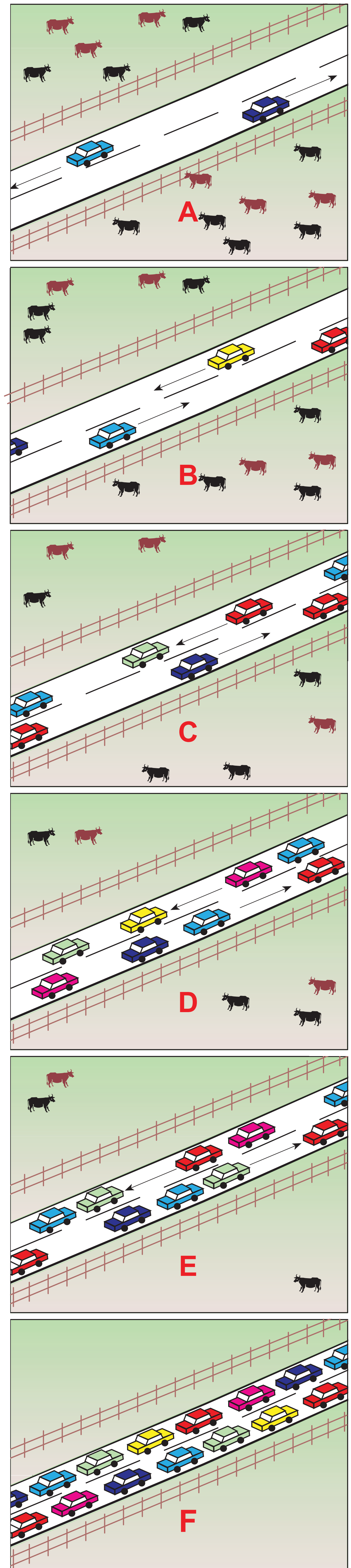


# Alternative 6 Issues & Concerns

- **Eliminates 2 miles of passing opportunities**
- **Non-Conventional Lane Configuration**
- **Lane delineation would be difficult to maintain**
- **Drivers will have difficulty determining correct lane during inclement weather**
- **Merging is contrary to typical passing lane transitions**
- **Wyoming lacks any safety data associated with this configuration**

# Level of Service Definitions

LOS	Roadway Segment Operating Characteristics	Average Travel Speed (mph) <sup>(1)</sup>
A	Free flow, low traffic density, passing demand well below passing capacity, no platoons of three or more vehicles, drivers delayed less than 30% of time by slow moving vehicles.	62
B	Minimum delay, stable traffic flow, passing demand equals passing capacity, drivers delayed up to 45% of time by slow moving vehicles.	59
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists, noticeable increases in platoon formation, size, and frequency, percent time delays up to 60%. <b>Goal for 2020 traffic operations in rural areas.</b>	56
D	Movements more restricted, passing demand is very high while passing capacity approaches zero, platoon sizes of 5 to 10 vehicles are common, turning vehicles cause "shock-waves" in traffic stream, percent time delays approach 75%.	51
E	Actual capacity of the roadway, involves delay to over 75% of motorists, passing is virtually impossible, platooning becomes intense.	45
F	Forced flow with demand volumes greater than capacity resulting in severe congestion, no passing opportunities and long platoons.	<45



<sup>(1)</sup> Based on information from Highway Capacity Manual, Transportation Research Board, 1994 for 65 mph rural highway.



# Purpose and Need



## Improve highway safety

### Number of Injuries and Fatalities, 2004-2013

Year	Number of Persons Injured	Number of Fatalities	Total
2004	18	1	19
2005	25	1	26
2006	7	0	7
2007	16	1	17
2008	7	0	7
2009	4	0	4
2010	5	0	5
2011	1	0	1
2012	5	0	5
2013	10	0	10
<b>TOTAL</b>	<b>98</b>	<b>3</b>	<b>101</b>

Source: WYDOT Highway Safety Department

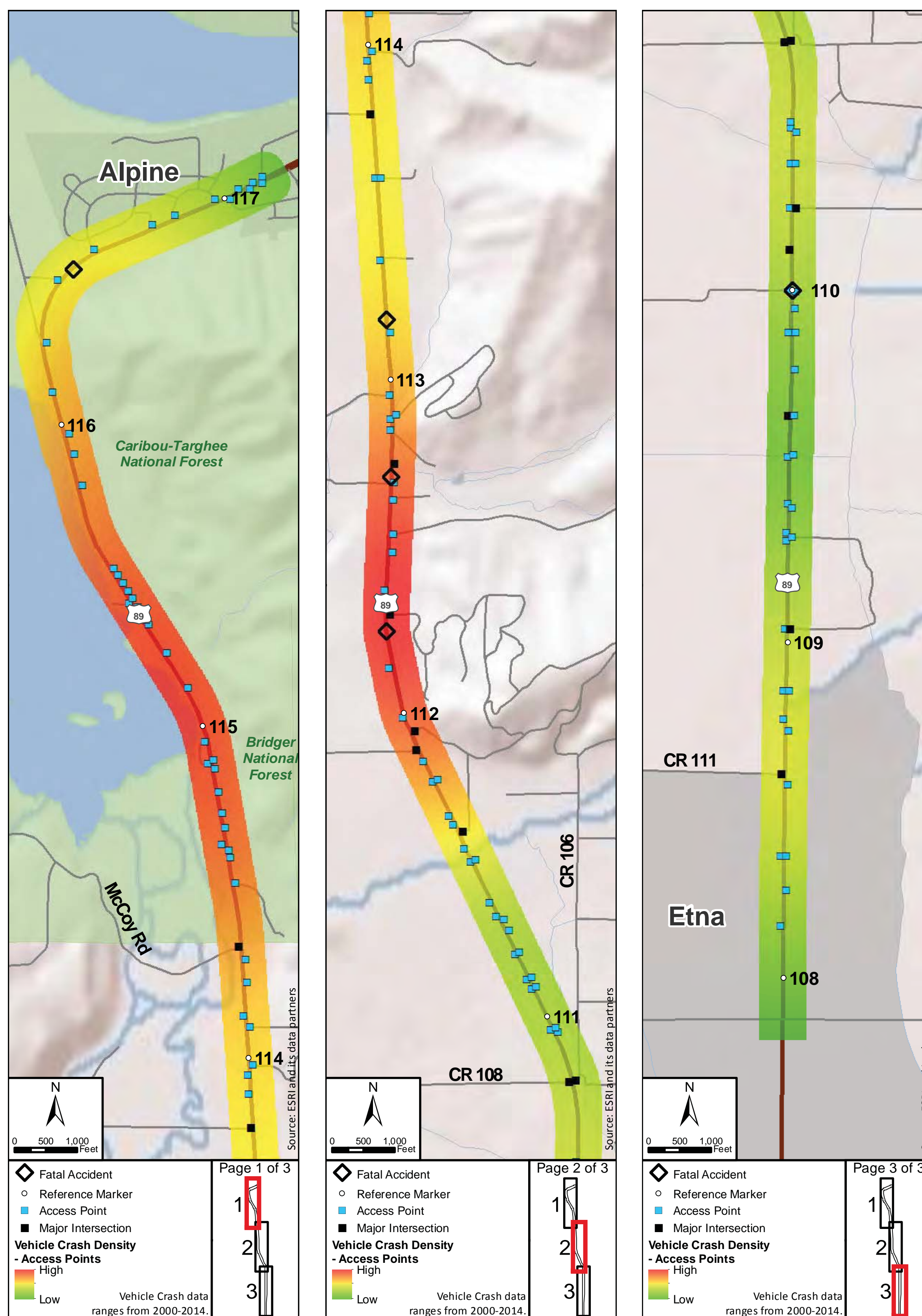
### US 89 Project Area Safety Record

Year	Injury Crashes	Property Damage Only Crashes*	Total Crashes
2004	11	11	22
2005	13	15	28
2006	6	22	28
2007	9	12	21
2008	6	18	24
2009	2	9	11
2010	3	16	19
2011	1	18	19
2012	2	7	9
2013	6	19	25
<b>TOTAL</b>	<b>59</b>	<b>147</b>	<b>206</b>

\*No injuries, no fatalities

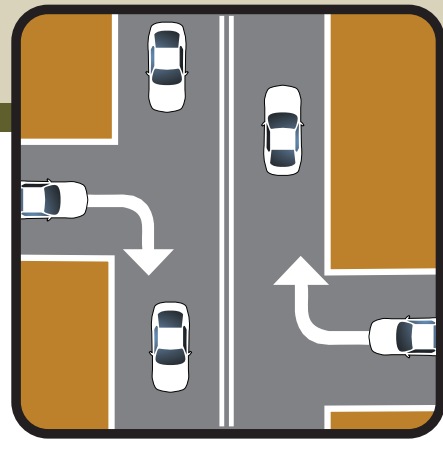
Source: WYDOT Highway Safety Department

### Accident Density





# Purpose and Need



## Improve roadway conditions

Crash Data for Curves by Milepost, 2004-2013

Milepost	Number of Crashes
110.73-111.02	4
112.07-112.15	2
112.34-112.43	5
112.96-113.07	3
114.52-114.64	1
115.12-115.32	6
115.79-115.95	7
116.37-116.83	13
<b>TOTAL</b>	<b>41</b>

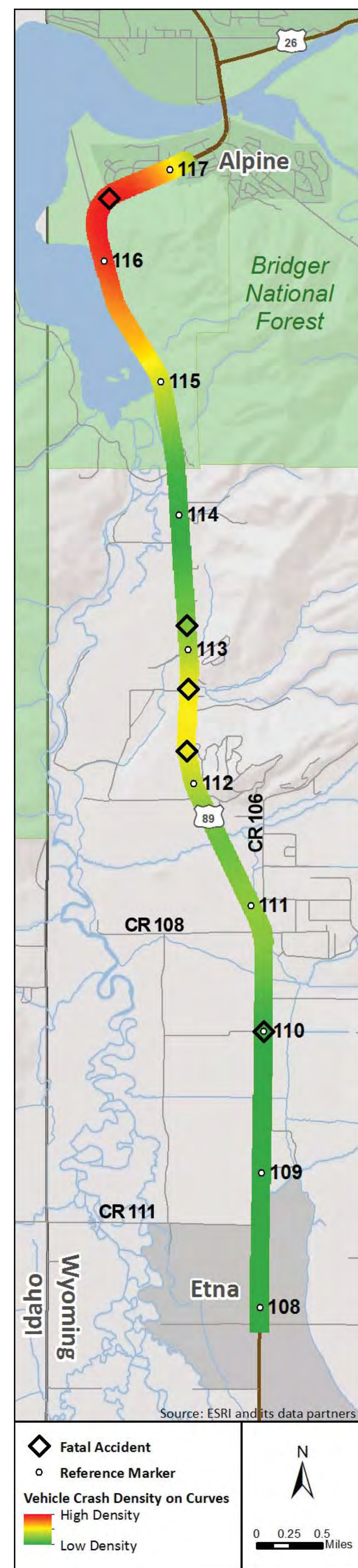
Source: WYDOT Highway Safety Department

Crash Data for Curves by Year, 2004-2013

Year	Number of Crashes
2004	4
2005	7
2006	6
2007	4
2008	6
2009	0
2010	3
2011	6
2012	2
2013	3
<b>YEARLY AVERAGE</b>	<b>4.1</b>

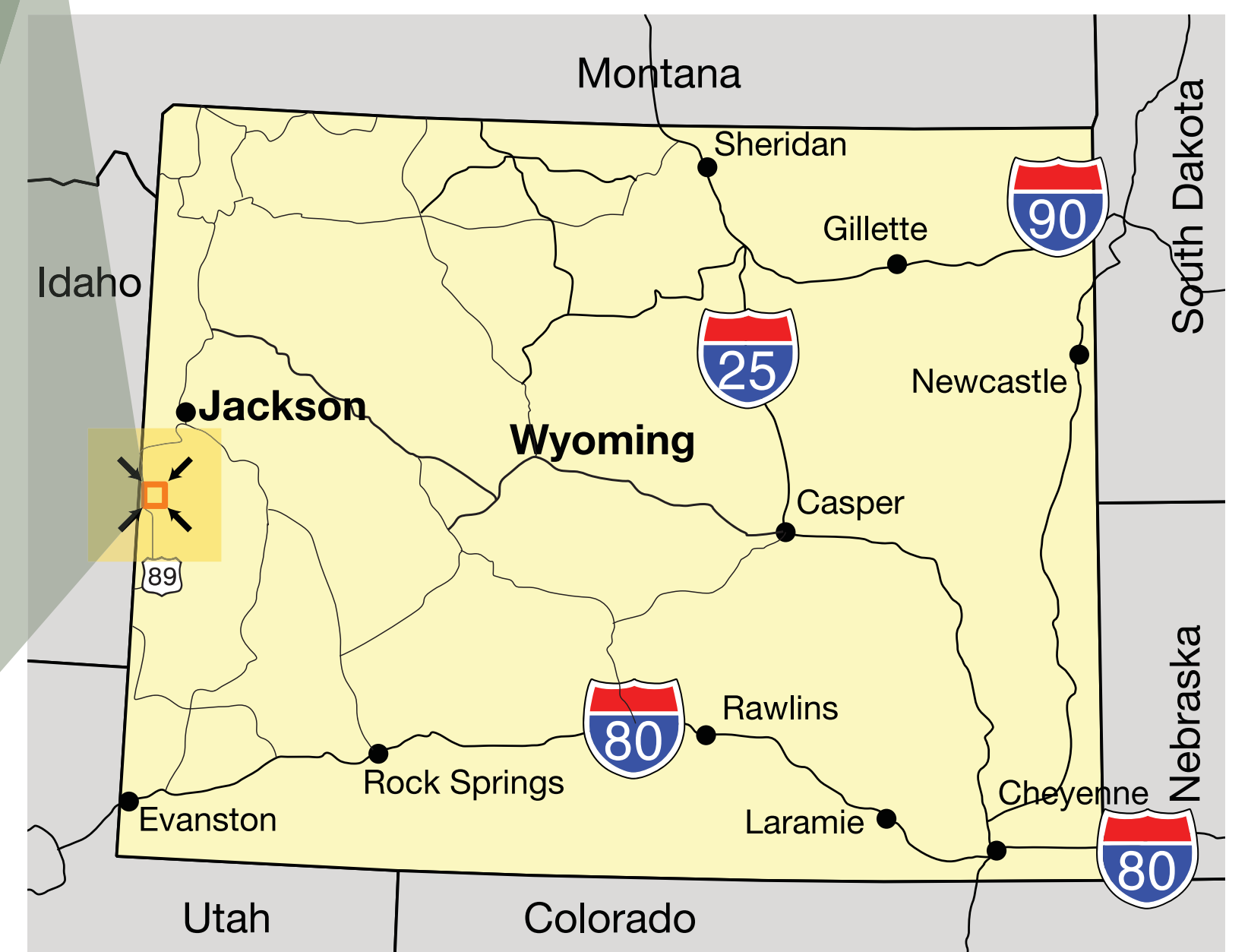
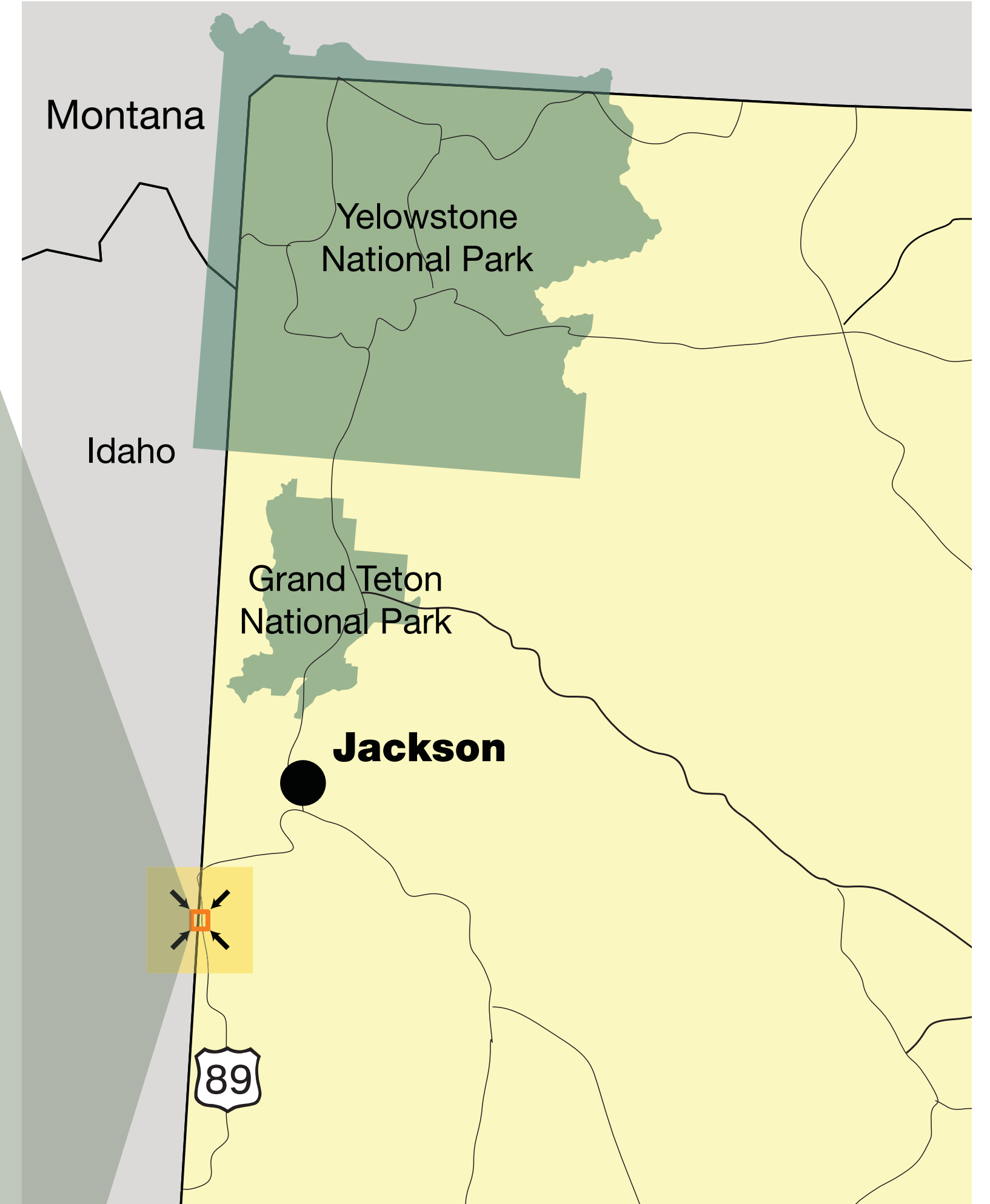
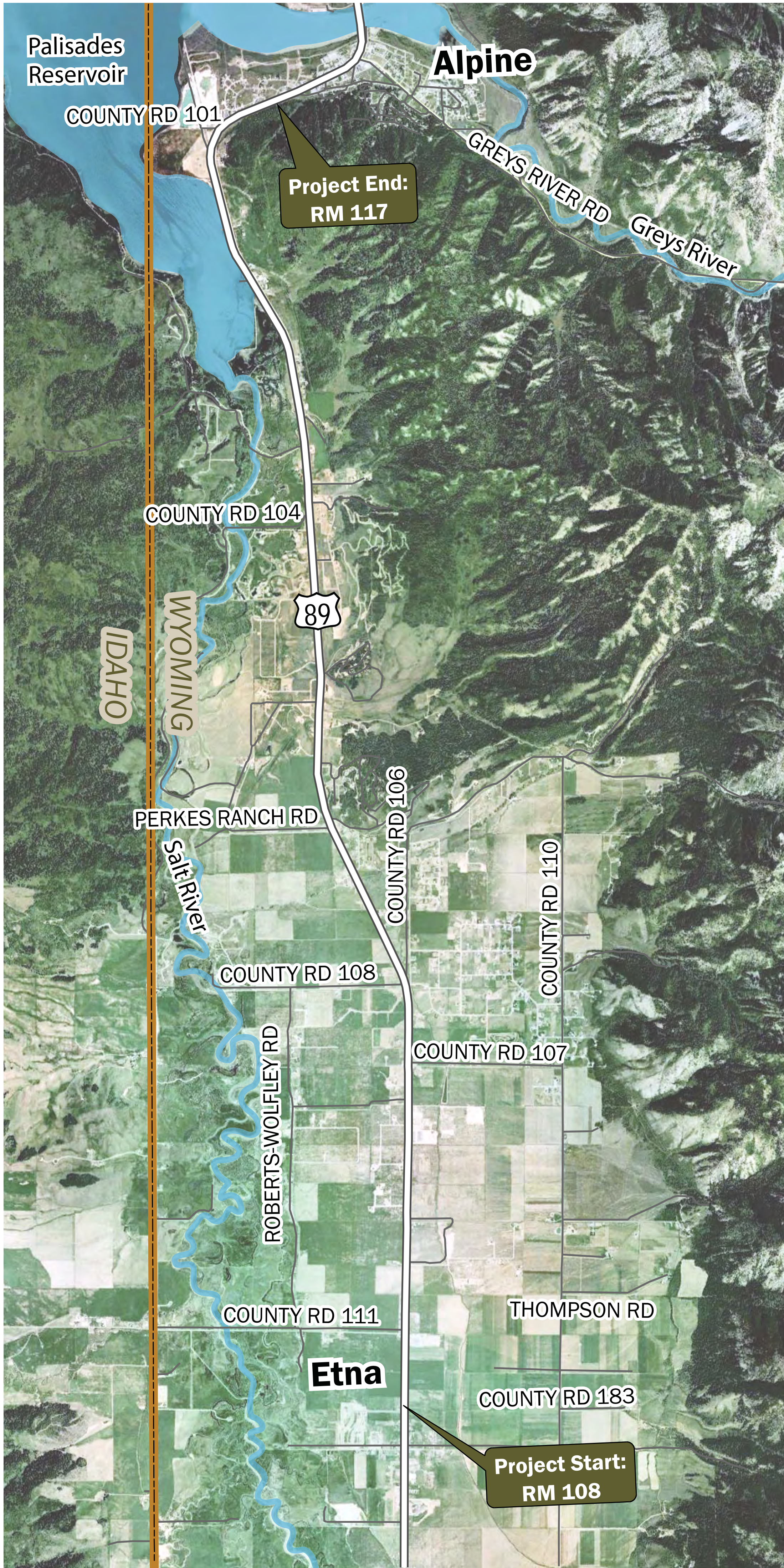
Source: WYDOT Highway Safety Department

Crash Density by Reference Marker and Curves, 2004-2013





# Project Vicinity





# US 89 Chronology

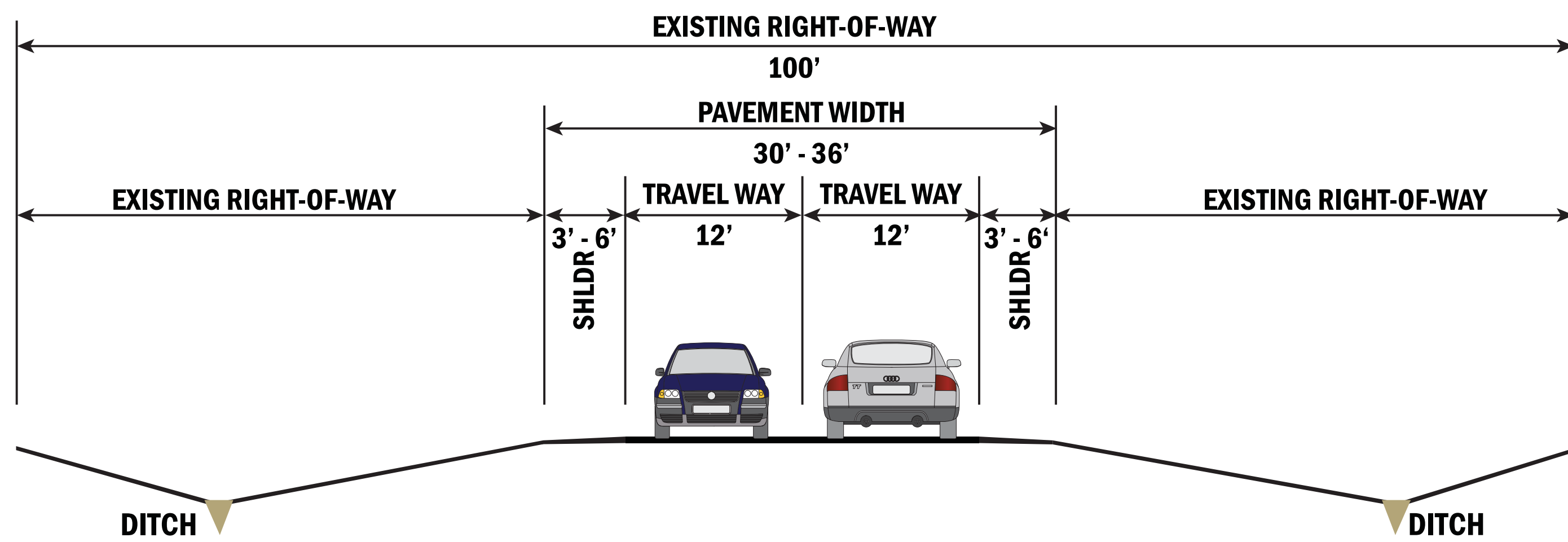


\*Based on the selection of a preferred alternative.

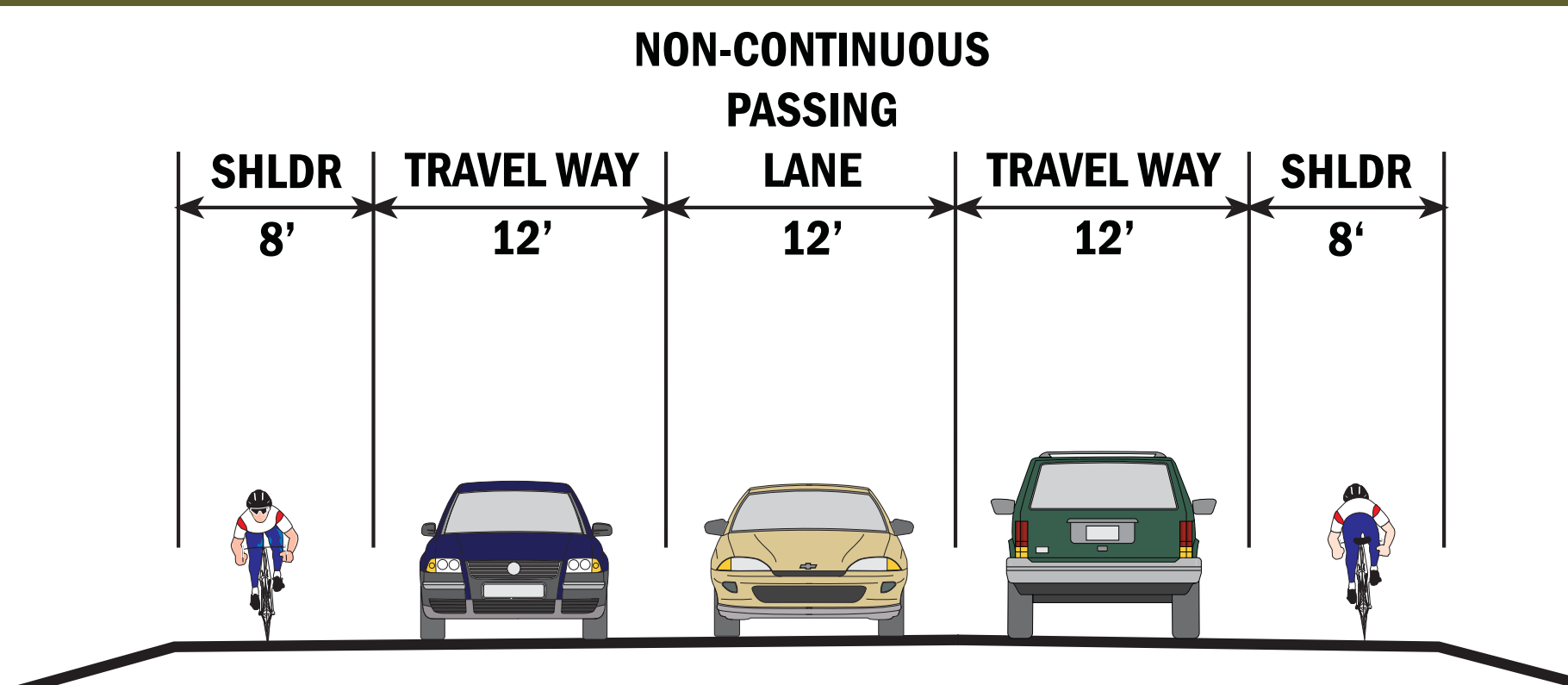


# Alternatives Evaluated

## Alternative 1: No Build Alternative



## Alternative 2: Improved Two-Lane Roadway with Added Passing Lanes

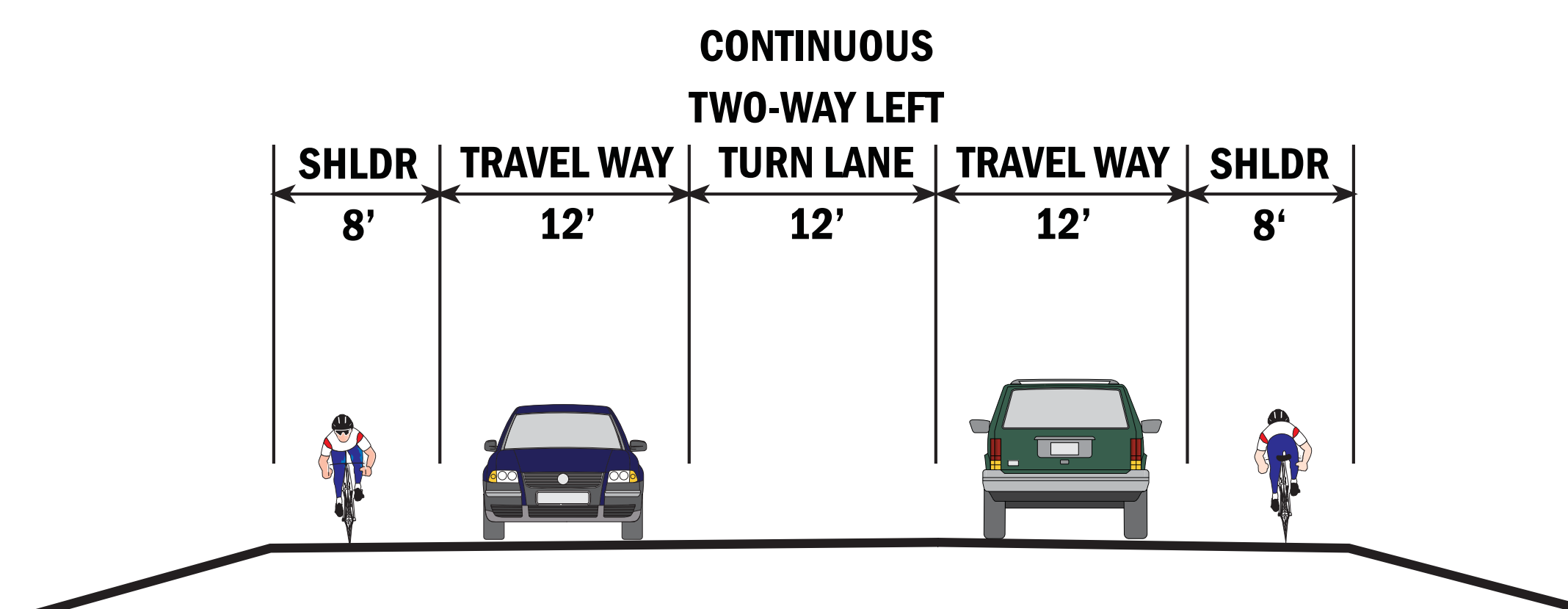


- Would not increase capacity and improve mobility
- Would not improve safety

**ELIMINATED:** This alternative does not fully meet the project purpose and need.



## Alternative 3: Three-Lane Roadway with Center Turn Lane



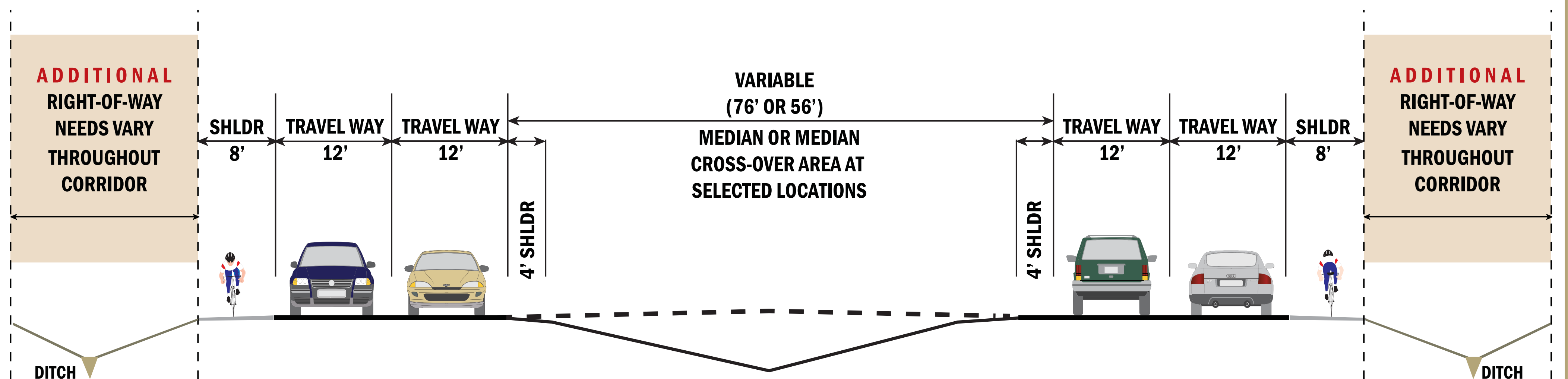
- Would not increase capacity and improve mobility

**ELIMINATED:** This alternative does not fully meet the project purpose and need.

# Alternatives Evaluated



## Alternative 4: Four-Lane Divided Roadway with Median, Eight-foot Outside and Four-foot Inside Shoulders

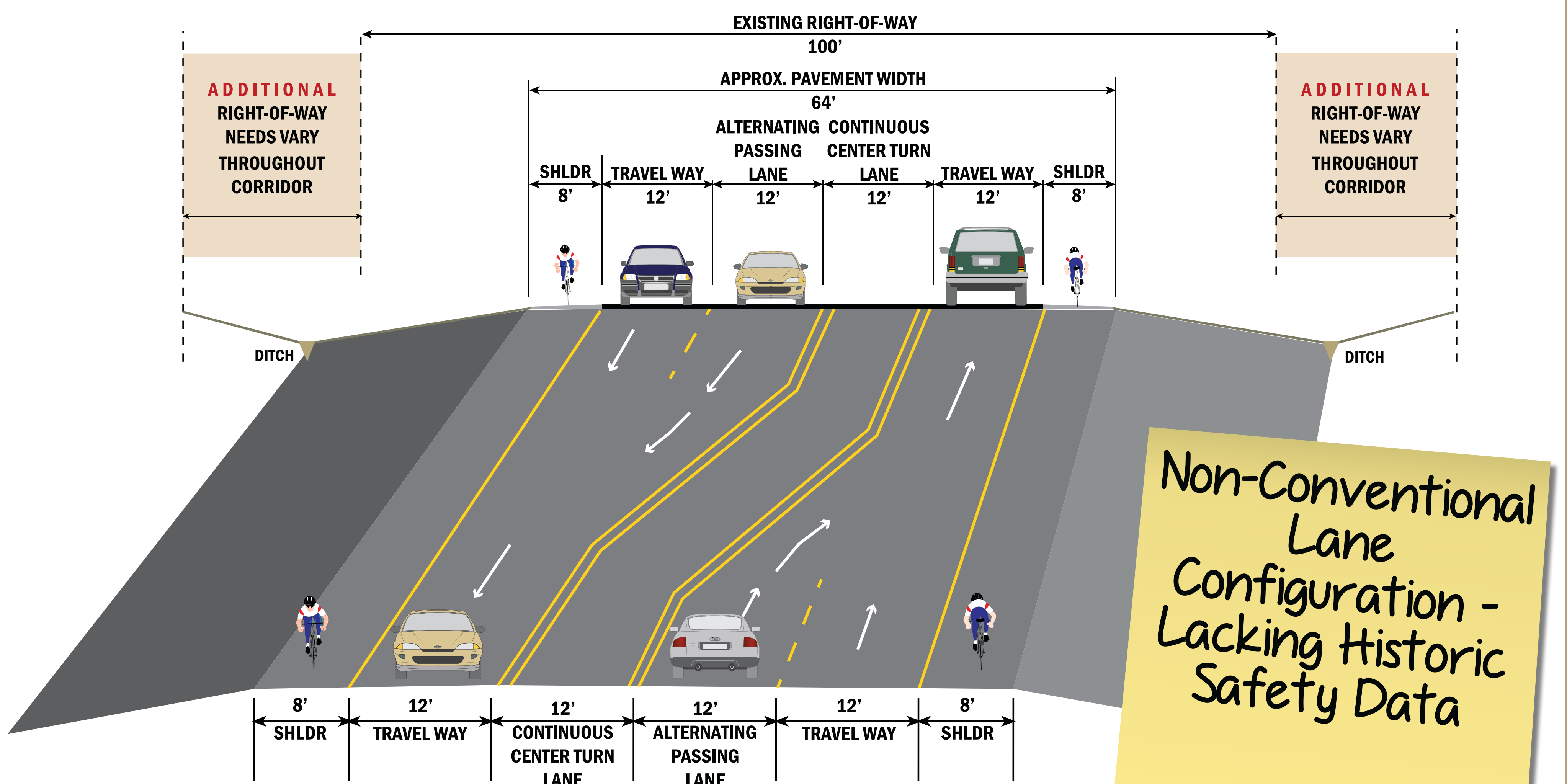


- Excessive right-of-way and relocations
- Inefficient access to adjacent land uses
- Does not make full use of the existing roadway base

**ELIMINATED:** Based on right-of-way land use requirements



## Alternative 6: Four-Lane Roadway with Center Turn Lane and Alternate Passing Lanes



- Meets the purpose and need
- Minimizes right-of-way impacts and relocations
- Maintains access to adjacent land uses
- Maximizes the use of existing infrastructure

**CARRIED FORWARD:** For further evaluation

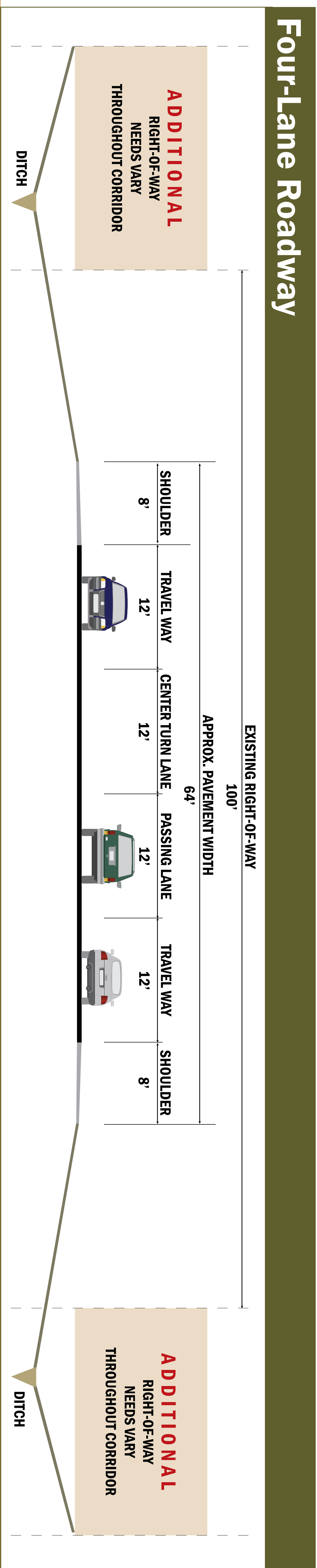
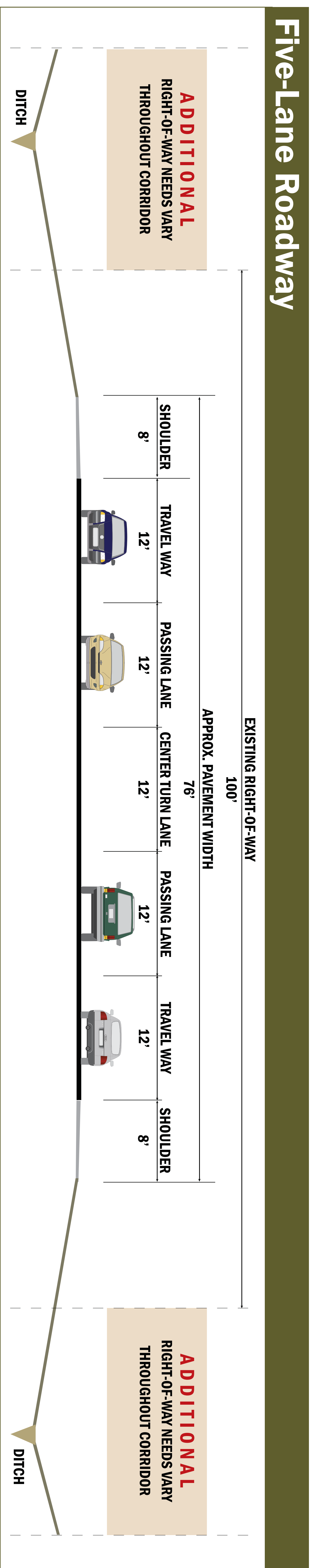


# Proposed Typical Sections

## How Do Alternatives Carried Forward Compare?

Ability to	Four-Lane Roadway w/Center Turn Lane and Alternate Passing Lanes	Five-Lane Roadway w/Center Turn Lane
Improve Safety	<input checked="" type="checkbox"/> <b>Meets;</b> but not as well as five-lane roadway with center turn lane (introduces driver expectancy issue associated with center turn lane/alternate passing lane concept)	<input checked="" type="checkbox"/> <b>Meets</b>
Increase Capacity and Improved Traffic Flow	<input checked="" type="checkbox"/> <b>Meets</b>	<input checked="" type="checkbox"/> <b>Meets</b>
Improve Roadway Conditions	<input checked="" type="checkbox"/> <b>Meets</b>	<input checked="" type="checkbox"/> <b>Meets</b>

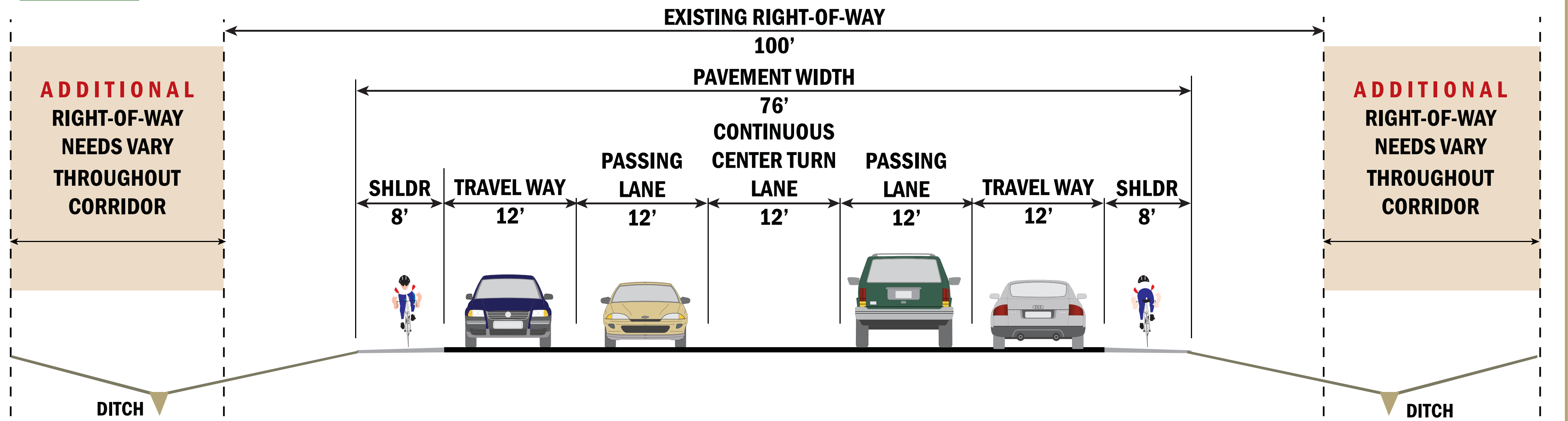
Four-Lane Roadway width is 122 Feet less than Five-Lane



# Alternatives Evaluated



## Alternative 5: Five-Lane Roadway with Center Turn Lane

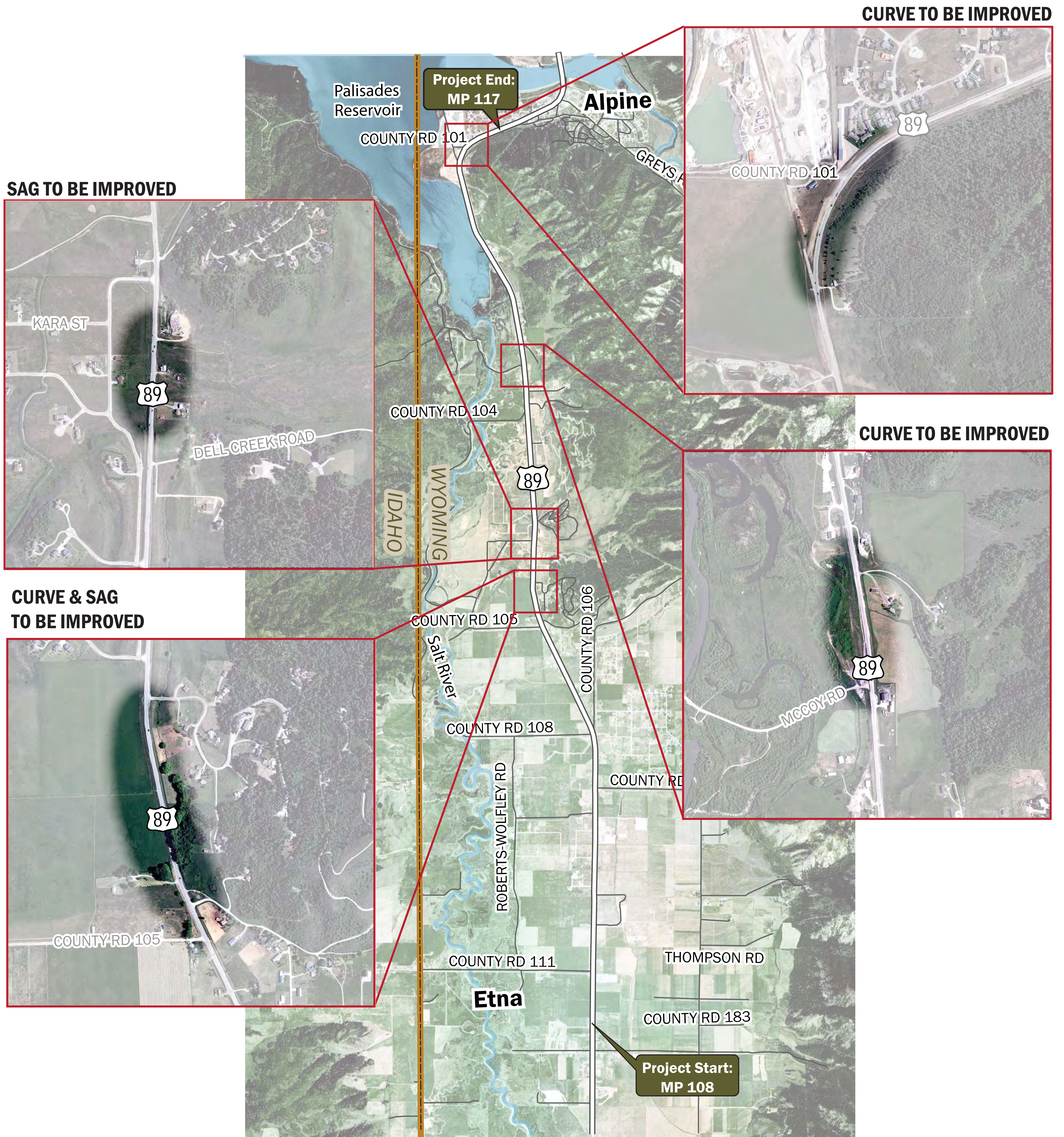


- Meets the project's purpose and need
- Minimizes right-of-way impacts and relocations
- Maintains access to adjacent land uses
- Maximizes the use of existing roadway base

**CARRIED FORWARD:** For further evaluation



# Proposed Curve and Sag Improvements



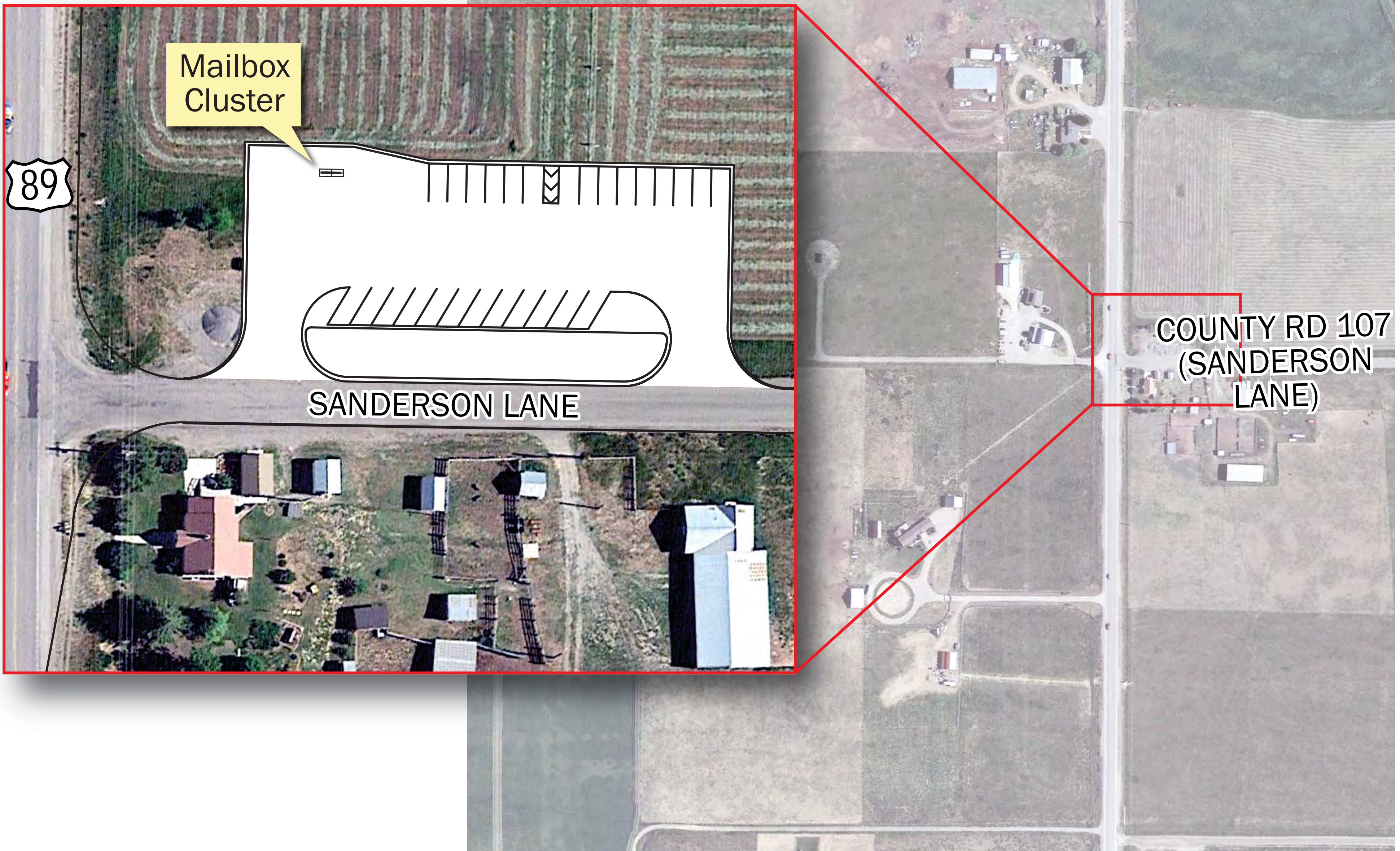


# Proposed START Bus Park-and-Ride and Mailbox Clusters

## Stewart Trail Road Mailbox Pullout



## START park-and-ride





# Proposed Wildlife Viewing Area



## Proposed Elk Feedground Pullout



### Proposed Wyoming Game and Fish Department Observation Building\*

*\*Actual location of the WGFD observation building will be determined by the Wyoming Game and Fish Department.*



# Summary of Alternatives Analysis Related to Project Needs

	Alternative					
	1: No Build	2: Improved Two-Lane Roadway with Added Passing Lane	3: Three-Lane Roadway with Center Turn Lane	4: Four-Lane Divided Roadway with Median, Eight-foot Outside and Four-foot Inside Shoulders	5: Five-Lane Roadway with Center Turn Lane	6: Four-Lane Roadway with Center Turn Lane and Alternate Passing Lanes
Ability to Increase Capacity and Improve Mobility	Does Not Meet	Does Not Meet	Does Not Meet	Meets	Meets	Meets
Ability to Improve Safety	Partially Meets	Does Not Meet	Meets	Meets	Meets	Meets
Ability to Improve Roadway Conditions	Partially Meets	Meets	Meets	Meets	Meets	Meets
	Carried Forward*	Eliminated	Eliminated	Carried Forward	Carried Forward	Carried Forward

\*As required by NEPA and for comparison purposes.

# Summary of Alternative Analysis Related to Design and Construction Criteria

<p style="text-align: center;"><b>Need Statement</b></p>	<p><b>Alternative 4: Four-Lane Divided Roadway with Median, Eight-foot Outside and Four-foot Inside Shoulders</b></p>	<p><b>Alternative 5: Five-Lane Roadway with Center Turn Lane</b></p>	<p><b>Alternative 6: Four-Lane Roadway with Center Turn Lane and Alternate Passing Lanes</b></p>
<p>Does this alternative minimize the need for the acquisition of additional right-of-way?</p>	<p style="text-align: center;"><b>No</b></p>	<p style="text-align: center;"><b>Yes</b></p>	<p style="text-align: center;"><b>Yes</b></p>
<p>Does this alternative accommodate existing access to adjacent land use?</p>	<p style="text-align: center;"><b>No</b></p>	<p style="text-align: center;"><b>Yes</b></p>	<p style="text-align: center;"><b>Yes</b></p>
<p>Does this alternative minimize the amount of new infrastructure?</p>	<p style="text-align: center;"><b>No</b></p>	<p style="text-align: center;"><b>Yes</b></p>	<p style="text-align: center;"><b>Yes</b></p>
	<p style="text-align: center;"><b>Eliminated</b></p>	<p style="text-align: center;"><b>Carried Forward</b></p>	<p style="text-align: center;"><b>Carried Forward</b></p>

# Comparison of Impacts

Resource	Alternative		
	No Build	5: Five-Lane Roadway with Center Turn Lane	6: Four-Lane Roadway with Center Turn Lane and Alternate Passing Lanes
<b>Land Use and Zoning</b>	<ul style="list-style-type: none"> <li>- No conversion to transportation use.</li> </ul>	<ul style="list-style-type: none"> <li>- Converts 41.7 acres to transportation use.</li> </ul>	<ul style="list-style-type: none"> <li>- Converts 30.5 acres to transportation use.</li> </ul>
<b>Social</b>	<ul style="list-style-type: none"> <li>- Adverse quality of life impacts from decreased LOS and safety, increased congestion.</li> </ul>	<ul style="list-style-type: none"> <li>- Increased quality of life through increased LOS and safety, decreased congestion.</li> <li>- Adverse impact from removal of individual mailboxes.</li> </ul>	<ul style="list-style-type: none"> <li>- Same as Five-Lane Alternative.</li> </ul>
<b>Economic</b>	<ul style="list-style-type: none"> <li>- Adverse effects to tourism and ability to attract local investment.</li> <li>- Does not support Lincoln County's Tourism Concept.</li> </ul>	<ul style="list-style-type: none"> <li>- Beneficial effects to tourism and ability to attract local investment.</li> <li>- Supports Lincoln County's Tourism Concept.</li> </ul>	<ul style="list-style-type: none"> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> </ul>
<b>Transportation and Traffic</b>	<ul style="list-style-type: none"> <li>- Potential increased number of crashes.</li> <li>- Percent time following another vehicle increase from 60% to 71%.</li> <li>- Overall LOS D by 2034; LOS E during summer.</li> <li>- Increased congestion at access points.</li> <li>- 3-foot to 6-foot shoulders for cyclists.</li> <li>- Spot safety improvements.</li> <li>- No START park-and-ride facility.</li> <li>- Adverse safety impacts due to mail delivery, retrieval.</li> <li>- Adverse safety impacts from multiple access points to Alpine Hills.</li> <li>- Existing bottleneck effect at Alpine and Etna from speed reductions.</li> </ul>	<ul style="list-style-type: none"> <li>- Potential decreased number of crashes.</li> <li>- Percent time following another vehicle decrease to zero.</li> <li>- Overall LOS A by 2034.</li> <li>- Decreased congestion at access points.</li> <li>- Increased safety with 8-foot shoulders for cyclists.</li> <li>- Increased safety with improvements to sags and curves.</li> <li>- Enhanced use of transit with new START park-and-ride facility.</li> <li>- Increased safety by removing mailboxes from corridor and consolidating them in two locations.</li> <li>- Increased safety from removal of an access point at Alpine Hills.</li> <li>- Potential increased bottleneck effect at Alpine and Etna from lane merges.</li> </ul>	<ul style="list-style-type: none"> <li>- Potential decreased number of crashes compared to existing conditions, but potentially less so than Five-Lane Alternative due to alternating passing lanes.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> <li>- Same as Five-Lane Alternative.</li> </ul>
<b>Right-of-Way</b>	<ul style="list-style-type: none"> <li>- No right-of-way required.</li> </ul>	<ul style="list-style-type: none"> <li>- Some property would be acquired; approximately 14.1 acres of residential use converted to transportation use.</li> </ul>	<ul style="list-style-type: none"> <li>- Some property would be acquired; approximately 9.6 acres of residential use converted to transportation use.</li> </ul>



# Comparison of Impacts (continued)

Resource	Alternative		
	No Build	5: Five-Lane Roadway with Center Turn Lane	6: Four-Lane Roadway with Center Turn Lane and Alternate Passing Lanes
<b>Air Quality</b>	- Increased emissions with increased traffic volumes; potential increased idling vehicles.	- Increased emissions with increased traffic volumes; potential decreased idling vehicles.	- Same as Five-Lane Alternative.
<b>Noise</b>	- 10 receptors impacted.	- 23 receptors impacted.	- 19 receptors impacted.
<b>Water Resources and Water Quality</b>	- Increased roadway pollutants in highway runoff with increased traffic volumes. - Potential increased impervious surface with spot safety improvements.	- Increased roadway pollutants in highway runoff with increased traffic volumes. - Additional runoff from increased impervious surface.	- Same as Five-Lane Alternative but to a slightly lesser degree.
<b>Floodplains</b>	- No impact.	- No impact.	- No impact.
<b>Vegetation and Noxious Weeds</b>	- No impact.	- Minimal impacts with mitigation.	- Same as Five-Lane Alternative.
<b>Wildlife and Fisheries</b>	- Increased vehicle-wildlife collisions with increased traffic volume.	- Same as No Build plus converts 6.7 acres of Greys River feedground to transportation use.	- Same as No Build plus converts 4.0 acres of Greys River feedground to transportation use.
<b>Wetlands and Other Waters of the U.S.</b>	- Increased roadway pollutants in highway runoff with increased traffic volumes.	- Same as No Build plus 0.02 acre temporary disturbance to wet meadow wetlands, 0.07 acre permanent impact to shrub swamp, 0.09 acre impact to Waters of the U.S.	- Same as No Build plus 0.01 acre temporary disturbance to wet meadow wetlands, 0.05 acre permanent impact to shrub swamp, 0.09 acre impact to Waters of the U.S.
<b>Threatened and Endangered Species</b>	- No impact.	- Not likely to adversely affect special status species.	- Same as Five-Lane Alternative.
<b>Visual Resources</b>	- No Impact.	- Changed views but subordinate to surrounding landscape.	- Same as Five-Lane Alternative.
<b>Cultural Resources</b>	- No Impact.	- No impact.	- No impact.
<b>Hazardous Materials</b>	- No Impact.	- No impact, but mitigation applied if hazardous materials found during construction.	- Same as Five-Lane Alternative.
<b>Wild and Scenic Rivers</b>	- No impact.	- No impact.	- No impact.

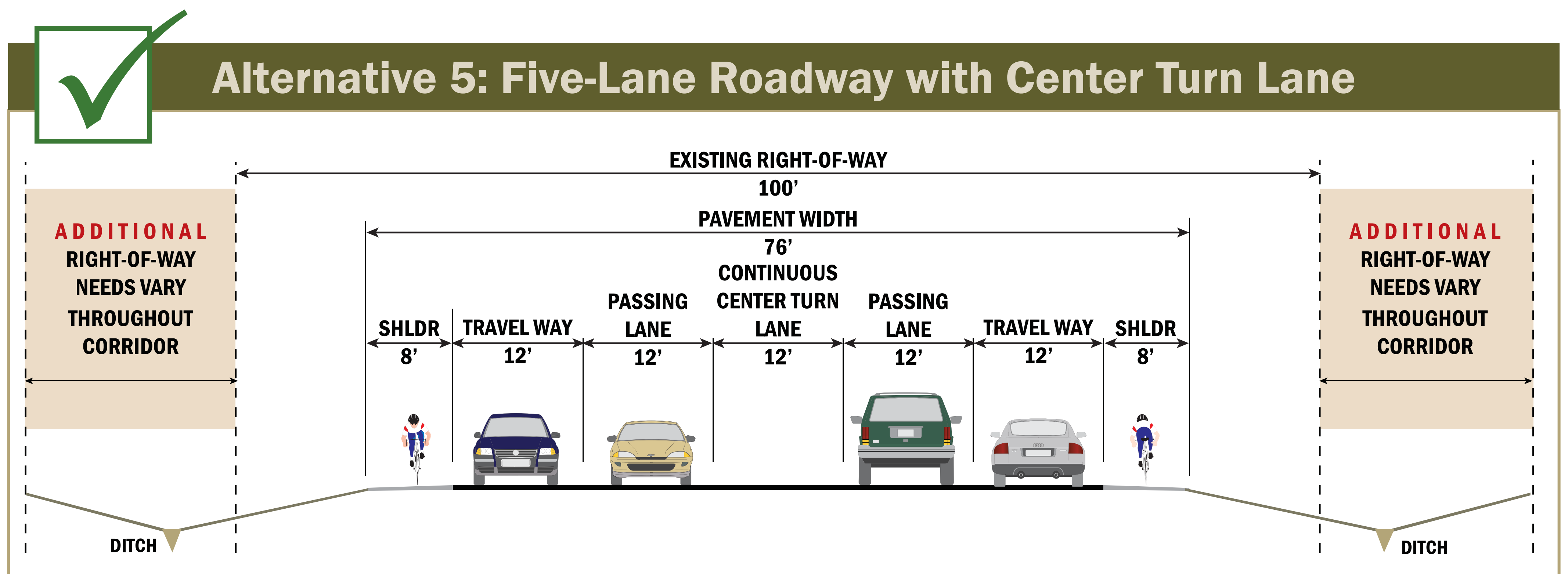
Source: WYDOT Traffic Program

# Preferred Alternative

## Alternative 5: Five-Lane Roadway with Center Turn Lane

Alternative 5 was selected because it:

- Meets the project's purpose and needs
- Provides safety advantages over the Four-lane Alternative despite having more impacts to private property, noise, runoff, and wetlands
- Improves overall quality of life in the valley (e.g., new START bus park-and-ride, new pull-out and parking area for wildlife viewing at Greys River feedground)



Although the No Build Alternative includes some actions to address safety and maintain roadway conditions, it would:

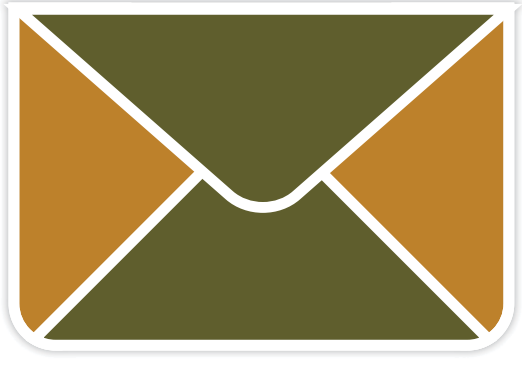
- Not fully meet the project's purpose and needs, particularly the project need to increase capacity and improve level of service
- Not fully address safety issues associated with increased growth



# How You Can Stay Involved



- Get on mailing list (sign in tonight)
- Give us your comments regarding the project



- Fill out a comment form and drop it in the comment box tonight or mail it to WYDOT



- Email your comments to WYDOT at: [dot-etna-north@wyo.gov](mailto:dot-etna-north@wyo.gov)



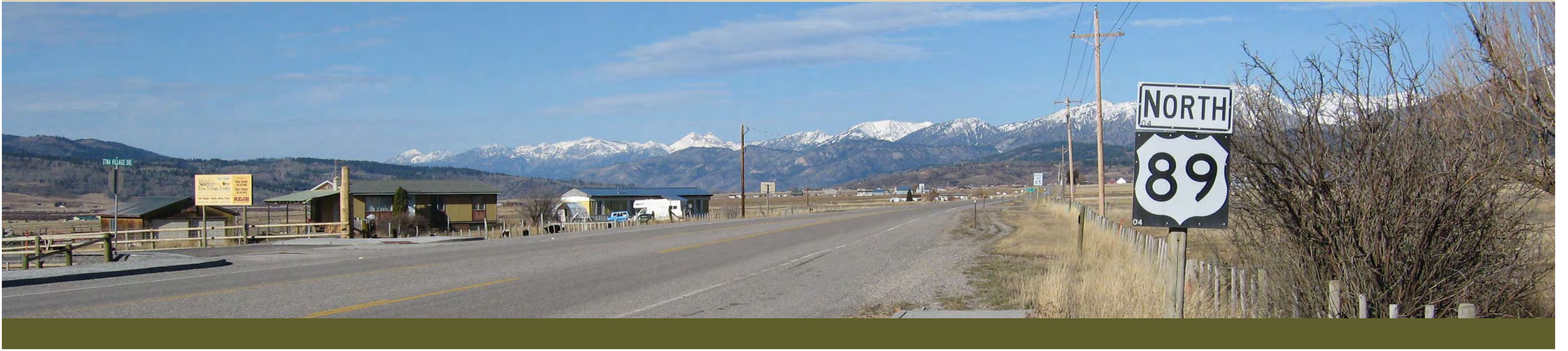
- Fax your comments to WYDOT at: 307-777-4193

Stay  
Informed  
Visit  
[www.etna-north.com](http://www.etna-north.com)





# US 89 Etna North



*Thank You*

for coming to the

**OPEN  
HOUSE**



**Appendix C: EA Availability and Public Hearing Newspaper Article**

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## Postal service in Alpine in question

◆ Nov. 15 current facility set to close unless postal service makes adjustments.

By Sarah Hale

Tuesday, Oct. 20 the future of postal service was a topic of discussion during the Alpine Town Council meeting.

Richard and Kathy Jenkins are currently contracted with the U.S. Postal Service to provide mail services in Alpine. That contract is scheduled to be terminated, effective Nov. 15, 2015.

In a letter to the United States Postal Service, the Jenkins' stated the following.

"[We] operate the Alpine Community Post Office under an ongoing contract. We have just received a response to our request for a rate increase from the USPS Denver Office. Once again we have been denied."

"Kathy and I took over the Alpine Community Post Office in September 2008. Previous to our involvement it was operated by Donn and Pat Wooden for 42 years. We had run a business in Alpine, selling lumber and hardware since 1976. Our investment in the community has been an important part of our lives, so taking the Post Office when Donn needed to step down seemed appropriate and gave us more room for rental equipment."

"We have accepted the responsibility of the job and take the trust that has been given us very seriously. From the beginning we have tried to provide excellent service to the patrons by handling the mail judiciously and providing a friendly face at the service window for 33 hours a week."

"Behind the scenes, we have multiple reports, logs, tasks, locks to change, notices to distribute, and procedures to do, that take time and diligence to accomplish. We remodeled the service counter to improve efficiency, restructured the back room to minimize the chance of mail being misplaced, and quickly took the one and a half year waiting list to get a mailbox down to zero to two days."

"In 2014 we added 80 boxes at our expense to handle the increased demand and now that they are all full we have requested permission to add 10 more."

"Alpine has been and continues to be a fast growing community. The increase in population from 2000 to 2013 has been 41 percent, while the national average is 12 percent. The

Continued on page 24A

## 4-Time State Champions



Independent photo by Josh Henderson

**Distance Dynasty** - The Braves cross-country team won their 4th straight Wyoming 3A state title over the weekend while the Lady Braves had their eighth consecutive top-3 finish. With just one senior among Braves' title team and a handful already competing for varsity positions, the Star Valley distance teams may just be the best in the state.

## Etna North highway project reviewed

◆ WYDOT open house is 5-7 p.m. Thursday, Oct. 29.

By Sarah Hale

A meeting on the Etna North U.S. Highway 89 proposal will be held Thursday, Oct. 29.

The two-hour public open house and discussion, hosted by the Wyoming Department of Transportation and the Federal Highway Administration, will be held in the Star Valley Community Center in Etna, from 5-7 p.m.

According to information provided

by WYDOT, the purpose of the open house is "to present the findings documented in the [EPA's] Environmental Analysis" of the proposal.

That information will include "the purpose and need for the project, alternatives considered and analyzed, anticipated impacts of the proposed alternatives, and the recommended alternative."

The public review and comment period on the proposal opened Monday, Oct. 12, 2015, and will remain open until Nov. 18.

Once the comment deadline is closed, WYDOT will "select an alter-

native for the project corridor."

The Environmental Analysis is available online at [www.etna-north.com](http://www.etna-north.com). It is also available through the WYDOT Offices in Afton, Jackson and Rock Springs.

Comments on the proposal may be submitted at the Oct. 29 meeting in Etna; or sent to Tim Stark, P.E., Environmental Services Engineer, Wyoming Department of Transportation, 5300 Bishop Blvd., Cheyenne, WY 82009. Comments can also be emailed to [Timothy.Stark@wyo.gov](mailto:Timothy.Stark@wyo.gov).

## County gets \$1.8 million settlement

◆ LC receives funds stemming from failed road project near Kemmerer.

By Sarah Hale

Lincoln County recently reached an agreement to settle a dispute "stemming from the premature failure of the pavement on County Road 304 (Elkol Road) near Kemmerer."

The complaint alleged various claims including "breach of contract by both the contractor and engineer on the project."

According to Lincoln County Attorney Joshua Smith, pursuant to the settlement, Lincoln County received \$1,890,000 and "plans to use the money to fix the failing road."

Smith and John Bowers of Bowers Law Firm, P.C. represented Lincoln County in the litigation that began in March, 2012.

"Our Commissioners and County Attorney really deserve credit for pursuing this case," Bowers said. "It was a lengthy and hard fought case. Some of the Commissioners had to dedicate significant time to discovery

and having their depositions taken by several adverse attorneys. Numerous other county employees devoted their energy and work to this case. Josh Smith spearheaded the case and put in countless uncompensated hours. We are fortunate to have such dedicated elected officials and employees in Lincoln County. Their hard work and diligence is the basis for the recovery of this large settlement. Their diligence greatly benefited all of the taxpayers of Lincoln County."







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**Appendix D: Public and Agency Comments on the EA**

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**Comment Index**

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This appendix presents agency and public comments received on the US 89 – Etna North Environmental Assessment during the 30-day comment period (October 12, 2015 through November 18, 2015).

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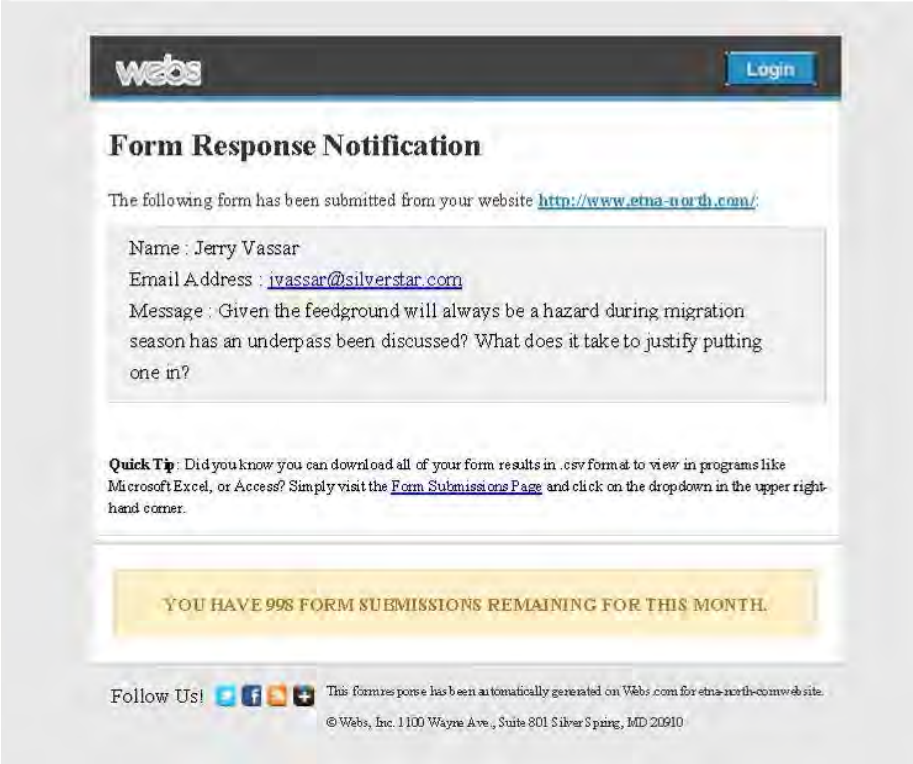
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Comment #28: Brian Moon	48




Comment	Response
<p><b>Comment #1: Roy Corsi</b></p> <p style="text-align: center;">23 October 2015</p> <p>Subject: US 89 Etna North</p> <p>I feel that a 5 lane highway from Etna to Alpine is not a sensible plan. The highways coming into Etna (Star Valley) are all 2 lane highways with some passing lanes. These routes appear to be sufficient.</p> <p>The traffic from Etna to Alpine is only heavy during the short summer season. Bear Lake has a similar situation and does very well with a 2 lane highway from both directions.</p> <p>If you are going to force a multiple lane highway, please consider the following:</p> <ul style="list-style-type: none"> <li>• A 4 lane highway would have less negative impact on the property of owners living next to the highway.</li> <li>• The 4 lane highway would not be so dangerously close to their houses.</li> <li>• A 5 lane highway will cause homes 2 to 3 miles north of Etna to be unsafe to live in. This is a <i>major</i> safety issue.</li> <li>• If you must have a multiple lane highway, a solution to being unsafely close to property owner's houses would be to put short no passing zones (2 lanes with a turning lane inbetween them).</li> <li>• The travel time lost would be very insignificant.</li> </ul> <p>We need to maintain the rural nature of the Etna North area. I hope we can work together and not convert Etna to Alpine into a high speed, wide freeway type of environment. This would create a nonrural and very unsafe living condition for these property owners and their families.</p> <p>Roy Corsi 110643 HWY 89 Etna WY, 83118 email: roycorsi@aol.com Mobile: 801-598-0338 Home: 801-254-0226</p>	<p><b>Comment #1 Response:</b> Please refer to Comment #3 response, which provides the WYDOT letter that responds to the same comment letter you submitted to the Governor's office.</p>

Comment	Response
<p><b>Comment #2: Jerry Vassar</b></p> <hr/> <p>From: &lt;<a href="mailto:notifications@webs.com">notifications@webs.com</a>&gt;            Date: Fri, Oct 23, 2015 at 12:40 PM            Subject: Webs: Form Response            To: <a href="mailto:dot-etna-north@wyo.gov">dot-etna-north@wyo.gov</a></p> 	<p><b>Comment #2 Response:</b> A wildlife underpass and game-proof fencing were originally proposed for the build alternatives based on discussions with the Wyoming Game and Fish Department. Vehicle/animal collisions in the US 89 Study Area are lower than those in other areas in the state, which were given higher priority. Therefore, a wildlife crossing is no longer proposed for this project, but other methods have been incorporated into the Preferred Alternative. Through the Environmental Assessment process, WYDOT and WGFD worked together to identify design modifications that would avoid or minimize impacts to big game movement to the Greys River feedground. As a result of the collaborative negotiations between WYDOT and WGFD, the following measures will be incorporated into the Preferred Alternative (Refer to Table 1 <i>Summary of Impacts and Mitigation Measures for the Preferred Alternative of the FONSI</i>):</p> <ul style="list-style-type: none"> <li>• Public education through various outreach methods, which may include general messages in the media, videos, brochures, posters, and bumper stickers.</li> <li>• Safety clear zone.</li> <li>• Wildlife fencing on both sides of US 89 at the Greys River feedground area.</li> <li>• An “elk jump,” which is a raised ramp that contains animals within the feedground and allows any animals that may be trapped in the WYDOT right-of-way to easily return to the feedground.</li> </ul>



Comment	Response
<p><b>Comment #3: Roy Corsi</b>  <small>10/26/2015</small>      <small>State of Wyoming Mail - US 89 Etna North</small></p> <p>      the governor &lt;governor@wyo.gov&gt;</p> <hr/> <p><b>US 89 Etna North</b></p> <p>noreply@wyo.gov &lt;noreply@wyo.gov&gt;      Sun, Oct 25, 2015 at 6:46 PM              Reply-To: noreply@wyo.gov              To: roycorsi@aol.com</p> <p>Thank you! Your email was submitted successfully to the Governor's Office.              10/25/2015 18:46:08</p> <p><b>Below is a summary of the information you submitted:</b></p> <p>Your first name: Roy              Your last name: Corsi              Your address: 110643 HWY 89, Etna, WY 83118              Your email address: roycorsi@aol.com              Your phone number: 8015980338              Subject: US 89 Etna North</p> <p><b>Message:</b>              I feel that a 5 lane highway from Etna to Alpine is not a sensible plan. The highways coming into Etna (Star Valley) are all 2 lane highways with some passing lanes. These routes appear to be sufficient. The traffic from Etna to Alpine is only heavy during the short summer season. Bear Lake has a similar situation and does very well with a 2 lane highway from both directions. If you are going to force a multiple lane highway, please consider the following: 1) A 4 lane highway would have less negative impact on the property of owners living next to the highway. 2) The 4 lane highway would not be so dangerously close to their houses. 3) A 5 lane highway will cause homes 2 to 3 miles north of Etna to be unsafe to live in. This is a major safety issue. 4) If you must have a multiple lane highway, a solution to being unsafely close to property owner's houses would be to put short no passing zones (2 lanes with a turning lane inbetween them). 5) The travel time lost would be very insignificant. We need to maintain the rural nature of the Etna North area. I hope we can work together and not convert Etna to Alpine into a high speed, wide freeway type of environment. This would create a nonrural and very unsafe living condition for these property owners and their families.</p> <p>E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.</p> <p><small>https://mail.google.com/mail/u/0/?ui=2&amp;ik=8598128d12&amp;view=pt&amp;search=inbox&amp;msg=150a19c162e36fad3&amp;ml=150a19c162e36fad</small>      <small>1/1</small></p>	<p><b>Comment #3 Response:</b></p> <p>      <b>Wyoming Department of Transportation</b>  <small>"Providing a safe, high quality, and efficient transportation system"</small></p> <p><small>Matthew H. Mead Governor</small>      <small>P.O. Box 1260 - 3200 Elk Street Rock Springs, Wyoming 82902</small></p> <p>      <small>William T. Panos Interim Director</small></p> <p style="text-align: right;">November 24, 2015</p> <p>Mr. Roy Corsi              110643 Highway 89              Etna, WY 83118</p> <p style="text-align: right;">RE: Etna North Project Concerns</p> <p>Dear Mr. Corsi,</p> <p>I am writing this letter in response to your e-mail to Governor Matt Mead dated October 25, 2015 concerning the Etna North project. Thank you for your interest, and I offer the following response to your comments. To add clarity, I have numbered my responses consistent with your e-mail.</p> <p><b>General:</b> The Wyoming Department of Transportation's (WYDOT) mission is to provide a safe, high quality and efficient transportation system. To meet present and future mobility and safety needs, improvements to Wyoming's highway system are necessary. The primary function of US 89 is to carry people and goods long distances while allowing for limited access to adjacent lands. The proposed 5 lane alternative best meets those mobility &amp; safety goals. Since 1994, WYDOT has built several rural 5 lane segments that have resulted in a significant reduction in fatal and injury crashes. This lane configuration will also provide the access and capacity needs well into the future.</p> <p>While the road may seem to be functioning adequately today, we see trends that concern us. These include increased access conflicts, agricultural equipment and commerce traffic mixing with local, commuter and tourist traffic leading to a congestion during peak hours. Further, the pavement is in poor shape and needs to be refurbished. Therefore, we feel it is prudent to initiate an improvement project at this time.</p> <p><b>Comment 1:</b> In your e-mail you suggest that a 4-lane highway would be a better alternative to a 5-lane highway and have less impacts on the adjacent property owners. The four lane roadway would be 12 feet narrower than a five lane roadway, and if taken equally from both sides of the highway, the required right of way would six foot narrower along both sides of the corridor. In our analysis, two types of 4-lane highways were considered. However both were found to have operational issues. Undivided four lane highways have a safety issue with drivers turning left off of the highway. While there are two lanes in each direction, the inside lane, typically the faster travel lane, is used as a turn lane which creates the potential for high speed rear end crashes. WYDOT also considered a 4-lane roadway with a center turn lane and alternating passing lanes; essentially 2 lanes one direction, a center turn lane, and one lane for the other direction. This alternative has the following concerns: it eliminates 2 miles of passing opportunities; it has an unconventional lane configuration (drivers may not understand where to drive, merge, pass, etc.); a snow covered road will not allow driver to know where lane transitions or correct lanes are as the striping will not be visible; Wyoming does not have any of these lane configurations.</p> <p><b>Comments 2:</b> As noted above, a four lane highway would be six feet farther away from a home. As part of the right of way acquisition and appraisal process, our Right of Way personnel will evaluate each property independently, and if the new alignment is indeed too close to a home, the affected resident may be relocated.</p>

Comment	Response
	<p><b>Comment #3 Response (continued):</b></p> <p>Mr. Roy Corsi Etna North Project Concerns Page 2</p> <p><i>Comment 3:</i> Regarding your comment that the proposed five lane would be hazardous to the residents further north - the roadway will be shifted closer to some residences - we have found that safety is increased. The additional lanes shift the slower moving traffic to the right, outside lane as passing traffic utilizes the inside lane. With the inclusion of a safety shoulder and wider slope adjacent to the roadway, errant vehicles are more apt to recover and safely re-enter the roadway.</p> <p><i>Comments 4 and 5:</i> It is suggested that an alternative to a multi-lane highway would be to utilize short no passing zones (2 lanes with a turning lane in between). Providing a center turn lane between the two no passing zones will preclude passing opportunities. This is one of the concerns we are trying to address. Not allowing for passing on the highway will result in delay to motorists and possible lengthy queues of traffic during peak flows or with the presence of slow moving vehicles. This creates an unsafe situation for motorists should they become impatient and try to pass anyway in these areas. There are over 120 accesses within the ten mile project area. Providing turn lanes to safely accommodate this density of accesses and still provide for safe free flow traffic movement results in a five lane roadway being needed.</p> <p>WYDOT is committed to working with surrounding residences who may be affected from the proposed highway improvements and will limit the impacts to the extent possible. The valley is experiencing continued community growth. The rural agricultural area adjacent to the roadway is becoming increasingly residential, and it is apparent that this trend will continue.</p> <p>We will consider your comments and include these as part of the extensive public involvement process that we have undertaken on this project.</p> <p>Please feel free to call or email Bob Bonds, WYDOT Environmental Services, (307) 777-4364; <a href="mailto:bob.bonds@wyo.gov">bob.bonds@wyo.gov</a>; for any questions or concerns.</p> <p>Sincerely,              Keith L. Compton, P.E.            District Engineer, Rock Springs</p> <p>cc: Governor Matthew H. Mead            William T. Panos, Interim Director, WYDOT            Gregg C. Fredrick, P.E., Chief Engineer, WYDOT</p>

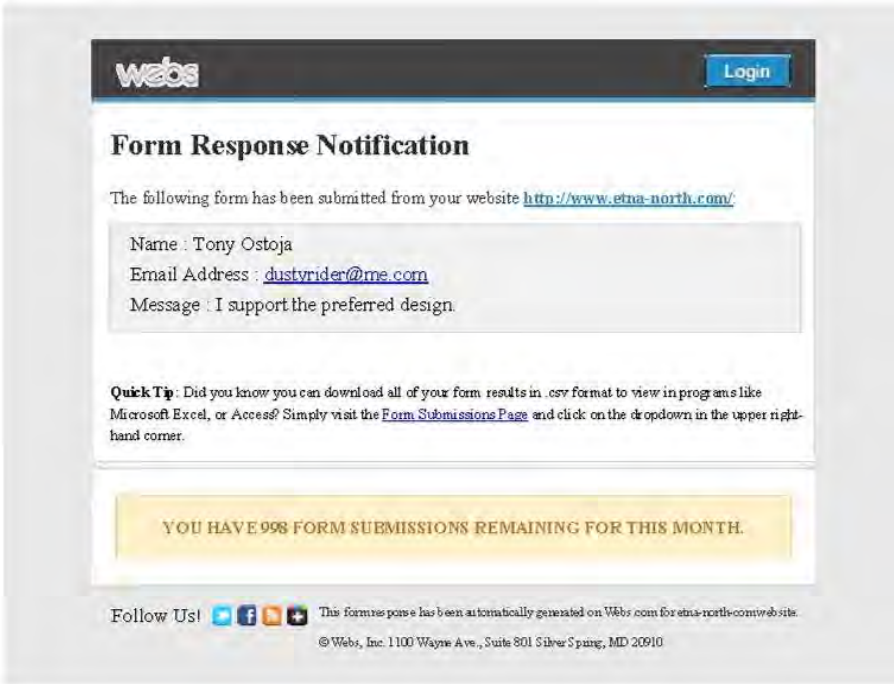


Comment	Response
<p><b>Comment #4: John Halabrin</b></p> <hr/> <p>From: &lt;<a href="mailto:notifications@webs.com">notifications@webs.com</a>&gt;            Date: Mon, Oct 26, 2015 at 4:11 PM            Subject: Webs: Form Response            To: <a href="mailto:dot-etna-north@wyo.gov">dot-etna-north@wyo.gov</a></p> <div data-bbox="184 586 1043 1323" style="border: 1px solid #ccc; padding: 10px; margin: 10px 0;"> </div> <p>E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.</p>	<p><b>Comment #4 Response:</b> Your comment has been noted.</p>

Comment	Response
<p><b>Comment #5: John &amp; Candice Zumwalt</b></p> <hr/> <p>From: <b>Candy Zumwalt</b> &lt;<a href="mailto:candiasgsd@silverstar.com">candiasgsd@silverstar.com</a>&gt;            Date: Thursday, October 29, 2015            Subject: US 89 Etna North            To: <a href="mailto:Timothy.Stark@wyo.gov">Timothy.Stark@wyo.gov</a></p> <p>Mr. Stark,</p> <p>My husband and I both commute daily from Etna to Jackson for our jobs. He has commuted approximately 20 years, myself a little over 16 years. In that time we have seen multiple wrecks and very heavy traffic. We both feel very strongly about making US Hwy 89 a 5 lane highway. I think it would make traffic flow much smoother and quicker and would save a lot of lives.</p> <p>--            John &amp; Candice Zumwalt  <a href="http://www.candiasgsd.net">www.candiasgsd.net</a>            Home of AOE Sel.Ex.FV Ch.Laslar-Candia's Black Bart RN TC            AOE Sel.Ex.BIM GCh.Candia's Yada Yada Yada RN TC            --</p>	<p><b>Comment #5 Response:</b> Thank you--your comment has been noted.</p>



	Comment	Response
<p><b>Comment #6: Hope Ray</b></p> <hr/> <p><b>From:</b> Hope Ray &lt;<a href="mailto:cowgirlmom@silverstar.com">cowgirlmom@silverstar.com</a>&gt;  <b>Date:</b> October 29, 2015 at 6:23:59 PM MDT  <b>To:</b> <a href="mailto:stephanie.harsha@wyo.gov">stephanie.harsha@wyo.gov</a>  <b>Subject:</b> HWY 89 Expansion Project</p> <p>To whom it may concern,</p> <p><b>6a</b> I will voice my opinion again, although it looks like WYDOT has made up its mind.</p> <p><b>6b</b> I am for a center turn lane and turn lanes for subdivisions along HWY 89, with that I am also for lowering the speed limit to 55. Beef up patrol at high traffic times-6:45 am to 8am and 5pm to 6:30 pm.</p> <p><b>6c</b> This part of the valleys beauty and the reason people live here is about to be ruined by a FREEWAY!</p> <p><b>6d</b> To force a Freeway on people that live along this HWY is really not necessary and the traffic will be a nightmare for kids getting off the school bus--they already won't stop.</p> <p><b>6e</b> I am all for safety and I think it can be achieved for all who live in this rural beautiful area by the turn lanes!! Don't force a Freeway on us and the Wildlife we love!!</p> <p>People that do not live on the highway do not get the point that this area will never be the same if the Freeway is done deal.</p> <p>Hope and Gene Ray            PO Box 5240 148 Aspen Hill Drive            Etna, Wy 83118</p> <p>email; <a href="mailto:cowgirlmom@silverstar.com">cowgirlmom@silverstar.com</a></p>	<p><b>Comment #6a Response:</b> WYDOT considered turn lanes for all accesses, however, to adhere to the required length of each turn lane and construct turn lanes for all residential and commercial accesses, it would in effect end up being a continuous lane. Regarding speed limit reduction, the State Legislature has set the speed limit for Rural Principal Arterials at 65 mph.</p> <p><b>Comment #6b Response:</b> The EA included a visual assessment of the Preferred Alternative. The assessment showed the alternative would change views for motorists and snowmobilers to views of a wider roadway. Areas of straightened curves and flattened hills, as well as wildlife mitigation measures such as fencing, would be barely noticeable to motorists. For residents, views would change to those of a widened roadway. Visual pattern elements (form, line, color, and texture) would be compatible with the existing highway. The dominance and scale components of pattern character would change. However, these elements would be subordinate to the overall visual setting when viewed from alongside the highway, which would generally occupy the existing highway's same horizontal plane. Middleground and background views would remain unchanged. No additional highway lighting would be constructed, and overhead power lines would remain in place. Visual compatibility of the project would be considered moderate. There would be no change to the status of US 89 as a Wyoming scenic byway.</p> <p><b>Comment #6c Response:</b> Traffic is expected to increase whether or not the Preferred Alternative is implemented. The Preferred Alternative improvements would better accommodate the expected increase in traffic volume and improve safety over the No Build Alternative by reducing time spent following a vehicle, providing wider shoulders for slower moving traffic, and providing additional travel lanes that would better accommodate turning vehicles which reduces the potential for crashes. The Preferred Alternative would maintain the 65 mph design speed (65 mph posted speed) between Etna and Alpine.</p> <p><b>Comment #6d Response:</b> WYDOT considered turn lanes for all accesses, however, to adhere to the required length of each turn lane and construct turn lanes for all residential and commercial accesses, it would in effect end up being a continuous lane. Please refer to Comment #2 regarding mitigation measures that will be employed to avoid or minimize impacts to big game movement.</p> <p><b>Comment #6e Response:</b> Please refer to Comment #6b Response.</p>	

Comment	Response
<p><b>Comment #7: Tony Ostoja</b></p> <hr/> <p>From: &lt;<a href="mailto:notifications@webs.com">notifications@webs.com</a>&gt;            Date: Fri, Oct 30, 2015 at 11:02 AM            Subject: Webs: Form Response            To: <a href="mailto:dot-etna-north@wyo.gov">dot-etna-north@wyo.gov</a></p> 	<p><b>Comment #7 Response:</b> Your comment has been noted.</p>



Comment	Response
<p><b>Comment #8: Dorothy Reinhart</b> <b>PUBLIC HEARING COMMENTS - October 29, 2015</b></p> <p style="text-align: right;">2</p> <p>1           (The following comments were made:)</p> <p>2           DOROTHY REINHART: I am for this, getting</p> <p>3 this road done. And one of the reasons is that the</p> <p>4 other day I went down the road and a guy was passing</p> <p>5 everybody and I had to pull off the side of the road,</p> <p>6 I'd have got hit and so would he and a whole group of</p> <p>7 people.</p> <p>8           So, you know, it's dangerous at the way</p> <p>9 it's going, so... I am for getting it done.</p> <p>10                   * * * * *</p>	<p><b>Comment #8 Response:</b> Your comment has been noted.</p>

Comment		Response
<p><b>9a</b></p> <p><b>9b</b></p>	<p><b>Comment #9: Ganelle and Mike Edwards</b></p> <p>11 GANELLE EDWARDS: We're very -- I am very  12 supportive of this project. I think for the health  13 and safety of our community we need this road.</p> <p>14 MIKE EDWARDS: And in the winter conditions  15 it's very dangerous. All the roads need to have  16 turnoffs.</p> <p>17 GANELLE EDWARDS: You got to do it under your  18 name. We need to be separate.</p> <p>19 MIKE EDWARDS: Well, this -- I'm Mike  20 Edwards.</p> <p>21 GANELLE EDWARDS: Since I feel like my  22 representative is campaigning against this project,  23 who I didn't vote for, but she's the only one on the  24 ballot and so we get stuck with her, and I object to  25 that. I don't think she has a -- what do you call</p>	<p><b>9a Response:</b> Your comment has been noted.</p> <p><b>9b Response:</b> Additional travel and turn lanes provided under the Preferred Alternative would better accommodate turning vehicles, reducing the potential for crashes. Under the Preferred Alternative, the continuous center turn lane would serve as designated turn lanes at the six intersections with county roads. These turn lanes would reduce lines that form by vehicles turning onto the county roads at these intersections, thereby improving traffic flow and accommodating future increases in traffic volume.</p>



	Comment	Response
<p>9c</p>	<p><b>Comment #9 (continued)</b></p> <p style="text-align: right;">3</p> <p>1 that?</p> <p>2 MIKE EDWARDS: She didn't give a damn about</p> <p>3 any --</p> <p>4 GANELLE EDWARDS: I mean, I don't think she</p> <p>5 has the -- what's the word for that? They said</p> <p>6 President Bush didn't have it when he got elected</p> <p>7 because they had to go through the recount. I can't</p> <p>8 think -- okay. Nobody's going to help me with this</p> <p>9 word. I can't think of the word, but anyway that she</p> <p>10 knows that she doesn't --</p> <p>11 Where people couldn't vote for someone</p> <p>12 else, I just don't think she has the power that</p> <p>13 she -- her position. She's using -- what is it</p> <p>14 called? Do you know what I'm saying? That's not the</p> <p>15 word I was looking for.</p> <p>16 But anyway -- and I don't know who else</p> <p>17 is against it, but I can't understand why they would</p> <p>18 be.</p> <p>19 MIKE EDWARDS: She's not a representative of</p> <p>20 the community where we live. She needs to go back to</p> <p>21 California or something.</p> <p>22 GANELLE EDWARDS: Now, people are talking</p> <p>23 about this being a scenic byway, but the valley isn't</p> <p>24 the big scenic area, we're built all through. The</p> <p>25 scenic's up in the hill, you know, looking up at the</p>	<p><b>Comment #9c Response:</b> Please refer to Comment #6c response that discusses visual impacts from the Preferred Alternative and that there would be no change to the status of US 89 as a Wyoming scenic byway.</p>

	Comment	Response
<p data-bbox="178 272 493 300"><b>Comment #9 (continued)</b></p> <p data-bbox="283 358 913 480">1 mountains. There's been many people who have 2 objected to this project that have built houses up on 3 the hills which I find objectionable from the valley 4 floor.</p> <p data-bbox="283 496 892 618">5                   So anyway, we have farmers and we have 6 commuters and we have sightseers and they don't all 7 fit on one road. Slow traffic with fast traffic is 8 very dangerous. I don't know what else to say.</p> <p data-bbox="283 634 787 691">9                   MIKE EDWARDS: Well, I think if a 10 representative is --</p> <p data-bbox="283 708 892 756">11                   GANELLE EDWARDS: Oh, you're talking about 12 Marty.</p> <p data-bbox="283 773 913 927">13                   MIKE EDWARDS: Marty is against doing this. 14 She should be representing some other people because 15 95 percent of the people here want to have it done. 16 So all I can say is she's in the wrong community, to 17 be, you know --</p> <p data-bbox="283 943 913 1000">18                   GANELLE EDWARDS: And you better say why you 19 want the road.</p> <p data-bbox="283 1016 913 1211">20                   MIKE EDWARDS: I want the road because it's 21 dangerous and it's also wore out. It could be redone 22 easily, but not just resurfaced, you know. You need 23 turnoff lanes and there's tractors on the highway, 24 they run cows down the highway. And it's a farm 25 community. It would be twice as safe if it was</p> <p data-bbox="283 1292 703 1308">1 redone the way they should do it.</p> <p data-bbox="283 1325 745 1341">2                   That's all I have to say.</p> <p data-bbox="283 1357 661 1373">3                   * * * * *</p>	<p data-bbox="1136 272 2005 573"><b>Comment #9d Response:</b> As noted on page 3-16 of the EA, by accommodating the expected increase in traffic volume, the 5-Lane Alternative (Preferred Alternative) would eliminate the time spent following a vehicle, which would enhance safety related to following too closely and attempting to pass. Widened shoulders would also provide an area for slower moving farm equipment to travel outside of the main traffic stream. The passing lane would be continuous for both directions, allowing for safer passing. A continuous passing lane would better meet driver expectations compared to existing conditions, especially when visibility is low. Additional travel lanes would better accommodate turning vehicles, reducing the potential for crashes.</p> <p data-bbox="1136 610 1900 659"><b>Comment #9e Response:</b> Your comment has been noted. Also refer to Comment #9d response.</p>	





	Comment	Response
11a	<p><b>Comment #11: Richard Rose</b></p> <p style="text-align: right;">6</p> <p>1                                   * * * * *</p> <p>2                    RICHARD ROSE: The first thing, I'm pro</p> <p>3 five-lane road. And the reason for that is if we do</p> <p>4 just a four-lane road with a divider, a small divider</p> <p>5 in the middle, you're going to have people trying to</p> <p>6 make left turns or even right turns into a residence</p> <p>7 or left turns across on oncoming traffic and trying</p> <p>8 to squeeze in before the car that's coming towards</p> <p>9 them has a chance to maybe avoid them.</p>	<p><b>Comment #11a Response:</b> Your comment has been noted.</p>
11b	<p>10                    You know, they cut in with too little</p> <p>11 clearance with their left turn, whereas if you have a</p> <p>12 fifth lane in the center for left turns or slowing</p> <p>13 down and having to stop to make a left-hand turn</p> <p>14 nobody's liable to run into the rear-end of them if</p> <p>15 they're out in a traffic lane trying to make a left</p> <p>16 turn. And also they eliminate the problem of having</p> <p>17 a head on or a forward collision with an oncoming</p> <p>18 automobile.</p>	<p><b>Comment #11b Response:</b> Your comment has been noted.</p>
11c	<p>19                    And that's why I'm for five lanes and</p> <p>20 you'd leave the bike lanes out. You know, we need</p> <p>21 less bicycles on highways. LOL. Laugh out loud.</p> <p>22 Thank you.</p> <p>23                                   * * * * *</p>	<p><b>Comment #11c Response:</b> Your comment has been noted.</p>





Comment		Response
13a	<p><b>Comment #13: Kathy Franceschi</b></p> <p>10 * * * * *</p> <p>11 KATHY FRANCESCHI: I would just like to say</p> <p>12 pretty much the same thing. It's, like, people are</p> <p>13 piling up behind other people. I live on the corner</p> <p>14 of 107 and I -- there's no place to stop and turn</p> <p>15 safely. Sometimes I've seen people cut across</p> <p>16 oncoming traffic, it's not safe.</p> <p>17 People run into the telephone pole on my</p> <p>18 corner while trying to do it too quickly because they</p> <p>19 just have to feel like I've got to get in there and</p> <p>20 do that.</p>	<p><b>Comment #13a Response:</b> Your comment has been noted.</p> <p><b>Comment #13b Response:</b> Your comment has been noted.</p> <p><b>Comment #13c Response:</b> Your comment has been noted.</p>
13b	<p>21 I think the whole expansion thing is a</p> <p>22 safety question. It has nothing to do with the view</p> <p>23 or anything else. I don't know when people's lives</p> <p>24 got to be less important than the scenery.</p> <p>25 I want to say there's a lot of people</p>	
13c	<p style="text-align: right;">8</p> <p>1 that are looking forward to having the temple come in</p> <p>2 and I find it interesting a lot of those same people</p> <p>3 don't realize that that's going to increase traffic</p> <p>4 like they wish. I mean, they're saying all these</p> <p>5 businesses and people are going to be here, and --</p> <p>6 but unless we can accommodate the increased traffic</p> <p>7 safely, I don't know what to do.</p> <p>8 I guess that's about it.</p> <p>9 * * * * *</p>	



Comment		Response
14a	<p><b>Comment #14: James Corsi</b></p> <p>9 * * * * *</p> <p>10 JAMES CORSI: I've been in construction all</p> <p>11 my life. We definitely need the five lane because to</p> <p>12 build a three lane by the time they get it built it's</p> <p>13 going to be obsolete. There's still 1000 lots left</p> <p>14 for sale in Star Valley Ranch. There's 10 to 15</p> <p>15 homes being built this year alone.</p>	<p><b>Comment #14a Response:</b> Your comment has been noted.</p> <p><b>Comment #14b Response:</b> Please refer to Comment #2 response that describes measures that will be implemented to mitigate wildlife impacts. Please refer to Comment #6a regarding speed limit.</p>
14b	<p>16 We need the five lane immediately, not</p> <p>17 in '18, for safety reasons. And then I think they</p> <p>18 ought to slow it down to 55 and give the wildlife a</p> <p>19 chance in-between Etna and Alpine. They kill five to</p> <p>20 ten deer a week. That's all.</p> <p>21 * * * * *</p>	





	Comment	Response
16a	<p><b>Comment #16: Matthew V. Roberts</b></p> <p>8 * * * * *</p> <p>9 MATTHEW V. ROBERTS: We got the -- basically</p> <p>10 we need to up the build date. It needs to be a five</p> <p>11 lane. I've traveled it for many years commuting and</p> <p>12 I've seen enough deaths on it that we need to get it</p> <p>13 built.</p>	<p><b>Comment #16a Response:</b> After this FONSI has been issued, which concludes the National Environmental Policy Act (NEPA) phase of the project, WYDOT will finalize consultation with appropriate agencies, finalize the design plans, initiate negotiation and purchase of property, prepare any necessary mitigation plans, and perform other tasks required prior to construction. These project phases, particularly the property acquisition, will take time. Construction may begin as early as fall of 2017, instead of 2021 as stated in the EA.</p>
16b	<p>14 Right now you've got it scheduled out</p> <p>15 too far. We need to build it right away in '17 -- or</p> <p>16 '16 and build it -- let it -- in the fall of '17.</p> <p>17 I do have property that it will affect</p> <p>18 when we do get the thing. It's not going to be a</p> <p>19 problem to get that right-of-way --</p> <p>20 (Clarification by the reporter.)</p> <p>21 MATTHEW V. ROBERTS: To get the right-of-way</p> <p>22 when we get to Thayne. I do have property that will</p> <p>23 be affected when we get to Thayne.</p> <p>24 * * * * *</p>	<p><b>Comment #16b Response:</b> Your comment has been noted.</p>













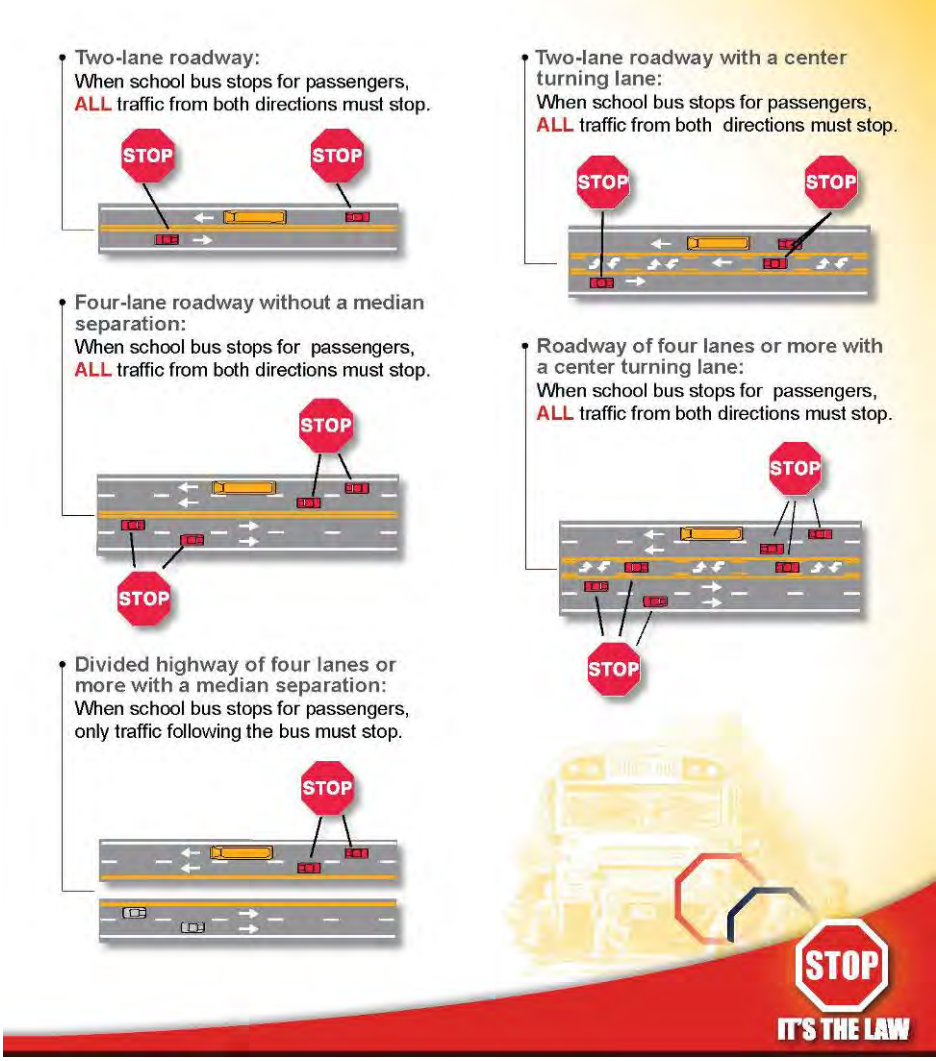




Comment	Response
<p>Comment #20 (continued):</p> <p>14</p> <p>1 about the highway. I really believe that. I think 2 it goes -- well, Jackson, they did four or five lanes 3 there south of town and it's 55 miles an hour. And I 4 think it should be the same way here if they don't 5 improve this road. I really believe that. 6 (The comments concluded at 7:00 p.m.) 7</p>	

	Comment	Response
<p><b>21a</b></p> <p><b>21b</b></p> <p><b>21c</b></p> <p><b>21d</b></p> <p><b>21e</b></p>	<p><b>Comment #21: Ryan Lyman</b></p> <hr/> <p><b>From:</b> Ryan Lyman &lt;<a href="mailto:rylyman@lcsd2.org">rylyman@lcsd2.org</a>&gt;  <b>Date:</b> November 3, 2015 at 4:16:21 PM MST  <b>To:</b> Stephanie Harsha &lt;<a href="mailto:stephanie.harsha@wvo.gov">stephanie.harsha@wvo.gov</a>&gt;  <b>Subject:</b> Etna North comment</p> <p>I am writing to address concerns that I have received regarding the increasing effect the 5 lane would have on school bus red light violations. It is true that most of our red light violations are perpetrated by vehicles in the opposing lanes of 3, 4, or 5 lane roads however these are the least dangerous. Our school district has a policy that we do not have students cross US 89. The red light violations on 2 lane roadways are much more dangerous especially when vehicles pass us on the right hand side of the bus which is the discharge side. We have had 2 of these since school started this year on US 89 between Thayne and Alpine. When distracted drivers approach us from behind and cannot stop in time, they chose to go past on the right side rather than hitting oncoming stopped traffic head on or running into the back of the bus. A 5 lane road would give 2 other lane options to avoid oncoming traffic other than passing us on the right. I know that highway signs are strictly regulated but multiple roadside billboards through the area once construction is complete would help educate motorists of Wyoming law regarding when to stop for school buses on multi-lane roads. I've attached the infographic we use.</p> <p>Although we pull over and let traffic by as often as we can, the 5 lane road would also relieve frustrations of having to drive behind a slow school bus particularly in the winter when the pull out options are much more limited. Frustrated drivers lose patience and make poor driving decisions.</p> <p>As groups of following vehicles increase in size as explained in the environmental assessment, rear end collisions may increase as vehicles in the very back won't be able to see the school bus or it's warning lights.</p> <p>Lastly, leaving the current lane configuration through the town of Etna would encourage speed limits to be followed more closely. Beginning the 5 lane north of Etna (and south of Etna in the future) would ease some other concerns with speed that I have received.</p> <p>Please contact me if you have any questions regarding red light violations or school bus operations. We would like to be apart of work scheduling and planning once construction begins in order to minimize disruption to school bus routes and get students to and from school in a timely manner.</p> <p>Thank you.</p> <p> </p> <p>Ryan Lyman            Director of Transportation Lincoln County School District #2  <a href="tel:307.885.7148">307.885.7148</a> (office) Transportation Department  <a href="tel:307.884.6677">307.884.6677</a> (mobile) 222 E. 4th Ave. (mailing)  <a href="tel:307.885.9858">307.885.9858</a> (fax) 596 Warrior Way (shipping)  <a href="mailto:rylyman@lcsd2.org">rylyman@lcsd2.org</a> Afton, WY 83110</p> <p style="text-align: center;">1</p>	<p><b>Comment #21a Response:</b> Your comments have been noted.</p> <p>WYDOT conducts annual school bus safety efforts across the state at the beginning of the school year using Highway Safety Funds. If this is something you would be interested in, please contact the WYDOT District 3 Public Involvement Specialist.</p> <p><b>Comment #21b Response:</b> Your comments have been noted.</p> <p><b>Comment #21c Response:</b> Your comments have been noted.</p> <p><b>Comment #21d Response:</b> The highway would remain as three lanes through the town of Etna. It would become five lanes at reference marker 108.13.</p> <p><b>Comment #21e Response:</b> As noted on page 3-43 of the Environmental Assessment, WYDOT will coordinate with school districts to minimize delays to school buses during construction.</p>



Comment	Response
<p><b>Comment #21 (continued)</b></p> <ul style="list-style-type: none"> <li>Two-lane roadway: When school bus stops for passengers, <b>ALL</b> traffic from both directions must stop.</li> <li>Two-lane roadway with a center turning lane: When school bus stops for passengers, <b>ALL</b> traffic from both directions must stop.</li> <li>Four-lane roadway without a median separation: When school bus stops for passengers, <b>ALL</b> traffic from both directions must stop.</li> <li>Roadway of four lanes or more with a center turning lane: When school bus stops for passengers, <b>ALL</b> traffic from both directions must stop.</li> <li>Divided highway of four lanes or more with a median separation: When school bus stops for passengers, only traffic following the bus must stop.</li> </ul> 	

Comment	Response
<p><b>Comment #22: Lance Robinson</b></p> <hr/> <p>From: Etna North &lt;<a href="mailto:notifications@webs.com">notifications@webs.com</a>&gt;            Date: Thu, Nov 5, 2015 at 12:40 PM            Subject: lance robinson left you a new comment!            To: <a href="mailto:dot-etna-north@wvo.gov">dot-etna-north@wvo.gov</a></p> <p>lance robinson left a new comment for you on Etna North.</p> <p>"I am in support of the preferred 5 lane alternative as proposed by WYDOT. Providing safe travel throughout the valley now and into the future is WYDOT's mot..."</p> <p>Click the link below to view or reply to the comment:</p>   <p>E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.</p> <p><b>Entire comment:</b> I am in support of the preferred 5 lane alternative as proposed by WYDOT. Providing safe travel throughout the valley now and into the future is WYDOT's motive behind this action and I feel one that is greatly needed. Some have commented the character of the valley would change for the worst as a result of this project but in my opinion the valleys character forever changed in the early 90's with the addition of trophy homes built on the hills, several new private airstrips randomly located in agricultural areas and multiple residential subdivisions littered along the valley floors. As a result of large development in the valley over the past 20 years, Hwy 89 cannot handle year round local and summer tourist traffic as currently designed based on my travels throughout the valley. Hwy 89 was originally designed as a Rural Principal Arterial road to move large volumes of traffic, it was not designed to handle today's multiple connecting roads and driveways now flowing onto Hwy 89 in Star Valley. Traffic will only increase as Teton County's housing and rentals are unobtainable for a large percentage of the working class individuals required to support that market. I commend Mike Garner and WYDOT for their efforts in trying to make Hwy 89 safer for future traffic travel and demands that is going to continue to only increase by the proposed start date of this project in 2021, regardless if we locals like change or not.</p>	<p><b>Comment #22 Response:</b> Your comment has been noted.</p>



	Comment	Response
<p><b>Comment #23: Nancy Bull</b></p> <hr/> <p>From: Nancy Bull &lt;<a href="mailto:nybull@gmail.com">nybull@gmail.com</a>&gt;            Date: Wed, Nov 11, 2015 at 1:17 PM            Subject: US 89 Etna highway project            To: <a href="mailto:Timothy.stark@wyo.gov">Timothy.stark@wyo.gov</a></p> <p><b>23a</b> It would seem that WYDOT should want to pursue a project in this area that would most support the local community and use of the Highway, however the plans presented do not do that. Since I use that roadway regularly in both directions, it is incomprehensible to me that a freeway would be proposed. There is certainly not the traffic that would justify that expense and disruption to the community and if safety is truly a concern, the most effective safety factor is speed...simply lowering the speed limit to 55 as is required in the canyon and around the lake would be far more effective than encouraging higher speeds than are now commonly encountered. Highway 89 through the valley is essentially a farm road, with tractors and equipment pulling in and out and cattle being driven along the side and ATV's pulling in and across along with numerous trailers and schools buses...as well as dozens of driveways and entrances to be considered to say nothing of the continual destruction of wildlife crossing it.</p> <p><b>23b</b></p> <p><b>23c</b></p> <p><b>23d</b></p> <p><b>23e</b> It does make one wonder why WYDOT would want to pursue such an unwanted, unnecessary, disruptive project. Who</p>	<p><b>Comment #23a Response:</b> Please refer to Section 3.4 of the Environmental Assessment that discusses how the Preferred Alternative is consistent with local plans. Also refer to Comment #19a response regarding the need for the project. Please refer to Comment #19d and #19e responses regarding traffic volumes in the study area.</p> <p><b>Comment #23b Response:</b> The State Legislature has set the speed limit for Rural Principal Arterials at 65 mph.</p> <p><b>Comment #23c Response:</b> Please refer to Comment #9d response that summarizes how the Preferred Alternative would accommodate slower moving vehicles such as farm equipment. WYDOT considered turn lanes for all accesses, however, to adhere to the required length of each turn lane and construct turn lanes for all residential and commercial accesses, it would in effect end up being a continuous lane. Under the Preferred Alternative, the continuous center turn lane would serve as designated turn lanes at the six intersections with county roads. These turn lanes would reduce lines that form by vehicles turning onto the county roads at these intersections, thereby improving traffic flow and accommodating future increases in traffic volume. These improvements would be particularly beneficial at the US 89 intersection with CR 106 and CR 108, where a commuter parking area exists. Please refer pages 3-15 through 3-17 of the Environmental Assessment for more information on how the Preferred Alternative would address existing safety issues.</p> <p><b>Comment #23d Response:</b> Refer to Comment #2 response regarding measures that will be employed to mitigate impacts to wildlife.</p> <p><b>Comment #23e Response:</b> Please refer to Comment #23a response.</p>	

Comment	Response
<p><b>Comment #23 (continued)</b></p> <p>benefits from the letting of a contract that is the wrong project in the wrong place? Especially when there are so many other roadways in Wyoming that need attention and upgrading.</p> <p>I urge a total reconsideration of the needs and use of this highway section before any further determination is made.</p> <p>Nancy Bull P O Box 3738 Alpine, WY</p> <p>--</p>	




	Comment	Response
<p><b>Comment #24: Roy Corsi</b></p> <p><b>Subject:</b>Etna North</p> <p><b>Date:</b>Thu, 12 Nov 2015 14:07:23 -0700</p> <p><b>From:</b>Roy Corsi &lt;<a href="mailto:roycorsi@aol.com">roycorsi@aol.com</a>&gt;</p> <p><b>To:</b>Rep. Marti Halverson &lt;<a href="mailto:marti22@silverstar.com">marti22@silverstar.com</a>&gt;</p> <p><b>24a</b> If WYDOT forces a 5 lane highway, they need to address and solve a major safety issue. Going North of Etna 2 miles to about 3 miles North of Etna , the 5 lane highway comes very close to people's homes. For several homes it is just a few feet from the front door. We all know that people will drive faster on a 5 lane highway. I expect speeds of 75 and higher to be common.</p> <p><b>24b</b></p> <p><b>24c</b> To protect these people and their homes, I suggested a 3 lane (2 lanes with a turn lane/no passing) highway in this short segment of the highway./</p> <p><b>24d</b> IF WYDOT won't agree to this 3 lane safety solution, they need to put high/heavy fencing or preferably a protective concrete/mason wall to protect the homes and people from the extreme danger and excessive noise of the highway.</p> <p><b>24e</b> If an automobile crashes into one of these homes and causes major injury or death of the owner or family members, WYDOT will most likely be sued for many millions of dollars. Because WYDOT created this extremely unsafe situation , they will be very liable.</p>	<p><b>Comment #24a Response:</b> Please refer to Comment #3 response, which provides the WYDOT letter that responds to a similar comment letter submitted to the Governor’s office. Proximity of Preferred Alternative to residences is addressed in the WYDOT letter under “Comment 1” in the letter.</p> <p><b>Comment #24b Response:</b> The proposed project will maintain the current posted speed of 65 mph between Etna and Alpine. Speeds are not expected to increase. Also note that under the 5-Lane Alternative (Preferred Alternative), risky passing maneuvers would be minimized because drivers would feel less pressure to increase speeds to pass slower vehicles.</p> <p><b>Comment #24c Response:</b> Please refer to Comment #3 response, which provides the WYDOT letter that responds to a similar comment letter submitted to the Governor’s office. Use of a turn lane/no passing lane is addressed in the WYDOT letter under “Comments 4 and 5” in the letter.</p> <p><b>Comment #24d Response:</b> Refer to Comment #24e regarding safety issues for residences. Regarding noise impacts from the Preferred Alternative, in 2034, 23 receptors would be impacted by traffic noise under the 5-Lane Alternative (Preferred Alternative). These 23 receptors would approach or exceed the Noise Abatement Criteria. Therefore, noise abatement was considered for all impacted also be considered.</p> <p>Noise mitigation was considered for all receptors impacted by traffic noise. The analysis of the feasibility and reasonableness of providing noise mitigation was carried out according to WYDOT’s Wyoming Noise Analysis and Abatement Policy. A feasible noise barrier must achieve at least a 5 dBA noise reduction by at least one impacted receptor in predicted future noise levels. Constructability, engineering, maintenance, and other design issues must also be considered. For example, a noise barrier cannot create a safety or unacceptable maintenance problem or engineering fatal flaw, such as reduction of line-of sight, accessibility deficiencies, icing, or other notable roadway maintenance concerns.</p> <p>Noise abatement is considered reasonable if it meets the noise reduction design goal, meets an acceptable cost per benefited receptor, and considers the benefited receptor’s desires.</p> <ul style="list-style-type: none"> <li>The noise reduction design goal of 7 dBA must be met by at least one benefited receptor, and 5 dBA noise reduction for additional receptors (impacted or not).</li> </ul>	

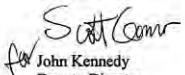
Comment	Response
	<ul style="list-style-type: none"> <li>The cost per benefited receptor cannot exceed \$23,000. Fifty-one percent of the benefited receptors must agree to the noise abatement measures.</li> </ul> <p>Noise barriers were not modeled for individual residential receptors with driveways adjacent to US 89 because gaps would be required for these access points, rendering the barriers ineffective. Further, placing walls close to access points would result in inadequate sight distance, which would be a safety concern, and therefore would not meet the feasibility criteria for construction. However, noise barriers at heights up to 12 feet were evaluated for two areas within the US 89 rights-of-way. None of the noise barriers evaluated met both the reasonable and feasible criteria. Therefore, noise barriers are not recommended for any build alternative. However, no receptors would experience a substantial noise increase of 15 dBA over existing conditions, which is defined by WYDOT as a substantial increase over existing conditions. Refer to Section 3.11 of the Environmental Assessment for more information.</p> <p><b>Comment #24e Response:</b> Please refer to Comment #3 response, which provides the WYDOT letter that responds to a similar comment letter submitted to the Governor’s office. Your concern about safety issues for residences is addressed in the WYDOT letter under “Comment 3” in the letter.</p>




Comment	Response
<p><b>Comment #25: Nancy Stange, Wyoming Game &amp; Fish Dept.</b></p> <hr/> <p>From: <b>Nancy Stange</b> &lt;<a href="mailto:nancy.stange@wyo.gov">nancy.stange@wyo.gov</a>&gt; Date: Fri, Nov 13, 2015 at 2:47 PM Subject: WER 11961.00c Thayne-Alpine Jct. Etna North Section To: Bob Bonds &lt;<a href="mailto:bob.bonds@wyo.gov">bob.bonds@wyo.gov</a>&gt; Cc: "Madson, Erin" &lt;<a href="mailto:erin_madson@fws.gov">erin_madson@fws.gov</a>&gt;, Chris Wichmann &lt;<a href="mailto:chris.wichmann@wyo.gov">chris.wichmann@wyo.gov</a>&gt;, Rob Gipson &lt;<a href="mailto:rob.gipson@wyo.gov">rob.gipson@wyo.gov</a>&gt;, Gary Fralick &lt;<a href="mailto:gary.fralick@wyo.gov">gary.fralick@wyo.gov</a>&gt;, Doug Brimeyer &lt;<a href="mailto:doug.brimeyer@wyo.gov">doug.brimeyer@wyo.gov</a>&gt;</p> <p>Mr. Bonds, The Wyoming Game and Fish Department's comments for WER 11961.00c Thayne-Alpine Jct. Etna North Section are attached, as well as our previous comments regarding this project. Thank you,</p> <hr/> <p>Nancy Stange Wyoming Game and Fish Department Habitat Protection Secretary 5400 Bishop Blvd. 307-777-4506 <a href="mailto:nancy.stange@wyo.gov">nancy.stange@wyo.gov</a></p>	

	Comment	Response
<p data-bbox="178 272 514 298"><b>Comment #25 (continued):</b></p> <div data-bbox="214 310 342 451">  </div> <div data-bbox="407 337 766 360"> <p>WYOMING GAME AND FISH DEPARTMENT</p> </div> <div data-bbox="445 378 726 440"> <p>5400 Bishop Blvd. Cheyenne, WY 82006              Phone: (307) 777-4600 Fax: (307) 777-4669              wgfd.wyo.gov</p> </div> <div data-bbox="821 305 978 456"> <p>GOVERNOR              MATTHEW H. MEAD              DIRECTOR              SCOTT TALBOTT              COMMISSIONERS              CHARLES PRIDE – President              T. CARRIE LITTLE – Vice President              MARK ANSELMI              PATRICK GRANK              KEITH CULVER              RICHARD KLOUDA              DAVID RAEI</p> </div> <hr/> <p data-bbox="247 480 394 500">November 13, 2015</p> <p data-bbox="247 565 546 708">                 WER 11961.00c                  Wyoming Department of Transportation                  Environmental Assessment                  Project No. N103103                  Thayne-Alpine Jct.                  Etna North Section                  Lincoln County             </p> <p data-bbox="247 732 535 833">                 Bob Bonds                  Natural Resources Program Supervisor                  WYDOT                  5300 Bishop Blvd.                  Cheyenne, WY 82009             </p> <p data-bbox="247 857 373 876">Dear Mr. Bonds:</p> <p data-bbox="247 901 961 979">                 The staff of the Wyoming Game and Fish Department (Department) has reviewed the Environmental Assessment for the US 89 Etna North Section Thayne to Alpine Junction Road Improvement Proposal, Project Number N103103. We offer the following comments for your consideration.             </p> <p data-bbox="247 1003 462 1023"><b>Terrestrial Considerations:</b></p> <p data-bbox="247 1047 961 1170">                 The WGFD has provided written comments over a period of six years that are outlined in our letters dated July 2009, May and July 2012, and March 2013. These comments are still relevant, and should be considered and incorporated into the final design and future implementation of this highway construction project. The Department has concerns that have been addressed in previous comments emphasizing the need to provide adequate safe movement for numerous species of big game and the importance of appropriate fencing.             </p> <p data-bbox="247 1195 441 1214"><b>Aquatic Considerations:</b></p> <p data-bbox="247 1239 961 1274">                 We provided aquatic comments in letters dated July 15, 2009, May 3, 2012, and March 1, 2013. We have no additional aquatic concerns.             </p> <p data-bbox="247 1299 961 1334">                 Thank you for the opportunity to comment. If you have any questions or concerns, please contact Gary Frailek, Jackson Region Wildlife Biologist, at 307-883-2998.             </p> <hr/> <p data-bbox="504 1433 724 1453" style="text-align: center;"><i>"Conserving Wildlife - Serving People"</i></p>	<p data-bbox="1136 272 1995 480"><b>Comment #25a Response:</b> WYDOT has considered WGFD’s views and comments throughout the course of the Environmental Assessment process, which is reflected in the design elements included in the Preferred Alternative and measures identified to avoid, minimize, and mitigate impacts. WYDOT will coordinate with the WGFD during the final design phase of the project. Please refer to mitigation commitments outlined in the Environmental Assessment and Finding of No Significant Impact.</p> <p data-bbox="1136 516 1995 876">                 As you know, a wildlife underpass and game-proof fencing were originally proposed for the build alternatives based on our discussions with the Wyoming Game and Fish Department. Vehicle/animal collisions in the US 89 Study Area are lower than those in other areas in the state, which were given higher priority. Therefore, a wildlife crossing is no longer proposed for this project, but other methods have been incorporated into the Preferred Alternative. Through the Environmental Assessment process, WYDOT worked with WGFD to identify design modifications that would avoid or minimize impacts to big game movement and to the Greys River feedground. As a result of these collaborative negotiations, the following measures will be incorporated into the Preferred Alternative (Refer to Table 1 <i>Summary of Impacts and Mitigation Measures for the Preferred Alternative</i> of the FONSI for more information):             </p> <ul data-bbox="1136 893 1995 1161" style="list-style-type: none"> <li>• Public education through various outreach methods, which may include general messages in the media, videos, brochures, posters, and bumper stickers.</li> <li>• Safety clear zone.</li> <li>• Wildlife fencing on both sides of US 89 at the Greys River feedground area.</li> <li>• An “elk jump,” which is a raised ramp that contains animals within the feedground and allows any animals that may be trapped in the WYDOT right-of-way to easily return to the feedground.</li> </ul> <p data-bbox="1136 1201 1701 1226"><b>Comment #25b Response:</b> Your comment is noted.</p>	

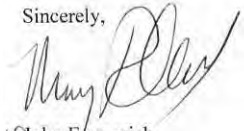


Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Bob Bonds November 13, 2015 Page 2 of 2 - WER 11961.00c</p> <p>Sincerely,</p> <p> John Kennedy Deputy Director</p> <p>JK/mf/ns</p> <p>cc: USFWS Chris Wichmann, Wyoming Department of Agriculture, Cheyenne Rob Gipson, WGFD, Jackson Region Gary Fralick, WGFD, Jackson Region Doug Brimeyer, WGFD, Jackson Region</p>	


Comment	Response
<p><b>Comment #25 (continued):</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p><b>WYOMING GAME AND FISH DEPARTMENT</b></p> <p>5400 Bishop Blvd. Cheyenne, WY 82006                      Phone: (307) 777-4600 Fax: (307) 777-4610                      Web site: <a href="http://gf.state.wy.us">http://gf.state.wy.us</a></p> </div> <div style="font-size: small;"> <p><b>GOVERNOR</b> DAVE FREUDENTHAL</p> <p><b>DIRECTOR</b> STEVE K. FERRELL</p> <p><b>COMMISSIONERS</b>                      CLIFFORD KIRK – President                      ED MIGNERY – Vice President                      CLARK ALLAN                      AARON CLARK                      JERRY GALLES                      MIKE HEALY                      FRED LINDZEY</p> </div> </div> <hr/> <p>July 15, 2009</p> <p>WER 11961                      Wyoming Department of Transportation                      Preliminary Plans Project No. N103103                      Thayne-Alpine Jct.                      Lincoln County</p> <p>Paul P. Bercich, P.E.                      Highway Development Engineer                      Wyoming Department of Transportation                      5300 Bishop Boulevard                      Cheyenne, WY 82009-3340</p> <p>Dear Mr. Bercich:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed project No. N103103 in Lincoln County. We offer the following comments for your consideration.</p> <p><b><u>Terrestrial Considerations:</u></b></p> <p><i>Big Game Seasonal Movement and Migration Routes</i></p> <p>The area between Etna and Alpine along Highway 89 is an important seasonal and daily migration corridor for a segment of the Wyoming Range mule deer herd, Afton elk herd, and Sublette moose herd. Consequently, we believe it is essential to maintain free and unrestricted movement for big game through this segment of the Highway 89 corridor. We do not support any woven wire or net type fencing from Etna to the McCoy Creek access road, west of Highway 89.</p> <p>We recommend that a 4-strand barbed wire fence be maintained along this stretch of highway in order to allow unrestricted movement for big game. The fence should be no higher than 42 inches total height with 12 inch spacing between the top 2 wires. The bottom wire strand should be smooth and not less than 16 inches above the ground. This fence design is highly preferred in areas that are important daily and seasonal movement corridors for big game and young of the year.</p> <p>The expansion of the highway from two to five lanes will further complicate the annual elk migration from the Palisades Reservoir bed west of Highway 89 to the Greys River feedground.</p> <hr style="width: 20%; margin: 20px auto;"/> <p style="text-align: center; font-size: x-small;">"Conserving Wildlife - Serving People"</p>	



Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Paul Bercich July 15, 2009 Page 2 - WER 11961</p> <p>To facilitate elk movement to this feedground at least one underpass should be constructed beneath the highway. This highway underpass should be a box culvert at least 10 feet high and 20 feet wide, or a single span bridge at least 25 to 30 feet long and at least 10 feet high. The underpass should be constructed at a predetermined location near the northwest corner of the wildlife-proof fence of the Greys River WHMU. Wildlife underpasses have proven to be highly successful in providing big game a generally safe avenue to negotiate major highway crossings while minimizing their exposure to vehicle collisions. We believe this is the best scenario to minimize elk-vehicle collisions, while ensuring safety to motorists and a generally safe travel corridor for elk to the feedground.</p> <p>In order to provide safe and successful use of the underpass by wildlife, a stretch of 8' feet high wildlife-proof fencing will have to be constructed along the west side of Highway 89 to funnel wildlife to the underpass. This wildlife-proof fencing should be constructed at a point beginning approximately one-half mile north of the main entrance to the feedground and continue south to a point near the McCoy Creek access road.</p> <p>Undoubtedly there will be instances when highway access gates are left open and big game will enter the highway right-of way in the area of the wildlife proof fencing. To ensure these animals can exit the highway right-of- way safely, at least three wildlife exit ramps will need to be constructed at predetermined locations in the west side right-of-way fence. Along the east side wildlife-proof fence, an additional "elk jump" should be constructed at a predetermined location south of the entrance to the feedground. This "elk jump" will provide an additional egress point for animals entrapped in the highway right-of-way directly to the Greys River feedground.</p> <p>In order for the wildlife-proof fencing and underpass to be effective, we believe that the north terminus of the 5-lanes should be at a point south of the Greys River WHMU. A 5-lane highway that runs adjacent to the Greys River feedground will create safety hazards associated with excessive vehicle speeds, and will likely make the construction of an underpass no longer feasible because of the expansive width of the 5-lanes. Underpasses are most effective on those roadways no wider than 2-lanes. Consequently, we recommend that there be a phasing down in the number of lanes from 5-lanes approximately one mile south of the Greys River feedground to 2-lanes beginning at approximately the McCoy Creek access road. In addition, a reduced vehicle speed limit in the 2-lane section on the final approach to Alpine may result in increased safety to motorists and fewer vehicle-wildlife collisions.</p> <p><i>Wetlands</i></p> <p>It is possible that widening the highway will impact existing wetlands, and increase discharge of petroleum based products, highway debris and other chemicals into the wetland area. It will be important that adequate drainage from the highway surface does not flow directly into the wetland. In addition, appropriate and in-kind mitigation should be developed to offset any adverse impacts or losses to wetlands in the area. Any wetlands adjacent to the road that may be affected by the project should be surveyed for amphibians. Public access to the Alpine wetland will need to be assured during the development and design of access points to and from the highway.</p>	

Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Paul Bercich July 15, 2009 Page 3 - WER 11961</p> <p><i>Greys River Wildlife Habitat Management Unit</i></p> <p>Adequate and sufficient rights-of-way will be required to access this facility. These ROWs will need to be sufficiently expansive enough to allow hay hauling into the feedground area, heavy equipment access, and safe access points for the public.</p> <p><i>Raptors</i></p> <p>We suggest where possible that existing powerlines be buried to minimize bird/powerline collisions in vicinity of the Alpine wetland and where osprey nesting poles are located.</p> <p>The road widening will undoubtedly remove osprey nest poles. An appropriate mitigation measure to offset loss of these nesting platforms would be to construct new poles/platforms farther to the west and away from the highway. Construction activities on this stretch of the highway should occur after August when young-of-the year ospreys have fledged.</p> <p>Our regional staff are available to meet with WYDOT to coordinate an on-site visits to the project area to discuss in detail the recommendations outlined in this letter.</p> <p><b><u>Aquatic Considerations:</u></b></p> <p>The streams in the area are ephemeral and are not important to spawning Snake River cutthroat trout. We have no specific fisheries concerns with this project. If you have any questions or concerns, please contact Mr. Rob Gipson, Jackson Region Fisheries Supervisor, at 307-733-2321.</p> <p>Thank you for the opportunity to comment. If you have any questions or concerns, please contact Gary Fralick, Wildlife Biologist, at 307-883-2988.</p> <p>Sincerely,                ✓ John Emmerich              Deputy Director</p> <p>JE: MF: gfb</p> <p>cc: USFWS              Timothy Stark (Environmental Services Engineer WYDOT)              T. Fuchs, G. Fralick, WGFD, Jackson              Rob Gipson, Jackson Region Fisheries Supervisor</p>	




Comment	Response
<p><b>Comment #25 (continued):</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p><b>WYOMING GAME AND FISH DEPARTMENT</b></p> <p>5400 Bishop Blvd. Cheyenne, WY 82006                      Phone: (307) 777-4600 Fax: (307) 777-4699                      Web site: <a href="http://wgfd.wyo.gov">http://wgfd.wyo.gov</a></p> </div> <div style="font-size: small;"> <p><b>GOVERNOR</b> MATTHEW H. MEAD</p> <p><b>DIRECTOR</b> SCOTT TALBOTT</p> <p><b>COMMISSIONERS</b>                      AARON CLARK – President                      MIKE HEALY – Vice President                      RICHARD KLOUDA                      FRED LINDZEY                      T. CARRIE LITTLE                      ED MIGNERY                      CHARLES PRICE</p> </div> </div> <hr/> <p>May 3, 2012</p> <p>WER 11961                      Wyoming Department of Transportation                      Grading Plans                      Project No. N103103                      Thayne-Alpine Jct.                      Etna North Section                      Lincoln County</p> <p>Anthony R. Laird, P.E.                      Highway Development Engineer                      Wyoming Department of Transportation                      5300 Bishop Boulevard                      Cheyenne, WY 82009-3340</p> <p>Dear Mr. Laird:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed project No. N103103 in Lincoln County. We offer the following comments for your consideration.</p> <p><b><u>Terrestrial Considerations:</u></b></p> <p>We provided terrestrial comments pertaining to this project in a letter dated July 15, 2009. These comments are still relevant. In addition, we are providing the comments below to specifically address this most recent set of plans.</p> <p><b>Big Game Seasonal Movement and Migration Routes</b> – The area between Etna and Alpine along Highway 89 is an important seasonal and daily migration corridor for a segment of the Wyoming Range mule deer herd, Afton elk herd, and Sublette moose herd. Consequently, we believe it is essential to maintain free and unrestricted movement for big game through this segment of the Highway 89 corridor. We do not support any woven wire or net type fencing along the highway right-of-way (ROW) from Etna to the McCoy Creek access road. This stretch of highway is frequently crossed by big game animals (adults and juveniles). A woven wire fence would likely prevent young of the year from accessing important seasonal habitats, especially during the period from June – September. Site specific, elk movement data can be made available upon request.</p> <p>We recommend that a Type E, 4-strand barbed wire fence be maintained along this stretch of highway in order to allow unrestricted movement for big game. The fence should be no higher</p> <hr style="width: 20%; margin: 20px auto;"/> <p style="text-align: center; font-size: x-small;"><i>"Conserving Wildlife - Serving People"</i></p>	

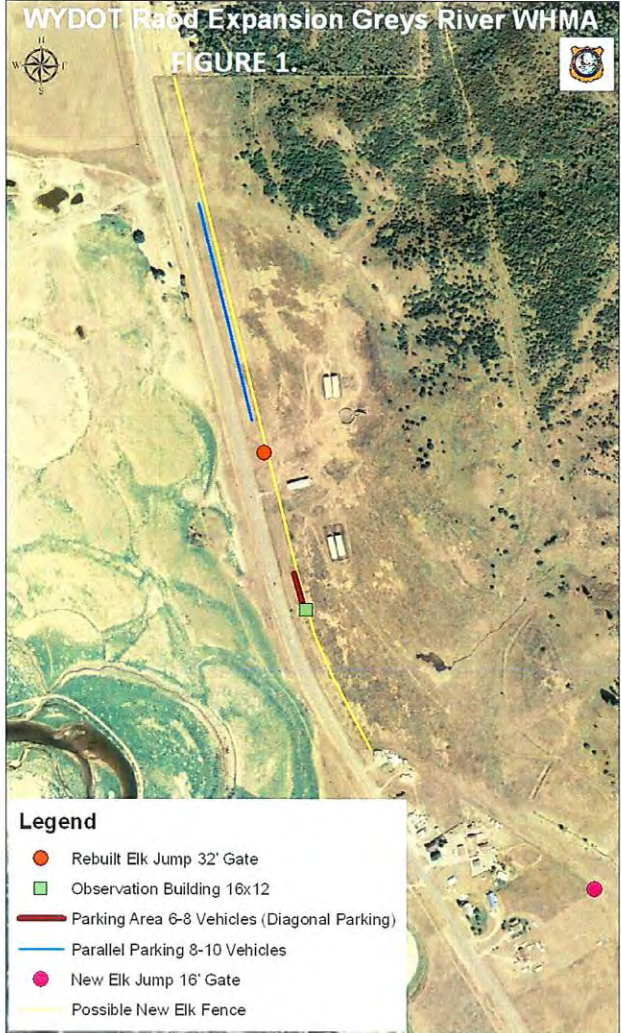
Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Anthony R. Laird                      May 3, 2012                      Page 2 - WER 11961</p> <p>than 42 inches total height with 12 inch spacing between the top 2 wires. The bottom wire strand should be smooth and not less than 16 inches above the ground. This fence design is highly preferred in areas that are important daily and seasonal movement corridors for big game and young of the year.</p> <p><b>Wildlife-proof Fencing, Underpasses, and ROW Exit Ramps</b> - The expansion of the highway from two to five lanes will further complicate the annual elk migration from the Palisades Reservoir bed west of Highway 89 to the Greys River feedground. We understand that a wildlife underpass will not be constructed beneath Highway 89 because of the absence of quantifiable and substantial vehicle-wildlife collision data near the Greys River Wildlife Habitat Management Area (WHMA) to justify the expense of this construction. Concurrent with the decision to not construct the wildlife underpass, 8' high wildlife proof fencing will not be constructed along the west side of Highway 89 that would have directed elk and other big game to the aforementioned highway underpass.</p> <p>In order to mitigate the decision to not construct a wildlife underpass beneath Highway 89 we believe it is essential to construct a ROW fence that will facilitate wildlife passage and egress from the Highway 89 travel corridor. Consequently, we do support the construction of gates in the ROW fence on the west side of Highway 89 that are directly opposite from the pre-existing elk jump on the east side of the highway. Also, we have identified a location immediately south of the existing elk jump, east of Highway 89 where we support the construction of an additional elk jump (Figure 1). We believe wire, lay down ROW gates on the west side of Highway 89 and directly opposite of existing elk jumps on the east side of the highway will facilitate moving elk out of the highway corridor and onto the Greys River WHMA, while ensuring safety to motorists. In addition, for the elk fence gates, we would recommend installation of bolts for gate hinges on the east side of the fence posts making it possible to open gates all the way against the elk fence.</p> <p>Any parking areas constructed for viewing wildlife that inhabit the Greys River WHMA should not prevent wildlife from accessing the area. Consequently, we suggest designating "No Parking" areas with descriptive signing immediately in front of, and in the corridor to, any existing elk jump. Proposed public parking areas should be clearly delineated with signage along the highway ROW.</p> <p><b>Nongame Issues</b> – There is one know raptor nest at the Alpine wetlands. Ospreys occupy the nest platforms found along Highway 89 between Etna and Alpine. In this vicinity there are 3 or 4 osprey nests that are on poles that border the highway. The ospreys return in early to mid-April and immediately occupy the nests. Eggs are laid about 3 weeks later and young leave these nests between mid July and early August. If these nest poles have to be moved, it should be done outside of the nesting season which is April through July (or after the young leave). The proposed removal of active osprey nest sites with eggs or live young will require the involvement of the U.S. Fish and Wildlife Service. We suggest that WYDOT work with Lower Valley Energy prior to the onset of construction to move the poles and provide new poles with</p>	




Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Anthony R. Laird            May 3, 2012            Page 3 - WER 11961</p> <p>nest structures somewhere close by. Ospreys readily move to new nests sites if provided within a reasonable distance. We recommend constructing new poles/platforms farther to the west and away from the highway to mitigate the loss of these nesting platforms. Work on this stretch of the highway should occur after August when young-of-the year ospreys have fledged.</p> <p>Large trees designated for removal along the highway construction corridor may be occupied by Swainson’s or Red-tailed hawks nests. We recommend that removal of trees that support raptor nests be done outside of the nesting season.</p> <p><b>Wetland Impacts and Potential Mitigation</b> – The widening of the highway will impact existing wetlands, and may increase discharge of petroleum based products, highway debris and other chemicals into the wetland area. We recommend that drainage from the highway surface not flow directly into the wetland. In addition, appropriate mitigation should be developed to offset any adverse impacts or losses to wetlands in the area. Any wetlands adjacent to the road that may be affected by the project should be surveyed for amphibians.</p> <p>Any proposal to mitigate wetland losses associated with the highway construction should be consistent with providing habitat to support nesting waterfowl and swans. The construction of mitigation wetlands should provide adequate water depth, a reliable water source, water control structures, and management responsibility to manage the wetlands.</p> <p><b>Snowmobile Trail &amp; Rights of Way associated with the Alpine Wetland</b> - Public access to the Alpine wetland viewing area should be assured during the development and design of access points to and from the highway.</p> <p>We believe a snowmobile trail can continue to accommodate those users that access the Caribou-Targhee National Forest via the McCoy Creek Road from the Town of Alpine. This snowmobile route should be designated along the existing route that has been in place for several years. This route avoids the Alpine wetland, and therefore would offer the most benefits to waterfowl and wildlife that use the wetland year round. Avoidance of the wetland complex by snowmobiles would ensure water control structures, dikes, and nesting islands would not be compromised by the weight of snowmobiles continually crossing them, and it would also reduce the risk of a snowmobiles and riders breaking through the ice. In addition, the absence of snowmobiles from the wetland complex will minimize the potential of chemicals leaking into the wetland.</p> <p><b>Rights of Way associated with the Greys River Wildlife Habitat Management Unit</b> – Adequate and sufficient ROWs will be required to access this facility. These ROWs will need to be large enough to allow hay hauling into the feedground area, heavy equipment access, and safe access points for the public.</p> <p>The new highway has been mapped as having a 200' easement through the entire project area. Because of the Alpine Wetlands complex to the west of the Greys River WHMA, the existing fence will be moved to the east and a major part of the feeding area will be lost on the WHMA.</p>	


Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Anthony R. Laird            May 3, 2012            Page 4 - WER 11961</p> <p>We are concerned with the large amount of land within the Greys River WHMA that could be lost to the highway ROW. We believe significant loss of an area that historically was used to provide supplemental feed to elk could compromise our ability to manage the distribution of elk during the winter in order to minimize disease transmission. We request that the 200' easement be decreased, to the greatest extent possible, in order to accommodate our ability to manage elk effectively while they occupy the Greys River WHMA.</p> <p><b>Power lines in Highway Rights-of Way</b> – We suggest where possible that existing power lines be buried to minimize bird/power line collisions in vicinity of the Alpine wetland and where osprey nesting poles are located.</p> <p><b>On-Site Visit</b> - We recommend WYDOT and WGFD personnel coordinate an on-site visit to the project area in May 2012 to discuss in detail the recommendations outlined in this letter.</p> <p><b><u>Aquatic Considerations:</u></b></p> <p>We provided aquatic comments in a letter dated July 15, 2009. We have no additional aquatic concerns.</p> <p>Thank you for the opportunity to comment. If you have any questions or concerns, please contact Scott Smith, Pinedale Region Wildlife Management Coordinator, at 307-367-4353.</p> <p>Sincerely,    <i>For</i> John Emmerich            Deputy Director</p> <p>JE/mf/gb</p> <p>cc: USFWS            Scott Smith, Pinedale Region            Tim Fuchs, Jackson Region            Gary Fralick, Jackson/Pinedale Region            Rob Gipson, Jackson Region</p>	



Comment	Response
<p><b>Comment #25 (continued):</b>                      Mr. Anthony R. Laird                      May 3, 2012                      Page 5 - WER 11961</p> 	

Comment	Response
<p><b>Comment #25 (continued):</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p><b>WYOMING GAME AND FISH DEPARTMENT</b> 5400 Bishop Blvd. Cheyenne, WY 82006 Phone: (307) 777-4600 Fax: (307) 777-4699 wgfd.wyo.gov</p> </div> <div style="font-size: small;"> <p><b>GOVERNOR</b> MATTHEW H. MEAD</p> <p><b>DIRECTOR</b> SCOTT TALBOTT</p> <p><b>COMMISSIONERS</b> AARON CLARK – President MIKE HEALY – Vice President MARK ANSELMINI KEITH CULLVER RICHARD KLOUDA T. CARRIE LITTLE CHARLES PRICE</p> </div> </div> <hr/> <p>March 1, 2013</p> <p>WER 11961 Wyoming Department of Transportation REVISED: R/W &amp; Engineering Inspection Project No. N103103 Thayne-Alpine Jct. Etna North Section Lincoln County</p> <p>Anthony R. Laird, P.E. Highway Development Engineer Wyoming Department of Transportation 5300 Bishop Boulevard Cheyenne, WY 82009-3340</p> <p>Dear Mr. Laird:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed project No. N103103 in Lincoln County. We offer the following comments for your consideration.</p> <p><b><u>Terrestrial Considerations:</u></b></p> <p>We have no additional terrestrial wildlife concerns pertaining to these revised plans.</p> <p><b><u>Aquatic Considerations:</u></b></p> <p>In addition to the environmental requirements outlined in WYDOT’s March 2010 spec book, we have the following recommendations:</p> <ul style="list-style-type: none"> <li>Preventing the spread of aquatic invasive species (AIS) is a priority for the State of Wyoming, and in many cases, the intentional or unintentional spread of organisms from one body of water to another would be considered a violation of State statute and Wyoming Game and Fish Commission Regulation. To prevent the spread of AIS, the following is required:             <ul style="list-style-type: none"> <li>If equipment has been used in a high risk infested water [a water known to contain Dreissenid mussels* (zebra/quagga mussels)], the equipment must be inspected by an authorized aquatic invasive species inspector recognized by the state of Wyoming prior to its use in any Wyoming water.</li> </ul> </li> </ul> <p style="text-align: center;"><i>"Conserving Wildlife - Serving People"</i></p>	



Comment	Response
<p><b>Comment #25 (continued):</b></p> <p>Mr. Anthony R. Laird            March 1, 2013            Page 2 of 2 - WER 11961</p> <p>Any equipment entering the State by land from March through November (regardless of where it was last used), must be inspected by an authorized aquatic invasive species inspector prior to its use in any Wyoming waters.</p> <p>If aquatic invasive species are found, the equipment will need to be decontaminated by an authorized aquatic invasive species inspector.</p> <p>Any time equipment is moved from one 4<sup>th</sup> level (8-digit) Hydrological Unit Code watershed to another within Wyoming, the following guidelines are recommended:</p> <p>DRAIN: Drain all water from watercraft, gear, equipment, and tanks. Leave wet compartments open to dry.            CLEAN: Clean all plants, mud, and debris from vehicle, tanks, watercraft, and equipment.            DRY: Dry everything thoroughly. In Wyoming, we recommend drying for 5 days in Summer (June - August); 18 days in Spring (March - May) and Fall (September - November); or 3 days in Winter (December - February) when temperatures are at or below freezing.</p> <p>*A list of high risk infested waters and locations in Wyoming to obtain an AIS inspection can be found at: <a href="http://wgfd.wyo.gov">wgfd.wyo.gov</a></p> <p>Thank you for the opportunity to comment. If you have any questions or concerns, please contact Rob Gipson, Jackson Region Fisheries Supervisor, at 307-733-2321 Ext. 226.</p> <p>Sincerely,</p>  <p>for John Emmerich            Deputy Director</p> <p>JE/ml/gb</p> <p>cc: USFWS            Rob Gipson, Jackson Region            Scott Smith, Pinedale Region            Tim Fuchs, Jackson Region            Gary Fralick, Jackson/Pinedale Region</p>	

# US 89 Etna North

## Environmental Assessment Comments and Responses

	Comment	Response
<p><b>26a</b></p> <p><b>26b</b></p> <p><b>26c</b></p> <p><b>26d</b></p> <p><b>26e</b></p> <p><b>26f</b></p>	<p><b>Comment #26: Mary Ann Balsler &amp; William R. Balsler</b></p> <p>From: <a href="mailto:wrbalsler@hotmail.com">wrbalsler@hotmail.com</a>            To: <a href="mailto:thimothy.stark@wyo.gov">thimothy.stark@wyo.gov</a>            Subject: US 89 Etna North            Date: Tue, 17 Nov 2015 16:48:18 -0700</p> <p>Dear Tim Stark:</p> <p>We have lived in Etna almost 20 years. We have seen the rapid growth before the housing bust and even then we do not believe the traffic facts that have been presented. During July and August we see more traffic because there are tourists. As the document states these tourists enjoy the lovely scenery in our valley. If they travel any faster they will miss it.</p> <p>Our post office box is in Alpine because the postal service doesn't deliver in our rural area. We travel to Alpine often and rarely have to slow down for farm equipment or anything else. A four or five lane highway in definitely not appropriate in our pastoral valley.</p> <p>The document states that hwy 89 is a major hwy connecting Canada to Mexico. Interstate 15 is already an existing major connector between Canada and Mexico. There is not a need to widen 89 for this purpose. For safety purposes there does exist a need for left turn lanes for some county roads connecting to 89. One in particular is CR 107, the major intersection to Nordic Ranches.</p> <p>Because of the environmental proposals by the Federal government to clean up coal and other fossil fuels Wyoming is looking at fewer royalties coming into our coffers. This is not the time to take on an unneeded 40 million dollar project. We all know that the real cost will turn out to be more. The future maintenance and acquisition of land and right of ways hasn't even been figured in to the cost of this unnecessary project.</p> <p>For the above reasons we would like to see the improved safety featuring left turn lanes connecting county roads with Hwy 89. A four or five lane highway through our lovely valley is certainly unnecessary and is definitely unsuitable to our pastoral valley.</p> <p>Sincerely,</p> <p>Mary Ann Balsler            William R. Balsler            Etna, WY</p>	<p><b>Comment #26a Response:</b> Please refer to Comment #19d and #19e responses regarding traffic volumes in the study area.</p> <p><b>Comment #26b Response:</b> The proposed project will maintain the current posted speed of 65 mph between Etna and Alpine.</p> <p><b>Comment #26c Response:</b> Please refer to Comment #9d, #19a, and #23c responses that summarize existing safety issues and how the Preferred Alternative would address those issues.</p> <p><b>Comment #26d Response:</b> Please refer to Comment #23c response regarding turn lanes and the improved access provided under the Preferred Alternative.</p> <p><b>Comment #26e Response:</b> The estimated cost shown in the State Transportation Improvement Program (STIP) reflects the construction and construction engineering costs. The cost of buying right-of-way will be based on the appraised value of the property and any needed mitigation for damages. The total cost of right-of-way acquisition for the project will not be known until the design is finalized.</p> <p><b>Comment #26f Response:</b> Please refer to Comment #9d, #19a, and #23c responses that summarize existing safety issues and how the Preferred Alternative would address those issues.</p>



Comment	Response
<p><b>Comment #27: Sam Titensor</b></p> <hr/> <p><b>From:</b> Sam Titensor &lt;<a href="mailto:titensor@silverstar.com">titensor@silverstar.com</a>&gt; <b>Date:</b> November 18, 2015 at 4:32:54 PM MST <b>To:</b> <a href="mailto:stephanie.harsha@wvo.gov">stephanie.harsha@wvo.gov</a> <b>Subject:</b> Etna North</p> <p>Hi, I just wanted to say that I am for the 5 lane highway. There is so much traffic going down that road and it is so dangerous. It is hard to pass campers in the summer and the people going to Jackson to work would be able to get around slow moving vehicles. The passing lanes can be dangerous also. If they are short, people will be in a hurry to get around a vehicle and then cut the vehicle off. Sometimes more than one will be wanting to pass and will cause the vehicle being passed to have to break to let everyone around. Star Valley is growing and will continue to grow, so putting 5 lanes in will just save time and money in the future and we won't have to worry about doing it then. Thank you, Shawna Titensor</p> <p>---</p>	<p><b>Comment #27 Response:</b> Your comment has been noted.</p>

Comment	Response
<p><b>Comment #28: Brian Moon</b></p> <hr/> <p><b>From:</b> Brian Moon &lt;<a href="mailto:bmoon747@gmail.com">bmoon747@gmail.com</a>&gt; <b>Date:</b> November 18, 2015 at 4:38:56 PM MST <b>To:</b> <a href="mailto:stephanie.harsha@wyo.gov">stephanie.harsha@wyo.gov</a> <b>Subject:</b> Eta-Alpine project.</p> <p>Hello Stephanie,</p> <p>Attached is a PDF of my letter to the governor about this project for you to distribute throughout the office as you feel necessary.</p> <p>Sincerely,</p> <p>Brian Moon</p>	<p><b>Comment #28 Response:</b> Responses to referenced letter to the governor are provided on the following pages.</p>



	Comment	Response
<p><b>28a</b></p> <p><b>Comment #28 (continued)</b></p> <p style="text-align: right;">Brian Moon 114814 Hwy 89 Alpine, WY 83128 307-690-8570 <a href="mailto:bmoon747@gmail.com">bmoon747@gmail.com</a></p> <p>Attention: Governor Mead</p> <p>Reference: WYDOT project no. N103103 FHWA-WYDOT-EA-13-02</p> <p>Hello sir,</p> <p>I am writing in regards to the Etna-North Highway Expansion project. I believe that this project as currently planned will cause the public to demand compensation for the damage of its inevitable result due to its ill-conceived design. I am requesting your presence at an on-site review.</p> <p>I intend to cover the following points throughout this letter: 1) my personal interaction with the project planning, 2) road usage, 3) environmental concerns, 4) safety concerns, 5) economic benefits and development, 6) technological advances regarding building considerations, and 7) infrastructure collaboration.</p> <p>First let me present my view of the highway, from the WYDOT facilities in Alpine to the bend at Perkes Ranch Road, approximately half of the corridor redevelopment proposal.</p> <p>From the hillside of my backyard I look out across the highway through the power lines to the wetlands filled with songs of migrating birds and the chorus of frogs in the morning light. Look farther up to the ridgeline along Black Mountain where a couple of snow drifts still hold on in shimmery whiteness against the green of summer. Down the mountains and back up again across the north side where panoramic views of pristine mountains reflect back to me in the rising Palisades. Bring the focus back to the wildlife viewing area and then closer still to the wildlife and vehicle kill zone that is my 360 feet of highway frontage. From July 2013 through July 2014 resulted in two and a half (baby) cranes dead, three cars wrecked because of driver related faults, and five dead deer.</p> <p>I did not attend the most recent WYDOT public meeting held on Oct 30<sup>th</sup>. My regards to those who have put so much time and effort into it, however it seems that public comment at such events is of little use, there is no head to talk with. Upon reviewing the EA handout as pursuant to 42 USC 4332(2)(c), WYDOT has politely ignored almost all of the publics requests submitted thus far to increase highway safety.</p>	<p><b>Comment #28a Response:</b> It is unfortunate that you were unable to attend our last meeting, as WYDOT’s top leadership—Interim Director Bill Panos, Chief Engineer Gregg Frederick and myself were in attendance to listen to public comment. This is the second meeting on this project in which the Director and Chief Engineer were in attendance. In addition, the District 3 staff and local Afton staff have been available at every public meeting and have met individually with concerned residents on site.</p> <p>The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. Agencies also provide opportunities for public review and comment on those evaluations. This law was created to improve and promote government transparency and involve the public in the decision making process. Due to the extent of the scope of the work and the potential effects it will have on the local culture and population, WYDOT has exceeded their own requirements, as well as NEPA's, on this particular project, bringing in even more public participation than required.</p>	

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<p><b>Comment #28 (continued)</b></p> <p>The first meeting I attended was in Alpine at the town hall in 2008. I had just purchased my property, zoned multi-use, so that I could build a small business and live where I worked. I walked in asking questions about what new kinds of stabilization fabrics they might employ to build a more durable surface to reduce twenty year repair costs. I received quizzical looks and was referred to the drawing of the five-lane roadway they were planning to build on the easel in the middle of the room. Several of us at the meeting asked if the speed could be reduced through the wildlife viewing area to reduce the slaughter of large animals and help make the area more multi-use friendly. I asked about underpasses for animals and overpasses for major intersections. All of these questions have either been brushed aside or simply left unanswered by the current EA.</p>	<p><b>Comment #28b Response:</b> In your letter you indicate that the multi-use aspect of the highway is being thwarted in the present design. Further you indicate the need to accommodate truckers, commuters, vacationers, cyclists, joggers, construction equipment, and off-road vehicles. The multi-use aspect of U.S. 89 is actually one of the reasons for the 5-lane design. More than 100 uncontrolled (i.e., no traffic signal) approaches, such as driveways, provide access to and from the highway within the Project Area. These access points contribute to poor traffic flow, increasing the number of conflict points and subsequent potential for more frequent and serious crashes.</p>	
<p><b>28b</b></p> <p>Road usage is the foremost consideration of any design. The multi-use aspect of the highway is being thwarted by the presented road design. Not only are there truckers, commuters and vacationers driving through, there are many cyclists and joggers also using the road. Construction equipment and off road vehicles in the right of way are daily sight.</p> <p>On a July weekday at ten AM I got to watch a WYDOT paint crew meander down the highway with a line of cars a mile long behind (See photos 7-7-14).</p> <p>When the road is not full of tourists there are yellow school busses that stop traffic multiple times per day, causing a half a dozen vehicles or more to stop. The bus lets out a couple of children next to a large parking area (McCoy Creek), then it pulls off of the road into the very same parking area to let cars pass by (See photo 9-24-14).</p> <p>This is likely one of the most contested highway projects in the state because this area uses its road differently than elsewhere in the state. For example, joggers, bicyclists and organized races who use the road all dislike the speeds at which traffic travels because it is unsafe with the narrow shoulders. Another example, construction and farm equipment are still in a travel path of the proposed five-lane road. A third example, the large game forced into crossing an interstate sized swath of pavement in the middle of their habitat.</p>	<p>As you have stated, a variety of vehicles, including farm equipment traveling across US 89 from one field to another, use these access points throughout the corridor. This variation in use also results in significant differences in vehicle speeds at times. In the case of farm implements, as the slower moving equipment enters the flow of traffic, it can cause delay and stacking of vehicles behind it. In absence of safe passing opportunities or room for vehicles to safely maneuver around, collisions and/or increasing roadway congestion may result. Similar stacking of traffic results behind school buses. This situation may persist and worsen if there are not sufficient gaps in the opposing traffic to allow for vehicles to go around. Additionally, poor stopping distance related to some access points and mailboxes located along the highway cause unexpected turning movements that diminish the highway's safety.</p>	
<p><b>28c</b></p> <p>I am seriously concerned at the lack of environmental evaluation. At one of the last meetings a highway engineer told me that they had figured in fatality in their cost accounting to justify why animal pathways were too expensive.</p> <p>To me there has not been much calculation to the environmental damage of the roadway at all. Wildlife-vehicle collisions occur along several sections. Figure 3.15 is astounding in that the area across from the crucial elk range is listed as a non-game wildlife area (see pictures from 11-11-15). Two mountain ranges meet with a river in the middle is a place where elk, deer, and moose visit or congregate. It is not a bird-only zone. It is criminal to rebuild a road for the future without animal underpasses, continuing to slaughter large game and cause economic damage to the roadway users for the next twenty years.</p>	<p>The additional travel lanes and associated opportunities for faster-moving vehicles to pass slower-moving vehicles would eliminate or considerably reduce the percent time spent following the next vehicle, which leads to reducing poor driving decisions out of frustration and reduced crash rates. The five-lane alternative would also allow travelers to maintain posted driving speeds, thus increasing the efficiency of the roadway as its intended purpose as a Rural Principal Arterial Route. No formal bicycle lanes were included under any of the build alternatives. However, cyclists would be able to use the wider paved shoulders identified for each build alternative. The 5-lane alternative (or any other alternative evaluated) was not developed to solely accommodate bicyclists. The proposed alternatives were developed to improve highway safety, increase highway capacity and mobility, and improve roadway conditions.</p> <p><b>Comment #28c Response:</b> You state you have concerns with wildlife and birds in your letter. WYDOT and the Wyoming Game and Fish worked together to identify design modifications that would avoid or minimize impacts to big game movement and to the Greys River feed ground. As a result of the collaborative</p>	




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28d	<p><b>Comment #28 (continued)</b></p> <p>The safety points I see in this highway design presented are: speed, intersections, blind spots and animal crossings. A road design can influence an increase in safety for a roadway. Human behavior can be influenced but not controlled.</p> <p><b>Unexpectedness, lane hopping, blind spots created by a five-lane and the speed limit remaining at 65mph will result in more fatalities on a highway with so many access points.</b></p> <p>There are multiple studies, literally thousands of pages of documentation in the government archives pointing to increases in aggressive driving and an actual lack of relief in congestion in roadways as they are widened.</p> <p>Reducing the speed limit will reduce negative statistics more than widening to five lanes. In looking at the type of accidents occurring in the roadway there is a link to excessive speed in the accidents to the drivers ability to recover. I am willing to take bets that without a few strategic wildlife passages along this route that more damage will occur with a five-lane road and a 65mph speed limit.</p> <p>If the intent is to build a safer highway for the future then increase the project scope to call the road from Afton to Alpine a national highway safety study corridor. Let's make it a scenic safety byway of America and possibly employ a few people locally to conduct the survey of the roadway design and its environmental savings. I have been suggesting that the state consider a three lane with full width shoulder to be utilized as an acceleration turn and slow moving vehicle path for quite some time. I even brought a model to a meeting to demonstrate how this idea could improve safety more than the five lane, and facilitate local economic traffic.</p>	<p>negotiations between WYDOT and WGFD, the following measures will be incorporated into the build alternatives:</p> <p>A) Public education through various outreach methods, which may include general messages in the media, videos, brochures, posters, and bumper stickers            B) Safety clear zone to improve visibility and reaction time.            C) Wildlife fencing on both sides of US 89 at the Greys River feed ground area.            D) An "elk jump," which is a raised ramp that allows animals to escape fenced highway corridors, at the Greys River feed ground.</p> <p>The number of vehicle/animal collisions would increase as traffic volumes increase, over time. In addition, the Build Alternatives would include a wider pavement footprint for wildlife to cross. Studies have shown that most wildlife-vehicle collisions (89.7 percent) occur on rural two-lane roads and highways. In comparison, 52 percent of all crashes occur on two-lane roads. However, this does not necessarily mean that upgrading two-lane roads to more lanes would reduce such collisions long-term. One study found that upgrading a highway from two to four lanes initially resulted in a 500 percent increase in collisions with deer. Over time, this number steadily decreased, potentially due to wildlife being initially unfamiliar with the new character of the roadway and eventually adapting to it.</p> <p>Traffic volume has a large effect on successful wildlife crossings, especially for slow moving species. However, lower traffic volumes do not necessarily equate with fewer collisions. Wildlife-vehicle collisions actually decrease when traffic volume increases to a high enough level that the volume is, in effect, a barrier (i.e., animals do not attempt to cross).</p>
28e	<p>From the environmental assessment handout: <i>Lincoln County has the goal to expand tourism, which will further increase traffic.</i> Let's broaden our view to encompass businesses. In planning for the future of this highway more thought needs to be placed into economic calculations to guide the design process more effectively.</p> <p>The presumption of local economic development is false. First, no local contractor can fulfill the requirements imposed upon it to submit a bid to work on the project. Second, traffic traveling at such speeds will not help small business grow. The whole purpose of a 5-lane road is to move traffic as quickly between points. Five-lanes will discourage stopping and exploring Star Valley.</p> <p>The animal strikes will tally a price tag into millions of economic damage in the next twenty years (vehicle damage alone, not counting lost work hours or personal injury) resulting from accidents. How much does it cost WYDOT to pick up and dispose of a deer? What is the price of the WYHP response or the first responders of the local fire department for this time period? Don't forget lost hunting license fee potential. I do not want to see expensive, non-working signs as the answer (photos 1-20-15). The public is looking for solutions to the problems with this highway redevelopment.</p>	<p>A wildlife underpass and game-proof fencing were originally proposed for the build alternatives based on discussions with the Wyoming Game &amp; Fish Department. Vehicle/animal collisions in the US 89 Study Area are lower than those in other areas in the state, which were given higher priority. Therefore, a wildlife crossing is no longer proposed for this project, but other methods (such as fencing) have been incorporated into the build alternatives. Portable dynamic message signs, similar to what are currently used, will continue to be considered as an effective means to warn motorists during use of the feed grounds.</p> <p>Highway projects generally have minimal impacts on migratory birds. Typically, habitat loss impacts associated with highway widening are not considered substantial enough to cause population declines of migratory birds. The habitat loss associated with the 5-Lane Alternative would be confined to areas adjacent</p>

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28f	<p><b>Comment #28 (continued)</b></p> <p>For construction planning, it is time to drift away from the cowboy philosophy of roadway building and look to emerging technologies. Let's look into this century for inspiration for a roadway design that will make it a scenic highway for all to enjoy. The question I asked at the first meeting was, are there any plans to envelope electricity as a utility within the roadway to move vehicles? It is a good way to secure transportation and rebuild our nations electrical grid at the same time and is pretty much in line with ES.1 third paragraph.</p> <p>I received a real response, blank stares and sagging jaws, here we are a few years later, 2015, the same highway proposal, see fig. 3-10, and places like Korea and the U.K. are already implementing testing of such technologies.</p> <p>Other ideas for large intersections should be considered. Options such as overpasses with access ramps to stop traffic from crossing multiple lanes and also provide extra acceleration space for large vehicles. McCoy Creek is a brilliant place for an overpass, which allows the animals to pass under the highway and would be a smart spot for a bus stop. All of the currently marked busy intersections are excellent places for such treatment to facilitate traffic flow.</p> <p>Further thought on shoulder width and user interaction/safety should be considered. One government study in particular, FHWA-WY-10/06F is of interest in its findings on shoulder width and its impacts on accidents. Wider is better in terms of shoulder safety.</p> <p>An exotic idea would be to consider using sorbents incorporated into stabilization fabric. This could be placed along the edge of the wider highway in order to reduce the increased run off from the roadway surface and into the water source and lower repair costs. Currently the EA states that straw will be used to mitigate run off during construction, not addressing the concern about the overall increase in pollutants into the environment with a five lane roadway.</p>	<p>to the existing roadway that are not considered prime nesting habitat or stopover habitat for migratory birds.</p> <p><b>Comment #28d Response:</b> You are correct in that a road design can influence safety for a roadway. However, the 5-lane design is the safest option of the alternatives. As mentioned in the EA for this project, 206 crashes occurred on US 89 between 2004 and 2013 within the Study Area, which is an average of 21 crashes per year. Of these 206 crashes, 22 (11 percent) involved alcohol and 60 (29 percent) were vehicle-animal collisions. Crashes in the Study Area showed a generally decreasing trend from 2005 to 2012; however, crashes nearly tripled from 2012 to 2013. From 2004 through 2013, 101 people were injured or killed. (The number of persons injured is higher than the number of injury crashes because more than one person could be injured in a crash.) The number of injuries showed an overall declining trend until 2013, which doubled over the previous year. The 5-Lane Alternative would increase traffic capacity and improve safety between Etna and Alpine. Within the past 10 years, WYDOT converted approximately 33 miles of principal arterial roads throughout the state from 2 lanes to 5 lanes. The majority of miles (14) were between Cody and Powell; the remaining miles were between Lander and Hudson, Riverton and Shoshoni, and Wright and Gillette. These conversions resulted in an average 46 percent decrease in fatal/injury crashes and 13 percent decrease in non-injury crashes overall. Although these roadways do not share identical conditions to US 89 (e.g., terrain, traffic volumes, etc.), WYDOT anticipates a decrease in crashes from applying the same type of conversion to this project.</p>
28g	<p>In the interest of national safety, coordination with the local communities should be made for utilities: water, gas, sewage, power, and communications. These vital infrastructure items could run alongside the highway in a organized way that would facilitate future development of the valley in a cost-efficient and safe manner. I had asked how the highway department was going to work with utility companies. They responded by saying it was up to the utilities to move their transmission lines. I called my local utility to inquire how they were going to work with WYDOT to rebuild the electric lines. They replied that the state told them where to put them. Everything falling in the realm of transportation, it would be nice to see things completed correctly during such an overhaul.</p>	<p>FHWA conducted a study on the conversion of two-lane, undivided roadways to two-way left-turn lanes (i.e., similar to the 5-Lane Alternative) on two-lane roads. The study found that reductions of at least 29 percent, 19 percent, and 36 percent can be conservatively expected in total, injury, and rear-end crashes, respectively, at rural installations. The study also found that locations with a high frequency of rear-end collisions, especially those involving a vehicle turning into driveways along a two-lane road, would experience a greater safety benefit from installing a five-lane design. In addition, the wider 8-foot shoulders would provide more room for disabled vehicles to move out of the traffic flow, and would provide additional safety for cyclists. Wider shoulders and roadway template also provide a larger "escape zone" for errant vehicles. Risky passing maneuvers would also be minimized as drivers feel less pressure to increase speeds to pass slower vehicles.</p>
28h	<p>In conclusion, let's look at the EA and the WYDOT plan.</p> <p><i>"Title I of NEPA contains a Declaration of National Environmental Policy. This policy requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony."</i></p>	<p>You specifically listed the following safety concerns</p> <p><b>Speed</b> - The standard 65 mph speed for a Rural Principal Arterial was set by the</p>




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<p><b>Comment #28 (continued)</b></p> <p>Although WYDOT had performed due procedure in accordance with the process set forth by the NEPA it has ignored this underlying principle of this founding statement to develop a highway design that will work in accordance with nature and people. They have ignored research data, continue to insist that 76 feet of asphalt roadway connecting a town of 200 hundred people to a town of 800, two places without interconnecting businesses and bottle-necked at either end for the foreseeable future. They have claimed it is a rural area as to avoid paying an accurate price for needed lands. They are not developing intersections to meet the future demand of a recreational dense area the region obviously is. They are not designing a highway that nature can coexist with. WYDOT is clearly putting money on a half planned project which will need to be amended in the future.</p> <p>From the project web home page: <b>As part of the National Highway System, US 89 is considered a strategic national highway that is critical to national security and economic viability.</b></p> <p>I believe in the need to properly develop the area both for the prosperity of the region and the safety of all who live or visit here. Unfortunately I have felt that the planners do not fully understand the uniqueness of the area and a reexamination of the project should be a priority before any construction begins.</p> <p>I am requesting your presence at an onsite review so that we may inspect the project and begin to collaborate. Working together we can present the public a better option for the growth and development of the valley, an actual twenty-year plan.</p> <p>Sincerely,</p> <p>Brian Moon</p> <p>Attached are a few pictures representing my view of the highway.</p>	<p>Wyoming State Legislature. Studies have shown that reducing posted speed limits does not always induce compliance. Generally, people will drive at speeds they are comfortable with. Other 65 mph 5-1 lane routes in the state, as mentioned above, have not seen an increase in fatalities.</p> <p><b>Blind spots</b> - It is true that a vehicle entering a 5-lane highway, versus a 2-lane, will have more lanes of traffic to consider in finding acceptable gaps to enter traffic flow; this is particularly true for left turners. With the 5-lane configuration though, there will be more opportunities to find a gap as congestion will be less. Additionally, the added lanes and width for thru and turning traffic on the highway provide room for vehicles to safely maneuver around a vehicle carelessly entering traffic.</p> <p><b>Intersections</b> - As you are aware, different types of intersections exist along this route (e.g., field, residential, commercial and public roads). Although the frequency of conflict is different, the potential for accidents exists at each location. Due to the density of accesses and road intersections, there is a need to safely accommodate turning movements onto, and off of, the highway. This is best done by designing a roadway that will allow these movements to occur with the least amount of conflict. The 5-lane alternative best accommodates these types of movements with a designated, continuous left turn lane and two through lanes of traffic in which slower traffic is in the outside lane and passing typically occurs on the inside lane. Driver expectancy with this type of configuration is maintained for a situation where slowing traffic to make right turns at intersections exists.</p> <p><b>Animal Crossings</b> - Addressed in Environmental Review section - You have suggested that a 3-lane alternative with full width shoulders (to be utilized as an acceleration lane, turn lane and slow moving vehicle path) would improve highway safety over a 5-lane design. It is my understanding that the 3-lanes proposed is 2 thru lanes with a continuous center turn lane. This option would preclude passing opportunities for the length of the project. People will become impatient and try to pass anyway creating a very dangerous situation if someone is actually using the turn lane. Also, this will create even more delay and congestion further reducing the Level of Service (LOS) and will result in an increase in speed differential, resulting in an increase in vehicle conflicts. The 3-lane roadway configuration would not provide the capacity improvements to accommodate 2034 traffic volumes, would result in a LOS D by the year 2034, and would not appreciably reduce the percent time spent following slower vehicles. As a result, this alternative does not meet the project purpose and need</p>

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	<p>and was eliminated.</p> <p><b>Comment #28e Response:</b> You indicate in your letter that no local contractor can meet the requirements to submit a bid to work on the project. The department conducts open public bidding, for pre-qualified bidders who have met all of the bidding criteria to become a prime contractor on the job. The requirements imposed for construction jobs are put in place to ensure that a job can be completed acceptably and in a timely manner for the good of the traveling public. Any contractor can become prequalified based on experience and resources to do a particular type of work. In addition to this, a prime contractor will often utilize many subcontractors (who are not required to be pre-qualified) and local labor on a job of this size.</p> <p>Regarding your statement that the 5-lane roadway will be moving traffic quickly between points and discouraging stopping and exploring Star Valley, the 5-Lane alternative would be wider than the existing highway which, as discussed earlier, provides for a safer movement onto, and off of, the highway. Also, at locations where US 89 approaches a community it becomes a two-lane highway with a center left turn lane. At Alpine, the speed limit drops to 45 mph just south of the curve west of Alpine, and drops further to 35 mph near Elk Run Drive, just west of the project end point. At Etna, the speed limit drops to 35 mph as the highway approaches the community. Changing from a multi-lane section to three lanes on each end of the widened section would provide a natural transition to the slower speed in the urban areas. The design would incorporate items to address potential future bottlenecks at these transition points, such as speed limit adjustments and lane merge signs posted in advance of these locations. In addition, five lanes would better distribute traffic as it enters the communities of Alpine and Etna. According to the 2012 Lincoln County Economic Development Plan, drops in home prices since the recession have fueled an influx of young families to Star Valley, which saw an increase of 575.9 percent over a 10-year period in the 25-34 age group. Retirement-aged individuals moving to the region have also increased Star Valley's population recently. This data was reinforced with a second letter from the Lincoln County Planning Office recently.</p> <p>Regarding tourism, the 2012 Lincoln County Economic Development Plan notes that "tourism has the potential to be a major economic benefit to the county, although the opportunities are under-realized at present. US 89 carries tourists to many of the state's most popular recreation destinations. Visitation to Yellowstone National Park has increased in recent years, with 2014 the second highest since visitation statistics were first recorded, starting in 1904. Visitation</p>



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	<p>to Grand Teton National Park in 2014 was the 6th highest in the park's recorded history, and the highest in the past 10 years (since 2004).”</p> <p>In your letter you stated that animal strikes will tally a price tag into millions of economic damage in the next 20 years. The estimated average cost of a vehicle-animal collision, by animal type is as follows: \$6600 (deer), \$17,500 (elk) and \$30,800 (moose). These costs include vehicle repair costs, human injuries, human fatalities, towing and investigation, hunting value of the animal, and carcass removal/disposal. In the project area, there have been 63 reported wildlife vehicle collisions (48 deer, 14 elk, 1 moose) noted over the last 14 years. This amounts to approximately \$592,600 over 14 years. While this is significant, vehicle-wildlife collisions in the US 89 Study Area are lower than those in other areas in the district and state, which were given higher priority. As stated above, the department utilizes its limited resources and budget to address wildlife conflict issues where they are most needed. Wildlife fencing is being utilized near the elk feed grounds on this project.</p> <p><b>Comment #28f Response:</b> WYDOT typically utilizes proven technologies to address roadway issues. Some areas where technology advances have been implemented involve advances in pavement design and the effective use of Intelligent Transportation System devices such as dynamic message signs, variable speed limit signs, road and weather information systems, etc. However, WYDOT is limited to what budget and resources are available to incorporate technologies that often reflect a significant investment.</p> <p>In regards to your question as to whether WYDOT has any plans to envelope electricity as a utility within the roadway to move vehicles, the answer is no. I am not familiar with the technology you are referring to. I did take the opportunity to search on the web for what South Korea is proposing to meet emissions and climate goals. What I found is they are promoting the use of electromagnetic induction vehicles that utilize a "recharging road" in which power strips have been placed 30 cm below the road surface and connected to the nation's power grid. It appears that the initial investment for this type of technology would be significant and has the backing and support of the Korean government. A similar effort would be required here in the US. This is beyond the scope of any one single project such as the Etna North project.</p> <p>While I agree that a grade separated intersection is safer than an at-grade intersection, overpasses were not considered due the significant cost and need for additional right-of-way at each location to accommodate the crossing structure</p>

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	<p>and access ramps on to, and off of, the highway. These types of structures, if employed, would not be utilized, or designed to be utilized, by both traffic and wildlife.</p> <p>You are right in your statement that generally, wider shoulders are safer on rural roads. The preferred alternative will utilize 8 foot shoulders with 1 vertical to 6 horizontal foreslopes odd of the paved shoulder out to the clear zone (30 feet from the outside white line). The wider 8-foot shoulders would provide more room for disabled vehicles to move out of the traffic flow, would provide additional safety for cyclists. Wider shoulders and roadway template also provide a larger "escape zone" for errant vehicles and are effective in preventing single vehicle rollovers as they provide a recovery area for a run-of-the-road vehicle. However, they do not account for safe passing opportunities for motorists.</p> <p>Concerning your suggestion of using sorbents to reduce the runoff from the roadway, WYDOT uses best management practices for temporary and long term erosion control and requires that the highway contractor secure an NPDES permit and prepare and implement a Storm Water Pollution Prevention Plan during the projects construction. Increased runoff from a wider roadway surface is not anticipated to increase any pollutant risk to adjacent waterways.</p> <p><b>Comment #28g Response:</b> Utility companies are typically allowed to occupy the highway right-of-way by license provided there is room and it does not create an operational or maintenance concern. Potential existing utility conflicts as a result of the proposed new construction will need to be reviewed and may require utility adjustments. The utility companies would determine if the lines would be above or below ground.</p> <p><b>Comment #28h Response:</b> The NEPA process and requirements for this project have been followed. WYDOT has not willfully ignored research data, but rather let it guide their evaluation of the alternatives. WYDOT must also bear in mind the purpose and need of the project and the full intended use of US 89, and its impact on the movement of goods and services across the Rocky Mountains. This section is part of a highway designated by the federal government as a Rural Principal Arterial Route, not just a road connecting two towns.</p> <p>The 5-Lane Alternative would change views for travelers to that of a wider roadway. Areas of straightened curves and vertical adjustments would be barely noticeable to motorists. Views for residents would change to those of a widened</p>

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	<p>roadway, although the highway would continue to be a subordinate visual feature within the valley floor and surrounding landscape. Middleground and background views would remain unchanged. No new highway lighting would be included.</p> <p>We appreciate your comments and concerns. If you have any questions concerning this correspondence, please feel free to give me a call at 307-352-3031.</p>