



Harney Street Viaduct

FINDING OF NO SIGNIFICANT IMPACT



December 2012



Harney Street Viaduct

ENVIRONMENTAL ASSESSMENT

FINDING OF NO SIGNIFICANT IMPACT

for

FHWA — WYDOT — FONSI-12-04

Harney Street Viaduct

WYDOT Project Number 0261020 & P261022 Combined

THE FEDERAL HIGHWAY ADMINISTRATION HAS DETERMINED THAT THIS PROPOSED PROJECT WILL HAVE NO SIGNIFICANT IMPACT ON THE HUMAN ENVIRONMENT. THIS FINDING OF NO SIGNIFICANT IMPACT IS BASED ON THE *HARNEY STREET VIADUCT ENVIRONMENTAL ASSESSMENT*, WHICH HAS BEEN INDEPENDENTLY EVALUATED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND DETERMINED TO ADEQUATELY AND ACCURATELY DISCUSS THE NEED, ENVIRONMENTAL ISSUES, AND IMPACTS OF THE PROPOSED PROJECT AND APPROPRIATE MITIGATION MEASURES. IT 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.

Federal Highway Administration
for Division Administrator

Date

12/31/12



Harney Street Viaduct

ENVIRONMENTAL ASSESSMENT

Finding of No Significant Impact

Introduction

The U.S. Department of Transportation Federal Highway Administration (FHWA) and the Wyoming Department of Transportation (WYDOT) have evaluated the impacts from constructing a new viaduct and associated connecting roadway over the Union Pacific Railroad in the City of Laramie, Wyoming (**Figure 1**). The impacts and mitigation measures are described and documented in an Environmental Assessment (EA) dated September 2012. The EA was approved on September 12, 2012; a 45-day public and agency review period began on October 3, 2012 and ended November 17, 2012.

The EA and this Finding of No Significant Impact (FONSI) were prepared in compliance with the National Environmental Policy Act (NEPA) and with other applicable laws, Executive Orders, and related requirements. As required by NEPA, an environmental analysis was conducted, potential impacts associated with the preferred alternative were documented, and mitigation measures were determined. No significant impacts were identified during the course of this environmental analysis.

Purpose and Need

The purpose of establishing a new viaduct and associated roadway over the railroad is to replace the structurally deficient viaduct currently located at Clark Street with a structure and associated roadway that would accommodate future local and regional transportation systems and needs in the City of Laramie.

The implementation of the proposed action shall address four needs:

- To **provide a continuous east-west transportation system connection** that will serve corridor traffic movements through the City of Laramie.
- To **provide transportation service, increased capacity, and improved functionality** needed for the future (2032).
- To **improve operational efficiency for bridge, roadway, intersections, and pavement and safety** on the existing transportation system.
- To **provide transportation service** that is **consistent with local transportation and land use plans**.





Proposed Action

The extent of the overall proposed action begins on Harney Street between 3rd and 4th streets and extends to west of the Laramie River Bridge where it would transition into the existing 5-lane roadway. The viaduct structure for the proposed action (**Figure 2**) will be skewed to the northwest creating an elevated roadway that will reach ground level west of 3rd Street, north of the West Side Neighborhood near Pine Street. West of Cedar Street, the new roadway alignment will extend to the Rocky Mountain Forest Products facility, then along the east side of the Laramie Cold Storage facility directly south, and end as it joins with the existing alignment of SH 230 west of the Laramie River Bridge.

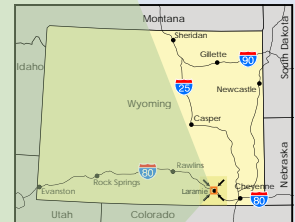
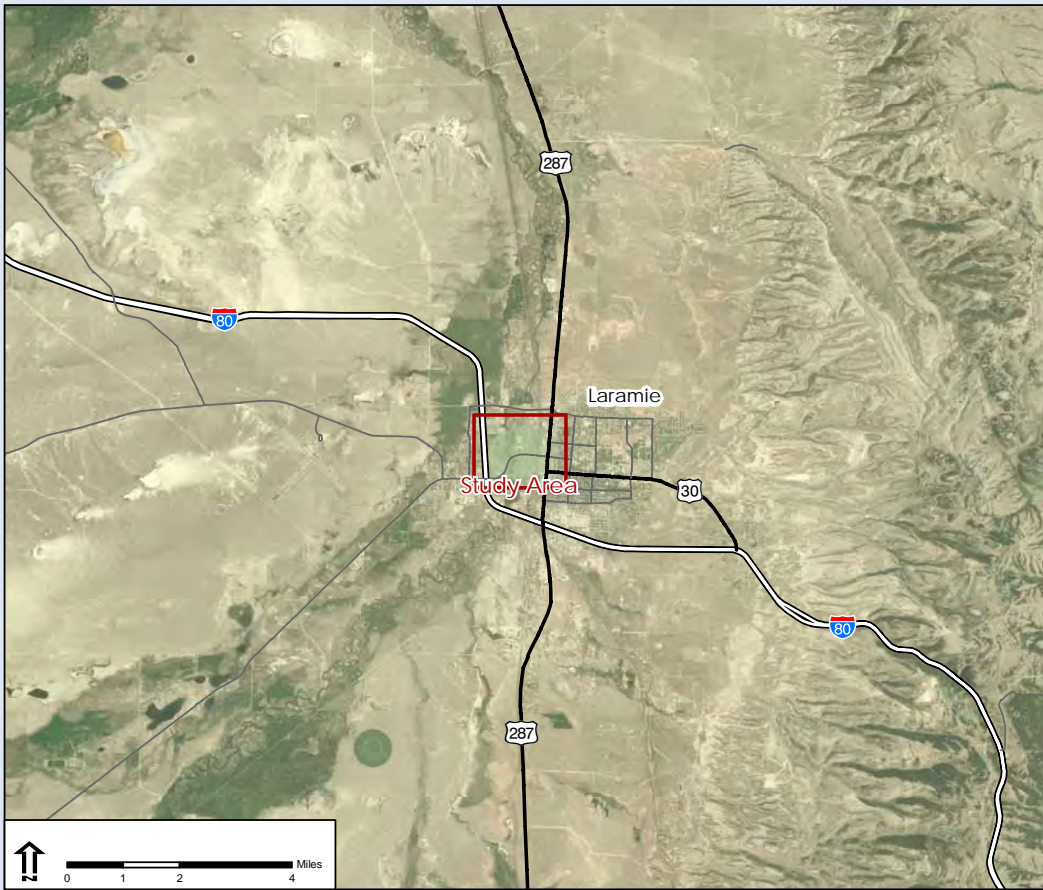
Access to the West Side Neighborhood streets will be provided at Cedar Street north of the neighborhood, at

Flint Street west of the neighborhood and at Clark Street. The SH 230 and Cedar Street intersection will be signalized and accommodate all traffic movements. The Clark Street intersection with SH 230 will be a non-signalized "T" intersection because Clark Street will not be extended west of the intersection.

Harney Street Viaduct (Bridge)

The proposed action includes a viaduct structure crossing the Union Pacific Railroad (UPRR) tracks and a roadway, as a State Highway, extending from an improved intersection with 3rd Street and joining the existing alignment of SH 230 west of the Laramie River bridge. The viaduct structure includes two 12-foot westbound lanes, two 12-foot eastbound lanes, two 6-foot shoulders, a 10-foot bicycle/pedestrian pathway on one side, and a 5-foot pedestrian sidewalk on the other side. The bicycle/pedestrian path-

Figure 1: Project Vicinity



way and the sidewalk will be separated from the travel lanes by a metal bridge rail. Elevated roadways gradually sloping to ground level will extend east and west from the viaduct structure. A retaining wall will be required along the south side of the east approach to the viaduct.

Clark Street Viaduct (Bridge)

The existing Clark Street viaduct will be demolished. Replacement, rather than rehabilitation, is required because of the viaduct's age, condition, reduced load rating, and narrow bridge roadway width.

Laramie River Bridge

The Laramie River Bridge structure is in good condition and can be widened and rehabilitated to provide four 12-foot travel lanes and two 6-foot shoulders. The feasibility of a 10-foot pathway on the structure will be determined during the design process.

Roadway East and West of New Viaduct

Approaches extending east and west from the viaduct structure include two 12-foot westbound lanes, two 12-foot eastbound lanes, one 12-foot center turn lane, two 6-foot shoulders, a 10-foot bicycle/pedestrian pathway on one side, and a 5-foot pedestrian sidewalk on the other side. The bicycle/pedestrian pathway and the sidewalk will be separated from the travel lanes by a curb and gutter.

Once at ground level, the roadway will have two 12-foot westbound lanes, two 12-foot eastbound lanes, one 12-foot center turn lane, two 6-foot shoulders, a 10-foot bicycle/pedestrian pathway on one side, and a 5-foot sidewalk (pedestrian) on the other side. However, the bicycle/pedestrian pathway and the sidewalk will be separated from the travel lanes by a vegetated median of varying width.

Figure 2: Preferred Alternative





Clark Street

The elevated portion of Clark Street east and west of the UPRR will be reconstructed at grade to City of Laramie standards and will provide access to existing adjacent commercial and residential properties. The reconstructed Clark Street would match existing Clark Street at both the east and west ends of the existing Clark Street viaduct, but would not cross the UPRR. Clark Street would be designated as a local street.

Intersections

3rd Street and Harney Street

The proposed action would upgrade the intersection at 3rd Street and Harney Street to serve design year traffic volumes and turning movements in all four directions of travel.

SH 230 and Cedar Street

The proposed action would establish a signalized intersection at SH 230 (five-lane) and Cedar Street (two-lane) to accommodate approaching north and south Cedar Street traffic onto the relatively high-volume SH 230. The intersection would also provide a north-south connection west of the railroad tracks. This design would accommodate the anticipated volumes for 2032.

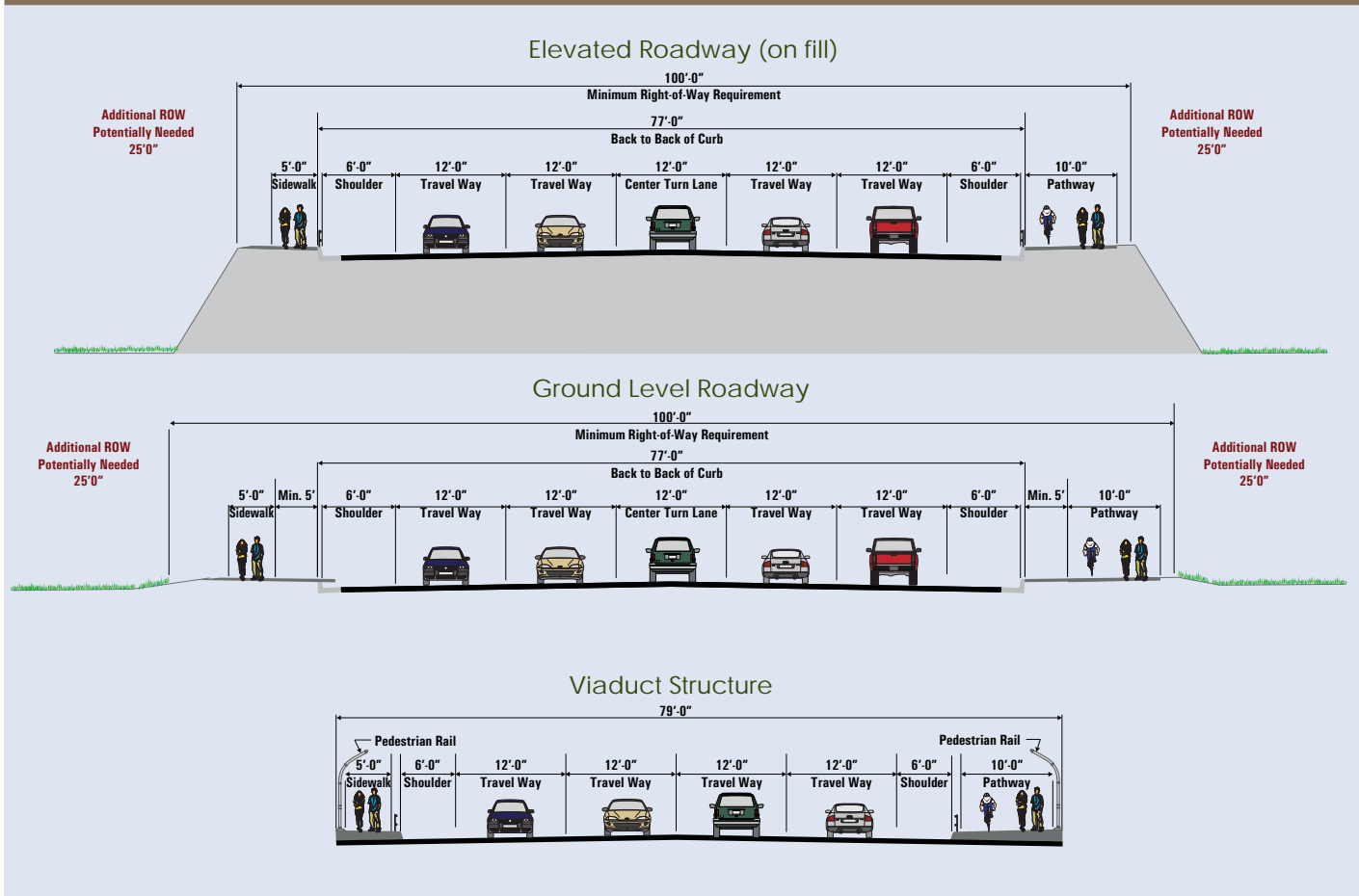
Clark Street and Cedar Street

The signal currently located at the intersection of Clark Street and Cedar Street would be removed.

Pavement

A new pavement structure would be constructed using a 20-year minimum design life.

Figure 3: Typical Sections the Preferred Alternative



Summary of Impacts and Mitigation

The EA analyzed impacts of the Proposed Action and No Action in detail, and identified no significant adverse impacts to the environment resulting from the proposed action. Based on the detailed environmental impact analysis of the proposed action and the public and agency input received as a part of the EA process, it was determined that the proposed action provides the best alignment with the fewest overall impacts to the natural, cultural, and social environments, thereby best serving the greater public good.

The proposed action has a number of permanent transportation benefits. It provides a continuous east-west transportation system connection; it provides service, increased capacity, and improved functionality for future transportation needs; it improves operational efficiency

for bridge, roadway, intersections, and pavement and safety; and it provides service consistent with local transportation and land use plans.

Some minor to moderate adverse impact would result from the proposed action, and mitigation measures have been developed to further minimize effects. The proposed action would result in an adverse effect to one historic property (the Laramie, Hahn's Peak & Pacific Railroad). The adverse effect entails removal of 100 feet of the mainline and about 400 feet of the southwest arm of the wye. This is considered an adverse effect because of the loss of integrity of design, material, and workmanship and the feeling an association within the area of potential effects.

Table 1 provides a detailed list of mitigation commitments that will be implemented to minimize impacts identified as part of the proposed action.

Table 1: Summary of Impacts and Mitigation

Resource	Impacts	Mitigation
Land Use and Zoning	<ul style="list-style-type: none"> • 19 acres of land converted to transportation use • Entirely consistent with existing zoning land use • Entirely consistent with future land use plans by preserving the viability of the West Side Neighborhood and keeping it less susceptible to decline. 	<ul style="list-style-type: none"> • For any person(s) whose real property interests will be impacted by this project, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act).
Social Resources & Environmental Justice	<ul style="list-style-type: none"> • No change in population or housing. • Community cohesion would be enhanced by the removal of high volumes of traffic from Clark Street. • Would result in improved access for residents of the West Side Neighborhood and the rest of the City of Laramie. • Improved bicycle and pedestrian connectivity for residents of the West Side Neighborhood. • Noise impacts would occur in area of environmental justice concern. • Would not result in a disproportionately high and adverse impact on any minority or low-income population. 	<ul style="list-style-type: none"> • No mitigation required



Resource	Impacts	Mitigation
Economic Resources	<ul style="list-style-type: none"> • Short-term construction impacts could temporarily affect access to local businesses. • Long-term improvements in system connectivity and increased mobility would benefit business. • Businesses along Clark Street may be impacted by the reduction in traffic volumes. • Would maintain access from Snowy Range Road to Clark Street to mitigate for the discontinued use of the Clark Street viaduct. • 5 businesses would be acquired and relocated and 4 additional businesses would have property partially acquired. • Potential to generate construction-related employment and sales of locally sourced construction materials. 	<ul style="list-style-type: none"> • No mitigation required
Traffic and Transportation	<ul style="list-style-type: none"> • Distance of travel between 3rd Street and the merge with the Snowy Range Road – 1.00 mile; travel time of 1 minute 51 seconds. • Would support forecasted 2032 traffic volumes. • Compatible with state and local government transportation plans and goals. 	<ul style="list-style-type: none"> • No mitigation required
Right of Way	<ul style="list-style-type: none"> • Estimated 10 full parcel acquisitions (4 residential, 6 commercial) and estimated 16 partial acquisitions (5 residential, 11 commercial). 	<ul style="list-style-type: none"> • For any person(s) whose real property interests will be impacted by this project, the acquisition of those property interests will comply fully with the Uniform Act. 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. • Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of “just compensation.” All impacted owners will be provided notification of the WYDOT’s intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A right-of-way specialist will be assigned to each property owner to assist them with this process. • There could be additional instances that require the removal and relocation of personal property from a proposed right-of-way acquisition. In those circumstances, the owners of the displaced personal property are entitled to relocation benefits and advisory services under the Uniform Act. Relocation benefits will be provided to all eligible persons regardless of race, color, religion, sex, or national origin. Benefits under the Uniform Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail by an assigned right-of-way specialist.

Finding of No Significant Impact

Resource	Impacts	Mitigation
Air Quality	<ul style="list-style-type: none"> Albany County is in attainment for all criteria pollutant National Ambient Air Quality Standards (NAAQS) and, therefore, air quality analyses are not required. 2032 CO₂ emissions resulting from average annual daily traffic (AADT) on the facility is estimated to be approximately 13 tons per day. 	<ul style="list-style-type: none"> No mitigation required
Noise	<ul style="list-style-type: none"> Approximately 4 noise-sensitive receptors would be impacted. 	<ul style="list-style-type: none"> At this time, the modeled noise barriers meet the feasible criteria but do not meet the reasonable criteria. Noise abatement must be both feasible and reasonable; therefore, barriers are not recommended for this project. The Clark Street viaduct would be removed as a result of the new Harney Street viaduct. As a result, traffic volumes along Clark Street would be lower, which will reduce future noise levels in this area. In addition, the proposed action would be built on fill (berm), except for the bridge over the railroad which would be on-structure. Therefore, it is anticipated that the alignment sections on fill would act as a berm that would shield the nearby residents from roadway and freight noise. If future substantial changes are made to design elements of the project from what has been analyzed for this project, the noise analysis will need to be re-assessed to evaluate the impact of those changes.
Water Quality and Floodplains	<ul style="list-style-type: none"> During construction, water would be withdrawn from the Laramie River for use in dust abatement and grading. Net increase of 9.88 acres of impervious surface which would result in increased stormwater discharge, which may contain sediment and/or pollutants, to receiving waters. Short-term impacts could include increases in sediment levels into the Laramie River during construction. Approximately 8.85 acres of encroachment into the 100-year floodplain. Requires an extension of the existing culvert at the west end of Harney Street, which would result in temporary impacts to this drainage through increased turbidity and sedimentation. 	<ul style="list-style-type: none"> Construction, operational and maintenance best management practices (BMP) will include both nonstructural and structural erosion control measures, as needed, along the project corridor right-of-way, including stream crossings. These mitigation measures will be detailed in final design. These will address stormwater retention, detention, or filtration facilities to reduce water quality impacts to receiving waters and meet local and U.S. Environmental Protection Agency (EPA) requirements for reducing the discharge of pollutants into waters of the U.S.
Wetlands	<ul style="list-style-type: none"> Minor impacts (approximately 0.3 acre) to the wetlands adjacent to the Laramie River as a result of widening the Laramie River Bridge and drainage ditch connected to Harney Street. 	<ul style="list-style-type: none"> If necessary, mitigation of impacts to the wetlands and waters of the U.S. are expected to consist of on-site mitigation or be incorporated into the McCue Street Mitigation Area located north of the Wyoming Territorial Prison, adjacent to and influenced by the Laramie River.
Threatened and Endangered Species	<ul style="list-style-type: none"> 4 acres of Preble's meadow jumping mouse (PMJM) potential habitat. 	<ul style="list-style-type: none"> Pre-construction habitat assessments for PMJM will be conducted where appropriate. Mitigation, if necessary, will be developed through consultation with the U.S. Fish & Wildlife Service.



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Resource	Impacts	Mitigation
Visual Quality	<ul style="list-style-type: none"> • Would introduce a new structure, shading adjacent areas, and obstructing views along the railroad corridor. • Removal of the existing viaduct would improve views for residences near the existing structure. • Travelers on the new viaduct would experience a visual environment different from the old facility; however, the visual characteristics of those views would remain generally unchanged including foreground and middleground views of commercial, residential, industrial and open and natural lands and background views of rolling open plains and mountains. • Travelers on the new roadway west of the viaduct would pass through predominantly open and industrial settings north and west of the existing residential neighborhood. • Fewest number of houses would be next to a new viaduct, with visual impacts of the viaduct. 	<ul style="list-style-type: none"> • Wall colors and textures will be chosen to fit into the landscape visually and aesthetically by complementing the surrounding area to reduce visual impact to the community. • Disturbed areas will be revegetated consistent with adjacent landscape features. Native and indigenous species will be used for revegetation. • Where feasible, slope modifications will be completed in a manner that maintains or accentuates foreground views. Techniques could include creating pockets for native vegetation, using undulating finished grades, and applying erosion control measures. • New structures will be designed to WYDOT standards with input from City of Laramie on aesthetics, including pedestrian fence, color, and textures.
Cultural Resources	<ul style="list-style-type: none"> • Potential West Side Neighborhood Historic District currently under review for eligibility would not likely be adversely affected. • Direct impacts to 400 linear feet of Site 48AB619 (the Laramie, Hahn's Peak & Pacific Railroad) would result in an adverse effect. 	<ul style="list-style-type: none"> • Mitigation measures will include large format photography for the wye complex from the UPRR to the Laramie River Bridge and south of the Snowy Range Road (SH 230); funding for a diorama of the wye complex to be displayed at the Laramie Railroad Depot Museum, development of a portable museum exhibit, development of a railroad walking tour, funding for oral histories of railroad workers, and development of a public exhibit focused on those oral histories. A Memorandum of Agreement for this mitigation was signed on October 25, 2012, by FHWA, WYDOT, Laramie Railroad Depot Association, Wyoming State Historic Preservation Office, Advisory Council on Historic Preservation, Albany County Historic Preservation Board, Alliance for Historic Wyoming, City of Laramie, Tracks Across Wyoming, and Westside League of Neighbors.
Hazardous Materials	<ul style="list-style-type: none"> • Low risk of encountering contaminated materials at two identified Recognized Environmental Condition (REC) and at one moderate risk REC. 	<ul style="list-style-type: none"> • Further investigation will be conducted at REC Sites where partial acquisitions of property or deep excavations are planned, which could include performance of a Phase I Environmental Site Assessment (ESA) and/or Phase II ESA. Due to known contamination in the area of the Harney Street viaduct for the proposed action, a Phase II ESA is recommended to determine the extent of contamination. Remedial activities will be required if the property is acquired for improvements. Further investigation is also recommended for RECs in areas where subsurface excavation is planned, even if no acquisition of property is planned. Construction personnel will be trained to recognize signs of possible contamination in soil, such as odors and staining. • Wyoming regulations require a formal asbestos inspection and abatement, if necessary, for any buildings or structures that would be demolished. The likely presence of lead-based paint should be factored into any plans for demolition and subsequent disposal.

Resource	Impacts	Mitigation
Parks and Recreation	<ul style="list-style-type: none"> • Would not impact any existing park facilities. • Would be compatible with future trails plans that include a bicycle/pedestrian connection on the new Harney Street viaduct. • Would potentially require acquisition of a small portion of the proposed park located at the British Petroleum/Amoco Refinery. 	<ul style="list-style-type: none"> • No mitigation required.

Updates and Clarifications to the EA

This section describes updates and clarifications that occurred and have been identified since the EA was released for public and agency review and comment.

Updates

Economic Resources

Section 3.6 of the EA describes how all build alternatives would eliminate the at-grade crossing that currently provides access for the Laramie Cold Storage and the Rocky Mountain Forest Products businesses. The Wyoming-Colorado Railroad Inc. administratively abandoned the spurs that provide access to these businesses several years ago, while leaving the track in place. In September 2012 the Wyoming-Colorado Railroad Inc. submitted petitions to the Wyoming Department of Transportation for the permanent closure of two public rail grade crossings on Cedar Street and Pine Street. Subsequently the tracks crossing Cedar Street and Pine Street have been removed. Removal of these tracks now precludes the use of the rail spurs.

Section 106

Section 3.14 of the EA describes how the Harney Street Viaduct project complied with Section 106 of the National Historic Preservation Act process. The final step in the Section 106 process - resolving adverse effects - was completed after the EA was distributed for review and comment. A Memorandum of Agreement (MOA) for mitigation of adverse effect for the proposed action was finalized and was signed by the signatories on October 31,

2012, and is included as Attachment A of this document. The mitigation stipulations have been included in **Table 1**, and WYDOT has committed to completing the mitigation stipulation outlined in the agreement within 10 years of the date of execution of the MOA. Agreement on mitigation resolves adverse effect to the Laramie, Hahn's Peak & Pacific Railroad historic property and also completes the Section 4(f) commitment to include all measures to minimize harm in the proposed action.

Clarifications

The following are clarifications to the EA.

On page 2-8 in the section "Components Common to All Build Alternatives", the EA incorrectly stated the eastern terminus of SH 230 would be at 3rd Street and Harney Street. The correct wording is "...". Also, for all the build alternatives, the extent of the overall proposed action begins on Harney Street between 3rd and 4th streets and extends to west of the Laramie River Bridge where it would transition into the existing 5-lane roadway."

On page 2-9, in the section "Laramie River Bridge", the EA describes widening of the Laramie River Bridge would provide for a 10-foot sidewalk on one side of the widened structure. To clarify, the Laramie River Bridge structure is in good condition and can be widened and rehabilitated to meet the needs of the proposed action. The widened structure will provide four 12-foot travel lanes and two 6-foot shoulders. The feasibility of a 10-foot pathway on the structure will be determined during the design process.



On page 2-9 in the section "Intersections", "SH 230 and Cedar Street", the EA incorrectly stated the proposed action would establish a signalized two-lane intersection at SH 230 and Cedar Street to accommodate approaching north and south Cedar Street traffic onto the relatively high-volume SH 230. The correct wording is "... the proposed action would establish a signalized intersection at SH 230 (five-lane) and Cedar Street (two-lane) to accommodate approaching north and south Cedar Street traffic onto the relatively high-volume SH 230." Also, the signal currently located at the intersection of Clark Street and Cedar Street would be removed.

On page 3-53, Table 3-20, Summary of EDR Listed and Orphan Sites, Map ID#4 (first row) status indicates this site is enrolled in VRP and cleanup is ongoing. However, the Wyoming Department of Environmental Quality has clarified the status of this site indicating that as of November 13, 2012, the UPRR site located at 103 University (and Railroad Street) is in the VRP and no remedy (cleanup) has been implemented.

On page 3-54, Table 3-21, Summary of EDR Orphaned Sites (from WDEQ), first row (EPA Cleanup – Yttrium Processing Plant), the status of the site incorrectly stated the remediation activities have been completed. The correct statement is "The EPA removed stored Yttrium ore and radioactive waste from the Yttrium Processing Plant site in the 1980's. However, additional environmental concerns such as localized areas of elevated metals in soil and groundwater, trace asbestos in soils, and low levels of widely-dispersed areas of Polyaromatic hydrocarbons (PAHs) still exist at the site. Cleanup of the site is currently ongoing through the VRP with Laramie River Conservation District as the Volunteer."

On page 3-55, under Orphan Site- British Petroleum/ Amoco Refinery, it states that the British Petroleum/Amoco Company agreed to install monitoring wells to determine the extent of contamination and worked closely with the State of Wyoming and Federal agencies to cleanup the site." However, the Wyoming Department of Environmental Quality, as of November 13, 2012, indicates that further investigation at the site may be necessary.

On page 3-63, Table 3-24 Summary of Impacts, the first bullet under the impacts to cultural resources for Alternative 1D incorrectly stated the "Potential West Side Neighborhood Historic District currently under review for eligibility would likely be adversely affected." The correct wording is "Potential West Side Neighborhood Historic District currently under review for eligibility would not likely be adversely affected."

Chapter 4 of the EA is incorrectly titled "DRAFT Section 4(f) Evaluation". The correct title is "Section 4(f) Evaluation".

Comments


The EA was made available beginning October 3, 2012, for a 45-day public and agency review that concluded on November 17, 2012. The availability of the EA for review was announced via local newspapers and by mailing to residents of the West Side Neighborhood and surrounding areas. Comments received and responses to the comments are included as Attachment C.

Notice of Availability

FHWA's Determination of Use for Section 4(f) Property

Based on the analysis and supporting documentation provided in the Section 4(f) evaluation, included in Chap-

ter 4 of the EA, FHWA has determined that there is no feasible



Harney Street Viaduct
ENVIRONMENTAL ASSESSMENT

The Harney Street Viaduct Environmental Assessment has been completed by the FHWA and WYDOT.

The document in hard copy is available for review at the Albany County Library in Laramie, Coe Library at the University of Wyoming, and the front desk at the WYDOT office at 3411 South Third Street (the building where you get your driver's license.)



It is also available via pdf link on the Harney Street Viaduct page at:
www.dot.state.wy.us/wydot/site/wydot/lang/en/engineering_technical_programs/environmental_services/Harney_Street
(The comment period ends on Nov.17)

Mark your calendars! The next public meeting on the project will be held on Oct. 25 from 5 pm to 7 pm at the Lincoln Community Center on 365 West Grand Avenue.

For more information please contact:

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and prudent avoidance alternative to the permanent use of land from the Laramie, Hahn's Peak, & Pacific Railroad. The proposed action causes the least overall harm and includes all possible planning to minimize harm to this property resulting from the Proposed Action, as demonstrated by the attached Memorandum of Agreement.



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Attachment A

Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION
THE WYOMING DEPARTMENT OF TRANSPORTATION
THE WYOMING STATE HISTORIC PRESERVATION OFFICE
THE LARAMIE RAILROAD DEPOT ASSOCIATION
and THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING MITIGATION OF ADVERSE EFFECTS
TO THE LARAMIE HAHN'S PEAK AND PACIFIC RAILROAD
PROJECT P261022 / 0261020**

WHEREAS, the Federal Highway Administration (FHWA) and the Wyoming Department of Transportation (WYDOT) will implement relocation of the Snowy Range Road (State Highway 230) between reference markers 0.0 to 1.0; and

WHEREAS, the FHWA plans to fund the Project pursuant to Title 23 U.S.C. § 315 and its implementing regulations, 23 C.F.R Part 771, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 C.F.R. Part 800; and

WHEREAS, in consultation with Wyoming State Historic Preservation Officer (SHPO), FHWA and WYDOT have determined the Area of Potential Effect (APE) to include either side of Harney Street from its intersection with 3rd St to the Union Pacific Railroad right-of-way, and extending west across the UPRR to the Laramie River encompassing the area between the Clark Street viaduct on the south and the Midwest and Standard Oil Refinery on the north; and

WHEREAS, the FHWA and WYDOT have determined, and the SHPO concurs, that the Laramie Hahn's Peak and Pacific Railroad (LHPPR) is eligible for listing on the National Register of Historic Places under criterion A of the National Historic Preservation Act of 1966 as amended through 2000 (16 U.S.C. 470; 36 CFR § 60); and

WHEREAS, the FHWA and WYDOT have determined, and the SHPO concurs, that construction of the project will have an adverse effect on the LHPPR pursuant to 36 CFR Part 800; and

WHEREAS, the FHWA and WYDOT have determined there are no alternatives which avoid this historic property and have completed all possible planning to minimize harm; and

WHEREAS, the FHWA and WYDOT have informed the public and City of Laramie as to alternatives under consideration and the impacts of the alternatives on historic properties in public meetings in 2009 and additional meetings with the City of Laramie, SHPO, and potential interested parties in 2011; and

MOA between FHWA, WYDOT, SHPO and ACHP regarding the relocation of the Snowy Range Road
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WHEREAS, the FHWA and WYDOT have notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. Section 470 f and 36CFR§800.6(a)(1), and the ACHP has elected to participate; and

WHEREAS, the Northern Arapaho and Eastern Shoshone tribes have been consulted and have chosen not to participate; and

WHEREAS, the Laramie Railroad Depot Association (LRDA) has been invited to participate as a signatory to this agreement and has accepted; and

WHEREAS, the Albany County Historic Preservation Board (ACHPB), the Alliance for Historic Wyoming (AHW), the City of Laramie (City), Tracks Across Wyoming (TRACKS), and the Westside League of Neighbors (WSLN), have been invited to participate as concurring parties to this agreement, and they have accepted;

NOW, THEREFORE, the FHWA, WYDOT, SHPO, LRDA, ACHP and concurring parties agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effects of the project on historic properties and these stipulations shall govern the project and all of its parts until this MOA expires or is terminated.

I. STIPULATIONS

A. FHWA shall ensure that the following stipulations are implemented after finalization of environmental documents:

- 1. WYDOT shall provide funding to SHPO for supplies and travel expenses in order to complete HABS/HAER large format photography of the WYE complex of LHPRR and associated buildings and objects from the Union Pacific Railroad west to the Laramie River Bridge and south of Snowy Range Road to include the old engine house and any other associated buildings (see Stipulation B.1 of this agreement). WYDOT shall consult with the National Park Service to determine the appropriate level of HABS/HAER documentation and notify SHPO immediately after finalization of the environmental documents that work can begin. WYDOT or its consultant shall prepare any required narrative and provide the narrative and print and digital copies of the photographs to the NPS, SHPO, LRDA, the Lincoln Community Center, TRACKS, and the Nici Self Museum. Printed photographs shall be suitable for use in educational materials generated as a result of this project.**
- 2. WYDOT shall obtain permission for SHPO and LRDA personnel to enter and document the old engine house located at the western terminus of University Ave.**

MOA between FHWA, WYDOT, SHPO and ACHP regarding the relocation of the Snowy Range Road
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3. Any existing associated railroad objects (hand switches, weigh scales, etc.) that are acquired from WYCOLO within the APB as part of the ROW acquisition and that will be directly affected by proposed construction will be removed after documentation has been completed and given to the LRDA.
4. WYDOT shall provide funding to the LRDA to construct a diorama of the wye complex and associated buildings of the LHPPR for display at the Laramie Depot Museum (see Stipulation C.4 of this agreement).
5. In consultation with the LRDA, WYDOT or its consultant shall develop a three panel portable display on the history of the LHPPR and railroad technology and provide this display to the LRDA for use in future displays and interpretive/educational projects. WYDOT shall submit these to SHPO for review at the 30%, 60% and 90% stages of completion. When the final layout has been reviewed and approved by SHPO, LRDA and WSLN, FHWA and WYDOT shall send the final layout to the concurring parties for approval.
6. In consultation with the LRDA, WYDOT or its consultants shall develop a self-guided railroad walking tour potentially including the UP Depot on 1st Street and the Westside Neighborhood and produce an associated brochure. The walking tour brochure shall be done in a format consistent with brochures produced by the ACHPB. WYDOT shall submit this to SHPO for review at the 30%, 60% and 90% stages of completion. When the final layout has been reviewed and approved by SHPO, LRDA and WSLN, FHWA and WYDOT shall send the final layout to the concurring parties for approval. A total of 20,000 print copies and a digital copy of the approved brochure shall be provided to the LRDA, TRACKS, the Nici Self Museum, the Lincoln Community Center, the Laramie Chamber of Commerce, Albany County Tourism Board, SHPO, and other appropriate agencies and organizations.
7. WYDOT shall provide funding to the LRDA to complete approximately 20 oral history interviews and transcriptions of former railroad personnel and families about the history and their experiences associated with the railroad industry in Laramie and Albany County and construct an exhibit at the Laramie Railroad Depot Museum so that the public may use the transcriptions. The exhibit shall include a parabolic speaker, digital recorder and motion sensor to start recordings (see Stipulation C.3 of this agreement).
8. WYDOT shall review the bridge and roadway design after each plan issuance to ensure that the determination of effects remains accurate and initiate amendment of this MOA as appropriate.

B. SHPO shall ensure that the following stipulations are implemented.

1. The SHPO photographer shall photograph the Wye complex of the LHPPR (including associated buildings and objects) in large format, as specified by the NPS, including overview photos of setting and the neighborhood, and provide to WYDOT the appropriate number and size of prints for distribution to the above-named facilities. Photography will commence no later than two (2) months after notification from WYDOT that environmental documents have been finalized.
2. SHPO shall post the photographs on their on-line photo database and provide digital copies to the Wyoming State Archives.
3. SHPO shall review plans at the 30%, 60% and 90% stages of completion for the three-panel portable exhibit and upon completion of the layout and text, assist with final graphic design.
4. SHPO shall review text at the 30%, 60% and 90% stages of completion for the walking tour brochure and upon completion of the layout and text, assist with final graphic design.

C. LRDA shall ensure the following stipulations are implemented after funding agreements are executed with WYDOT.

1. LRDA shall assist WYDOT and its consultant with historical research, access to existing data, and walking tour concepts for development of the portable museum exhibit and walking tour brochure.
2. LRDA shall review text and layout for the walking tour brochure and portable museum exhibit.
3. LRDA shall utilize a historian specializing in folklore to oversee interviews and transcription, provide copies of the transcriptions to the American Heritage Center, and construct an exhibit at the Laramie Railroad Depot Association so that the public may access and use the interviews.
4. LRDA shall construct and maintain a diorama of the Wye Complex of the LHPPR at the Laramie Railroad Depot Museum.
5. LRDA agrees to store, interpret and utilize as appropriate, and share with other appropriate museums or facilities in Laramie and Albany County, the portable museum exhibits and any collected objects and appurtenances from the LHPPR.

II. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, WYDOT and FHWA shall implement the procedures outlined in Section 112.1 of the 2010 edition of the Wyoming Department of Transportation Standard Specifications for Road and Bridge Construction so that any remains can be appropriately evaluated and treated.

III. PUBLIC OUTREACH

WYDOT shall post periodic updates and accomplishments of the mitigation measures outlined in this agreement on the project website and meet with the City of Laramie and other interested parties as needed during the course of the Project. WYDOT shall inform the SHPO and ACHP of the outcome of such meetings.

IV. MONITORING AND REPORTING

WYDOT shall prepare an annual letter report of cultural resources activities pertaining to this Undertaking for all Signatories by December 31 each year through the duration of this PA. The implementation and operation of this PA shall be evaluated on an annual basis by the Signatories. This evaluation, to be conducted after the receipt of the WYDOT letter report, may include in-person meetings or conference calls among these parties, and suggestions for possible modifications or amendments to this agreement. The Signatories have 30 days to comment on the annual report to WYDOT.

V. DISPUTE RESOLUTION

Should any party to this agreement object to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objection(s) cannot be resolved, FHWA shall:

- A. Forward all documentation relevant to the dispute to the Advisory Council in accordance with 36 CFR § 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comments provided by the Council, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. FHWA will transmit information specific to the dispute to all the signatories of the MOA. In reaching its decision, FHWA will take into account all comments received from the signatories regarding the dispute.

- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. FHWA's decision will be final.
- D. Any recommendations or comments provided by the ACHP will pertain only to the subject of the dispute. FHWA, WYDOT's, SHPO's, and the LRRDA responsibility to carry out the actions under this agreement that are not subjects of the dispute will remain unchanged.
- E. Nothing in this Section shall be construed or interpreted as a waiver of any judicial remedy that would be available to any party of this MOA.

VI. AMENDMENT

Any primary signatory to this agreement may request that the other signatories consider amending this MOA if circumstances change over time and warrant revision of the stipulations. Except in the case of amendments addressing resolution of disputes pursuant to Section III of this MOA, amendments may be executed in writing and shall be signed by all signatories in the same manner as the original MOA.

VII. TERMINATION

Any primary signatory to this MOA may initiate termination by providing written notice to the other Signatories of their intent. After notification by the initiating Signatory, the remaining Signatories shall have 90 business days to consult to seek agreement on amendments or any other actions that would address the issues and avoid termination. In the event of termination, the FHWA shall refer to 36 CFR Part 800 to address any remaining adverse effects.

VIII. DURATION

This agreement shall remain in effect for ten (10) years after the date of execution hereof. FHWA, WYDOT, LRDA, SHPO, and the ACHP shall re-evaluate this MOA at least three months prior to the date of expiration to determine whether to allow the MOA to expire or agree or extend the document as specified in Section III of this agreement. The decision to extend the MOA would be based on whether additional time is needed to complete the MOA stipulations or the scope of the project has been expanded.

IX. GENERAL PROVISIONS

- A. Entirety of agreement. This MOA, consisting of nine (9) pages, represents the entire agreement between the parties and supersedes all prior negotiations, representations and agreements, whether written or oral.
- B. Prior Approval. This MOA shall not be binding on any party unless this MOA has been reduced in writing before performance begins as described above under the MOA between FHWA, WYDOT, SHPO and ACHP regarding the relocation of the Snowy Range Road

P261022 / 0261020

terms of this MOA, and unless this MOA is approved to form by the Wyoming Attorney General or his representative.

- C. Severability. Should any portion of this MOA be judicially determined to be illegal or unenforceable, the remainder of the MOA shall continue in full force and effect, and any party may renegotiate the terms affected by the severance.
- D. Sovereign Immunity. The parties to this agreement do not waive their sovereign immunity by entering into this MOA, and each retains all immunities and defenses provided by law with respect to any action based upon or occurring as a result of this MOA.
- E. Each Signatory to this MOA shall assume the risk of any liability arising from its own conduct. Each Signatory agrees that they are not obligated to insure, defend, or indemnify the other Signatories to this MOA.


REMAINDER OF THIS PAGE LEFT INTENTIONALLY BLANK

Execution of this MOA by FHWA, WYDOT, SHPO, the LRRDA, and the ACHP prior to FHWA's approval of the undertaking and implementation of its terms are evidence that FHWA and WYDOT have taken into account the effects of the Harney Street Viaduct project of 48AB619 and afforded the ACHP the opportunity to comment.

Signatures. In witness thereof, the parties to this MOA, through their duly authorized representatives have executed this MOA on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOA as set forth herein.


Signatories:

Federal Highway Administration


Joe Bailey, Wyoming Division Administrator

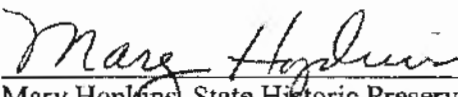
9/18/12
Date

Wyoming Department of Transportation


Gregg Fredrick, Engineering and Planning Engineer

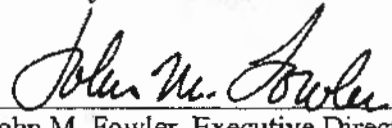
9/17/12
Date

Wyoming State Historic Preservation Office


Mary Hopkins, State Historic Preservation Officer

9/19/12
Date

Advisory Council on Historic Preservation


John M. Fowler, Executive Director

10/9/12
Date

Invited Signatory

Laramie Railroad Depot Association


Larry Ostresh, President

9/18/12
Date

MOA between FHWA, WYDOT, SHPO and ACHP regarding the relocation of the Snowy Range Road
P261022 / 0261020

Approval as to Form

S. Jane Caton # 91548
S. Jane Caton, Senior Assistant Attorney General

8-22-12
Date

Douglas Moench
Douglas Moench, Senior Assistant Attorney General

8/27/12
Date

Concurring Parties:

Albany County Historic Preservation Board

Amy Williamson
Amy Williamson, Chair

2/21, 2012
Date

Alliance for Historic Wyoming

Lesley Wischmann
Lesley Wischmann, Founding Director

25 Oct 2012
Date

City of Laramie

Scott Mullner
Scott Mullner, Mayor

25 Oct 2012
Date

Tracks Across Wyoming

Cecily A. Goldie
Cecily Goldie, Secretary

Oct 25, 2012
Date

Westside League of Neighbors

Gina Chavez
Gina Chavez, President

10/25/12
Date



Harney Street Viaduct

ENVIRONMENTAL ASSESSMENT

Attachment B

Public Highway - Rail Grade Crossing Closures



Matthew H. Mead
Governor

Wyoming Department of Transportation

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

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



John F. Cox
Director

October 2, 2012

Wyoming Transportation Commission
5300 Bishop Blvd.
Cheyenne, WY 82009

Re: Commission Agenda Item: Two Proposed Public Highway-Rail Grade Crossing Closures
City of Laramie, Albany County

Dear Commissioners,

This memorandum contains recommended Commission action for a petition to close two public at-grade railroad crossings in the City of Laramie along the abandoned trackage of the Wyoming-Colorado (WYCO) rail line. These crossings are located in WYDOT District 1, Commission District 2. Both crossings are on streets under City of Laramie jurisdiction.

Overview

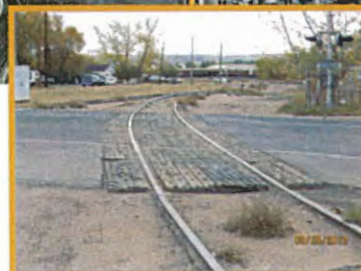
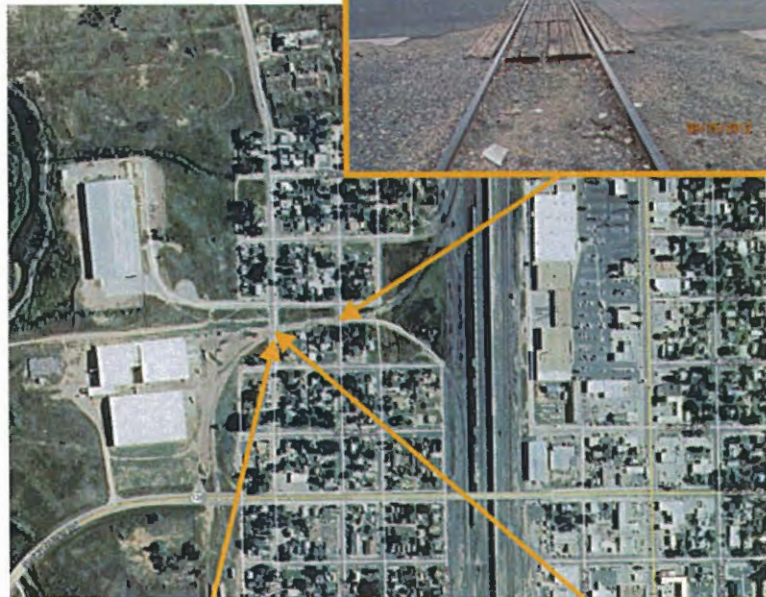
In September 2012, WYCO Railroad submitted petitions for the permanent closure of two public highway-rail grade crossings located in the City of Laramie (see attached map). These crossings lie on industrial spurs of abandoned trackage. If approved, the removal of these crossings will provide a better roadway surface for the motoring public and safer alignment for the signed and marked bicycle lanes in this area.

In accordance with Wyoming Statute 37-10-102, the Transportation Commission of Wyoming retains the power and authority to establish or close at-grade public railroad crossings. Wyoming Department of Transportation Rules & Regulations requires application to WYDOT, a diagnostic team review of the at-grade crossing, evaluation of safety, cost, maintenance, and other applicable factors, and formulation of recommendations to the Commission.

WYCO Rail Line Crossings
Petitions for closure
City of Laramie
WYDOT District 1
Commission District 2



Pine Street crossing



Cedar Street: South spur crossing



Cedar Street: North spur crossing

Figure 1. Crossings to be closed on WYCO lines in Laramie.

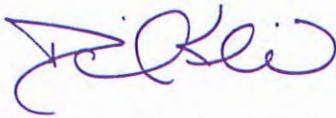
Process

WYDOT rules & regulations call to assess "appropriate safety, traffic, cost, maintenance, and engineering factors to evaluate the application". Accordingly, a diagnostic team consisting of WYCO, the City of Laramie, and WYDOT assembled on site on September 25, 2012 to evaluate the aforementioned factors and roles associated with crossing removal. If approved, the diagnostic team recommends the following:

- WYCO crews shall remove two crossing surfaces and signals on Cedar Street, and resurface/reconstruct the affected area using a qualified contractor. These costs would be incurred by WYCO unless other sources of funding can be secured.
- WYCO crews shall remove the crossing surface and crossbucks on Pine Street, and resurface/reconstruct the affected area using a qualified contractor. These costs would be incurred by WYCO unless other sources of funding can be secured.
- Traffic control shall be provided by the contractor and approved through the City of Laramie.
- The City of Laramie shall provide construction inspection for paving and reconstruction.

In accordance with statutory and other requirements, all internal policy, rules and regulations, and safety measures have been met to support the diagnostic team's recommendations.

Dan Kline



Systems Planning & Railroads Supervisor
Wyoming Department of Transportation
(307) 777-4189

Attachments: Petitions for Closure

Copies: Pat Persson, P.E., District 1 Engineer
Larry Ketcham, P.E., City of Laramie Engineer

(for Use by Other than Railroads)

STATE OF WYOMING
DEPARTMENT OF TRANSPORTATION
GRADE CROSSING PETITION

(File original and one copy)
To the Wyoming Department of Transportation
Utilities/Railroads Section
P.O. Box 1708
Cheyenne, Wyoming 82003

To open, close, improve or establish and install safety protection at any grade crossing within the petitioner's jurisdiction. The Petitioner herein respectfully shows:

1. Petitioner Wyoming Colorado Railroad, Inc
2. Address P.O. Box 1544
 Ogden, Utah 84402

3. Proposal Remove the N. Cedar Street Crossing

located at N Cedar St in Laramie in the County of Albany on the
Abandoned Wyoming/Colorado Railroad at DOT Crossing No. 810237H at
Railroad Mile Post # 0.38

4. The reasons and purpose for petition: The track has been
abandoned and the crossing serves no purpose

(Describe in detail. Attach extra sheets and plans if necessary.)

5. Petitioner requests the Department to consider and act upon this matter, after investigation and hearing, if necessary, and proceed to enter an appropriate order.

6. Petitioner further asks that notice be given to Railroad, Respondent herein, upon whom service may be made at Wyoming Colorado Railroad, Inc. P.O. Box 1544
Ogden, Utah 84402

dated at Ogden, Utah, Wyoming, this 30th day of Sept 19 2012 SK

SK

Petitioner(s) or duly authorized agent(s)

Attest / Witness:
Chloe Ferguson

(for Use by Other than Railroads)

STATE OF WYOMING
DEPARTMENT OF TRANSPORTATION
GRADE CROSSING PETITION

(File original and one copy)

To the Wyoming Department of Transportation
Utilities/Railroads Section
P.O. Box 1708
Cheyenne, Wyoming 82003

To open, close, improve or establish and install safety protection at any grade crossing within the petitioner's jurisdiction. The Petitioner herein respectfully shows:

- 1. Petitioner Wyoming Colorado Railroad, Inc
- 2. Address P.O. Box 1544
Ogden, UT 84402

- 3. Proposal Remove the N. Pine St Crossing

located at N Pine St in Laramie in the County of Albany on the Abandoned Wyoming Colorado Railroad at DOT Crossing No. 810232A at Railroad Mile Post # 0.50

- 4. The reasons and purpose for petition: The track has been abandoned and the crossing serves no purpose.

(Describe in detail. Attach extra sheets and plans if necessary.)

- 5. Petitioner requests the Department to consider and act upon this matter, after investigation and hearing, if necessary, and proceed to enter an appropriate order.

- 6. Petitioner further asks that notice be given to Railroad, Respondent herein, upon whom service may be made at Wyoming Colorado Railroad, Inc P.O. Box 1544
Ogden, Utah 84402

dated at Ogden, Wyoming, this 20th day of Sept 19 2012 AK
Utah AK

Al Kessel

Petitioner(s) or duly authorized agent(s)

Attest / Witness:

Alan Jensen



Harney Street Viaduct




ENVIRONMENTAL ASSESSMENT

Attachment C Comments and Responses

Comment Index

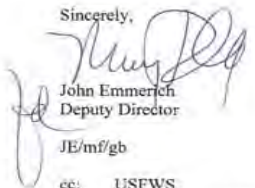
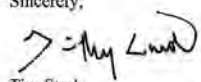
This attachment contains agency and public comments on the Harney Street Viaduct Environmental Assessment that were received during the 45-day comment period (October 3 through November 17, 2012), including comments received at the public hearing held on Thursday, October 25, 2012. Agency comments are presented first, followed by public comments. Responses are provided beside each comment.



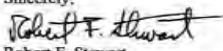


Comment # 1: John Emmerich, Deputy Director, Wyoming Game and Fish Department, 5400 Bishop Boulevard, Cheyenne, WY 82006. Phone (307) 777-4600, Fax (307) 777-4699. Website: http://wgfd.wyo.gov	1
Comment # 2: Robert F. Stewart, Regional Environmental Officer, United States Department of the Interior, Office of the Secretary, Office of Environmental Policy and Compliance, Denver Federal Center, Building 67, Room 118, PO Box 25007 (D-108), Denver, CO 80225-0007	3
Comment # 3: Alan Thompson, P.G., Voluntary Remediation Program, Solid and Hazardous Waste Division, Wyoming Department of Environmental Quality, Herschler Building, 122 West 25 th Street, Cheyenne, WY 82002, Phone (307) 777-7752, Fax (307) 777-5973.....	5
Comment # 4: Ted Van Der Kolk, Jonatkim Enterprises, 627 South Manchester Avenue, Anaheim, CA 92802, tedv@newportequity.com	8
Comment # 5: Deborah Amend, Superintendent, Wyoming State Parks, Deborah.amend@wyo.gov	10
Comment # 6: Anonymous.....	12
Comment # 7: Sharon Breitweiser, 819 Harney Street, Laramie, WY, 82072, sbreit@tribesp.com.....	13
Comment # 8: Billie K. Gross, 464 N. Cedar Street., Laramie, WY 82072, Phone (307) 760-8980.....	15
Comment # 9: Beth Heesen, 361 North Colorado Street, Laramie, WY 82072, btbaheesen@gmail.com	20
Comment # 10: Vicki Henry, 360 North Hodgeman Street, Laramie, WY 82072, vickis@uwyo.edu, vickishenry@gmail.com	21
Comment # 11: Joe Lord, 1007 Curtis Street, Laramie, WY 82072, joelord@cowboys.uwyo.edu.....	23
Comment # 12: Anthony Medina, 163 West Harney Street, Laramie, WY 82072, (Court Recorder Transcript)	24
Comment # 13: Ernest C. Medina, 771 North Hodgeman Street, Laramie, WY 82072, ErnieMedina777@msn.com.....	28
Comment # 14: : Mariah Osborne, Osborne Concrete Services, Inc., PO Box 805, Laramie, WY 82703, osborneconcreteservices@yahoo.com	29
Comment # 15: Amber Rodemaker, 552 North Cedar Street, Laramie, WY 82072, and Patricia Turner, 557 North Cedar Street, Laramie, WY 82072, (Court Recorder Transcript).....	30

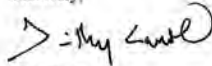
Comment	Response
<p>Comment # 1: John Emmerich, Deputy Director, Wyoming Game and Fish Department, 5400 Bishop Boulevard, Cheyenne, WY 82006. Phone (307) 777-4600, Fax (307) 777-4699. Website: http://wgfd.wyo.gov</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>WYOMING GAME AND FISH DEPARTMENT 5400 Bishop Blvd. Cheyenne, WY 82006 Phone: (307) 777-4600 Fax: (307) 777-4699 Web site: http://wgfd.wyo.gov</p> </div> <div style="font-size: small;"> <p>GOVERNOR MATTHEW H. MEAD DIRECTOR SCOTT TALBOTT COMMISSIONERS AARON CLARK – President MIKE HEALY – Vice President RICHARD KLOUDA FRED LINDZEY T. GARRIE LITTLE ED MIGNERY CHARLES PRICE</p> </div> </div> <hr/> <p>November 13, 2012</p> <p>WER 11915 Wyoming Department of Transportation Environmental Assessment Harney Street Viaduct, Laramie Wyoming Albany County</p> <p>Timothy Stark Engineering Services Engineer Wyoming Department of Transportation 5300 Bishop Boulevard Cheyenne, WY 82009-3340</p> <p>Dear Mr. Stark:</p> <p>The staff of the Wyoming Game and Fish Department has reviewed the environmental assessment for the Harney Street Viaduct, Laramie Wyoming in Albany County. We offer the following comments for your consideration.</p> <p><u>Terrestrial Considerations:</u></p> <p>We have no terrestrial wildlife concerns pertaining to this proposed project.</p> <p><u>Aquatic Considerations:</u></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"> 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 Regulations. To prevent the spread of AIS, we recommend the following: If equipment has been used in an area known to contain aquatic invasive species or suspected to contain aquatic invasive species, the equipment will need to be inspected by an authorized aquatic invasive species inspector certified in the state of Wyoming prior to its use in any Wyoming water. If aquatic invasive species are found, the equipment will need to be decontaminated. <p style="text-align: center; font-size: x-small;"><i>"Conserving Wildlife - Serving People"</i></p>	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>Matthew H. Mead Governor</p> </div> <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div> <div style="text-align: center;">  <p>John F. Cox Director</p> </div> </div> <p>December 19, 2012</p> <p>John Emmerich, Deputy Director Wyoming Game and Fish Department 5400 Bishop Blvd. Cheyenne, WY 82006</p> <p>Dear Mr. Emmerich:</p> <p>Thank you for your participation in the Harney Street Viaduct Environmental Assessment review process and for providing the following comments:</p> <p><u>Terrestrial Considerations:</u></p> <p>We have no terrestrial wildlife concerns pertaining to this proposed project.</p> <p><u>Aquatic Considerations:</u></p> <p>In addition to the environmental requirements outlined in WYDOT's March 2010 specification book, we have the following recommendations:</p> <ul style="list-style-type: none"> 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 Regulations. To prevent the spread of AIS, we recommend the following: If equipment has been used in an area known to contain aquatic invasive species or suspected to contain aquatic invasive species, the equipment will need to be inspected by an authorized aquatic invasive species inspector certified in the state of Wyoming prior to its uses in any Wyoming water. If aquatic invasive species are found, the equipment will need to be decontaminated. Decontamination may consist if either 1) Drain all water from equipment and compartments, Clean equipment of all mud, plants, debris, or animals, and Dry equipment for 5 days in Summer (June, July & August); 18 days in Spring (March, April & May) and Fall (September, October & November); or 3 days in Winter (December, January & February) when temperatures are at or below freezing.






Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Mr. Timothy Stark November 13, 2012 Page 2 - WER 11915</p> <p>Decontamination may consist of either 1) Drain all water from equipment and compartments, Clean equipment of all mud, plants, debris, or animals, and Dry equipment for 5 days in summer (June, July & August); 18 days in Spring (March, April & May) and Fall (September, October & November); or 3 days in Winter (December, January & February) when temperatures are at or below freezing,</p> <p>Or</p> <p>2) Use a high pressure (3500 psi) hot water (140°F) pressure washer to thoroughly wash equipment and flush all compartments that may hold water.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,  John Emmerich Deputy Director JE/mf/gb cc: USFWS Mike Snigg, Laramie Region</p>	<p>Or</p> <p>2) Use a high pressure (3500 psi) hot water (140°F) pressure washer to thoroughly wash equipment and flush all compartments that may hold water.</p> <p>We offer the following responses to your comments above:</p> <p>In addition to the environmental requirements outlined in WYDOT's March 2010 specification book, WYDOT will adhere to the Wyoming Game and Fish Department's recommendations for preventing the spread of aquatic invasive species as described above.</p> <p>Thank you for your participation in this project.</p> <p>Sincerely,  Tim Stark f U Environmental Service Engineer</p>

Comment	Response
<p>Comment # 2: Robert F. Stewart, Regional Environmental Officer, United States Department of the Interior, Office of the Secretary, Office of Environmental Policy and Compliance, Denver Federal Center, Building 67, Room 118, PO Box 25007 (D-108), Denver, CO 80225-0007</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>United States Department of the Interior <small>OFFICE OF THE SECRETARY Office of Environmental Policy and Compliance Denver Federal Center, Building 67, Room 118 Post Office Box 25007 (D-108) Denver, Colorado 80225-0007</small></p> </div>  </div> <p style="text-align: right;">November 15, 2012</p> <p>IN REPLY REFER TO: ER-12/0740 9043.1</p> <p>Joseph Dailey Division Administrator Federal Highway Administration Wyoming Division 2617 E. Lincoln Way, Ste. D Cheyenne, Wyoming 82001</p> <p>Dear Mr. Dailey:</p> <p>Thank you for the opportunity to review the Environmental Assessment and Draft Section 4(f) Evaluation for Harney Street Viaduct in Laramie, Albany County, Wyoming. The Department of the Interior (Department) has reviewed the document, and hereby submits these comments to you as an indication of our thoughts regarding this project.</p> <p>THREATENED AND ENDANGERED SPECIES</p> <p>The U.S. Fish and Wildlife Service advises that impacts to the federally threatened Preble's meadow jumping mouse will be addressed through the amended programmatic biological opinion.</p> <p>SECTION 4(f) EVALUATION COMMENTS</p> <p>The Department acknowledges that this project will have adverse effects to historic properties and that you are preparing a Memorandum of Agreement (MOA) in consultation with the Wyoming State Historic Preservation Office to minimize these adverse effects. Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. Please note however, that this concurrence is contingent upon successful completion of the MOA amongst the consulting parties.</p> <p>We appreciate the opportunity to review this document. Should you have questions about the Section 4(f) Evaluation comments, please contact Cheryl Eckhardt at (303) 969-2851.</p> <p style="text-align: right;">Sincerely,  Robert F. Stewart Regional Environmental Officer</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <small>"Providing a safe, high quality, and efficient transportation system"</small> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">Matthew H. Mead Governor</p> <p style="text-align: center;">John F. Cox Director</p> <p style="text-align: center;">December 19, 2012</p> <p>Robert F. Stewart Regional Environmental Officer Office of Environmental Policy and Compliance United States Department of the Interior Denver Federal Center, Building 67, Room 118 PO Box 25007 (D-108) Denver, CO 80225-0007</p> <p>Dear Mr. Stewart:</p> <p>Thank you for your participation in the Harney Street Viaduct Environmental Assessment and Section 4(f) Evaluation review process and for providing the following comments:</p> <p><u>Threatened and Endangered Species</u></p> <p>The U.S. Fish and Wildlife Service advises that impacts to the federally threatened Preble's meadow jumping mouse will be addressed through the amended programmatic biological opinion.</p> <p><u>Section 4(f) Evaluation</u></p> <p>The Department acknowledges that this project will have adverse effects to historic properties and that you are preparing a Memorandum of Agreement (MOA) in consultation with the Wyoming State Historic Preservation Office to minimize these adverse effects. Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. Please note however, that this concurrence is contingent upon successful completion of the MOA amongst the consulting parties.</p>


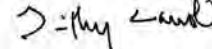
Comment	Response
<p>Mr. Joseph Dailey 2</p> <p>cc: SHPO WY (mary.hopkins@wyo.gov) DOT WY (timothy.stark@dotstate.wy.us)</p>	<p>We offer the following responses to your comments above:</p> <p><u>Threatened and Endangered Species</u></p> <p>The impacts to the federally threatened Preble's meadow jumping mouse will be addressed through the amended programmatic biological opinion.</p> <p><u>Section 4(F) Evaluation</u></p> <p>We recognize your concurrence that there is no feasible or prudent alternative to the Preferred Alternative selected in the EA, and that all measures have been taken to minimize harm to these resources. We also recognize that your concurrence was contingent upon the successful completion of the MOA amongst the consulting parties. The MOA was signed on October 31, 2012 by the consulting parties. We have included a copy of the signed MOA for your records.</p> <p>Sincerely,</p> <p></p> <p>for Tim Stark Environmental Service Engineer</p> <p>Enclosure: Memorandum of Agreement</p>



Comment	Response												
<p>Comment # 3: Alan Thompson, P.G., Voluntary Remediation Program, Solid and Hazardous Waste Division, Wyoming Department of Environmental Quality, Herschler Building, 122 West 25th Street, Cheyenne, WY 82002, Phone (307) 777-7752, Fax (307) 777-5973</p> <div style="text-align: center;">  <p>Department of Environmental Quality</p> <p>To protect, conserve, and enhance the Quality of Wyoming's environment for the benefit of current and future generations</p>  </div> <p><i>Matthew H. Mead, Governor</i> <i>Todd Poffitt, Director</i></p> <p>November 13, 2012</p> <p>Mr. Nick Hines Environmental Coordinator WYDOT 5300 Bishop Blvd. Cheyenne, WY 82009-3340</p> <p>Re: Review of <i>Harney Street Viaduct Environmental Assessment</i>, Laramie, WY, dated September 2012</p> <p>Dear Mr. Hines:</p> <p>The Department of Environmental Quality (DEQ)/Voluntary Remediation Program (VRP) is in receipt of an electronic copy of the document titled <i>Harney Street Viaduct Environmental Assessment</i> dated September 2012. The VRP appreciates being contacted for comments on the document. We have provided the following comments related to the report:</p> <p>Comment 1 Section 3.15, Page 3-50: "Hazardous materials could be encountered during the construction of a transportation project. Therefore, it is important to identify properties that may contain contamination prior to right-of-way acquisition and construction. Hazardous materials are defined as any waste product that is considered flammable, corrosive, reactive, or toxic. Hazardous materials can be found in various forms and can originate from a variety of sources. Examples of potential sites that may contain hazardous waste include landfills, service stations, industrial areas, railroad corridors, and mine sites. When planning and developing a transportation project, it is important to be aware of known hazardous waste sites so they can be avoided or their impacts minimized."</p> <p><i>DEQ Response: Please be aware that the Department of Environmental Quality Solid and Hazardous Waste Division Hazardous Waste Rules (HWRR) have additional definitions of, and requirements for, hazardous waste. Also, please be advised if hazardous waste is generated, the generator must meet the requirements for the HWRR for management of that waste.</i></p> <p>Comment 2 Table 3-20, Page 3-53.</p> <p><i>DEQ Response: The DEQ wishes to be clear that while the UPRR site located at University and</i></p> <hr/> <p style="font-size: small;">Herschler Building - 122 West 25th Street - Cheyenne, WY 82002 - http://deq.state.wy.us</p> <table border="0" style="font-size: x-small; width: 100%;"> <tr> <td>ADMIN/OUTREACH (307) 777-7750</td> <td>AIR QUALITY (307) 777-8145</td> <td>WATER QUALITY (307) 777-7751</td> </tr> <tr> <td>FAX 777-3510</td> <td>FAX 777-9462</td> <td>FAX 777-5973</td> </tr> <tr> <td>INDUSTRIAL SITING (307) 777-7391</td> <td>LAND QUALITY (307) 777-7369</td> <td>SOLID & HAZ WASTE (307) 777-7752</td> </tr> <tr> <td>FAX 777-5616</td> <td>FAX 777-6937</td> <td>FAX 777-5973</td> </tr> </table> 	ADMIN/OUTREACH (307) 777-7750	AIR QUALITY (307) 777-8145	WATER QUALITY (307) 777-7751	FAX 777-3510	FAX 777-9462	FAX 777-5973	INDUSTRIAL SITING (307) 777-7391	LAND QUALITY (307) 777-7369	SOLID & HAZ WASTE (307) 777-7752	FAX 777-5616	FAX 777-6937	FAX 777-5973	<div style="text-align: center;">  <p>Wyoming Department of Transportation</p> <p><i>"Providing a safe, high quality, and efficient transportation system"</i></p> <p>5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p>  <p><i>John F. Cox, Director</i></p> </div> <p>December 19, 2012</p> <p>Alan Thompson, P.G. Voluntary Remediation Program Solid and Hazardous Waste Division Wyoming Department of Environmental Quality Herschler Building 122 West 25th Street Cheyenne, WY 82002</p> <p>Dear Mr. Thompson:</p> <p>Thank you for your participation in the Harney Street Viaduct Environmental Assessment review process and for providing the following comments. We offer the following responses to your comments:</p> <p>Comment #1</p> <p>WYDOT is aware that the Wyoming Department of Environmental Quality, Solid and Hazardous Waste Division Hazardous Waste Rules (HWRR) have additional definitions of and requirements for hazardous waste. If hazardous waste is generated during the development of the project, the generator will meet the requirements for the HWRR for management of that waste.</p> <p>Comment #2</p> <p>Per your comment/clarification, WYDOT now recognizes that while the UPRR site located at University and Railroad Street is currently in the VRP, no remedy (cleanup) has been implemented to date. Clarification will be provided in the Harney Street Viaduct decision document.</p>
ADMIN/OUTREACH (307) 777-7750	AIR QUALITY (307) 777-8145	WATER QUALITY (307) 777-7751											
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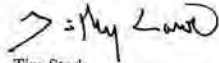
Comment	Response
<p>Mr. Nick Hines, WYDOT November 13, 2012</p> <p><i>Railroad Street is currently in the VRP. no remedy (cleanup) has been implemented to date.</i></p> <p>Comment 3 Table 3-21, Page 3-54.</p> <p><i>DEQ Response: For clarification, the EPA removed stored Yttrium ore and radioactive waste from the Yttrium Processing Plant site in the 1980's. However, additional environmental concerns such as localized areas of elevated metals in soils and groundwater, trace asbestos in soils, and low levels of widely-dispersed areas of Polyaromatic hydrocarbons (PAHs) still exist at the site. Cleanup of the site is currently ongoing through the VRP, with the Laramie Rivers Conservation District as the Volunteer.</i></p> <p>Comment 4 Table 3-21, Page 3-54.</p> <p><i>DEQ Response: Again for clarification, the designation "Orphan Site" has a very specific DEQ definition (http://deq.state.wy.us/volremedi/orphansites.asp). The DEQ suggests using an alternate term to describe these sites, if possible. In addition, please note that remediation activities at the British Petroleum/Amoco former refinery site are not considered to be complete, further action at the site may be necessary.</i></p> <p>Comment 5 Page 3-55: "The British Petroleum/Amoco Company agreed to install monitoring wells to determine the extent of contamination and worked closely with the State of Wyoming and Federal agencies to cleanup the site."</p> <p><i>DEQ Response: The DEQ does not agree with this statement. Further investigation at the site may be necessary.</i></p> <p>Comment 6 Page 3-55: "The EDR report states that no further action is required for this [British Petroleum/Amoco] site."</p> <p><i>DEQ Response: The DEQ does not agree with this statement. Further investigation at the site may be necessary.</i></p> <p>Comment 7 Page 3-55: "Hazardous Materials Mitigation: Further investigation will be conducted at RECs where partial acquisitions of property or deep excavations are planned, which could include performance of a Phase I ESA and/or Phase II ESA. Due to known contamination in the area of the Harney Street viaduct for Alternative 1D, a Phase II ESA is recommended to determine the extent of contamination. Remedial activities will be required if the property is acquired."</p> <p style="text-align: center;">Page 2 of 2</p>	<p>Comment #3</p> <p>Per your comment/clarification, WYDOT now recognizes that the EPA removed stored Yttrium ore and radioactive waste from the Yttrium Processing Plant site in the 1980's. However, additional environmental concerns such as localized areas of elevated metals in soil and groundwater, trace asbestos in soils, and low levels of widely-dispersed areas of Polyaromatic hydrocarbons (PAHs) still exist at the site. Cleanup of the site is currently ongoing through the VRP with Laramie River Conservation District as the Volunteer. Clarification will be provided in the Harney Street Viaduct decision document.</p> <p>Comment #4</p> <p>WYDOT is aware that the term "orphan site" has the following specific DEQ definition:</p> <ol style="list-style-type: none"> 1. Sites where the department determines that there is no viable party that is responsible for causing or contributing to the contamination present at the site; and 2. Sites where the department has issued a no further action letter, and where there is a subsequent discovery of contamination which was present at the site when the no further action letter was issued but: <ol style="list-style-type: none"> (A) Was not known to the site owner or the department at the time the no further action letter was issued, provided that a comprehensive and complete site characterization was conducted by the owner; (B) Is not the result of activities conducted on the site after the no further action letter was issued; and (C) Does not constitute an imminent or substantial endangerment to human health or the environment which is being addressed by the holder of the no further action letter pursuant to a reopening of the no further action letter under § 35-11-1610(b). 3. Spill sites, where the department determines that the person responsible for the spill cannot be identified or where the department must take prompt action to prevent hazards to human health or the environment at a site where a responsible party fails to act promptly. <p>However, for this document we adopted the "orphan" site definition as used by the EDR. The EDR uses the term to identify sites for which exact locations could not be pinpointed, as defined on page 3-51 of the EA.</p> <p>Comment #5 and #6</p> <p>Per your comment/clarification, WYDOT now recognizes that further investigation at the British Petroleum/Amoco Company site may be necessary. Clarification will be provided in the Harney Street Viaduct decision document.</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses





Comment	Response
<p>Mr. Nick Hines, WYDOT November 13, 2012</p> <p><i>DEQ Response: The DEQ agrees with this statement, given the historical uses of the area, and recent groundwater and soil sampling data collected from several sources. If portions of the BP/Amoco property are acquired for the project, the DEQ recommends that the property be entered into the VRP.</i></p> <p>Thank you for the opportunity to comment on the report. Please feel free to contact me at 307-777-8759, or via e-mail at alan.thompson@wyo.gov if you have any questions or concerns relating to our comments.</p> <p>Sincerely,</p> <p> Alan Thompson, P.G. Voluntary Remediation Program Solid and Hazardous Waste Division</p> <p>Cc: Cindi Martinez, SHWD/VRP Cheyenne VRP File #58.162</p> <p>Page 3 of 3</p>	<p>Comment #7</p> <p>If a portion of the British Petroleum/Amoco property is acquired for the Harney Street Viaduct Project, that portion will either be cleaned up or entered into the VRP.</p> <p>Thank you for your participation in the project.</p> <p>Sincerely,</p> <p> for Tim Stark Environmental Service Engineer</p>

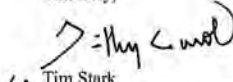
Comment	Response
<p>Comment # 4: Ted Van Der Kolk, Jonatkim Enterprises, 627 South Manchester Avenue, Anaheim, CA 92802, tedv@newportequity.com</p> <p>Quinlan, Robert E.</p> <hr/> <p>From: nick.hines@wyo.gov on behalf of DOT-Harney Street Viaduct EA <dot-harney-street@wyo.gov> Sent: Monday, November 19, 2012 10:27 AM To: Quinlan, Robert E. Subject: Fwd: Environmental Documents - NEPA - Harney Street Viaduct EA</p> <p>One more comment</p> <p>----- Forwarded message ----- From: Ted Van Der Kolk <tedv@newportequity.com> Date: Sat, Nov 17, 2012 at 7:01 PM Subject: Environmental Documents - NEPA - Harney Street Viaduct EA To: dot-harney-street@wyo.gov</p> <p>To whom this may concern: As the owner representative and property manager for Jonatkim Enterprises which owns the property located at 575 Snowy Range Road there are some concerns we have associated with option 1D which appears to be the option that has been chosen.</p> <ol style="list-style-type: none"> 1. There does not appear to have been any consideration made for a driveway or access point for the eastern portion of the property. These three buildings represent the majority of large industrial space within Laramie as well as Albany County. Lack of an eastern access point would be detrimental to the city as well as county as access to at least half of the improved property will be compromised. We hope this is an oversight that will be corrected and expect WYDOT to contact us as alternative 1D is finalized to address this shortcoming. 2. Lack of a RR grade crossing for the spurs serving 575 Snowy Range Road and 667 W. Flint is also shortsighted as future users and industries looking to re-locate requiring direct rail access will be forced to look elsewhere other than the City of Laramie. The report indicated that a RR grade crossing will be responsible for the cause of delays. This is somewhat true; however, how much of a delay can really be expected should both sites use the spur at a future point in time and take 1-2 carloads per week? Is a delay as insignificant such as this not more than offset by the jobs and tax revenue added to the City, County, and State of Wyoming?? We look forward to hearing from WYDOT. <p>Sincerely,</p> <p>Ted Van Der Kolk Jonatkim Enterprises</p> <p><small>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.</small></p>	<div style="text-align: center;">  <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p>  <p>John F. Cox Director</p> </div> <p>December 19, 2012</p> <p>Ted Van Der Kolk Jonatkim Enterprises 627 South Manchester Ave. Anaheim, CA 92802</p> <p>Dear Mr. Van Der Kolk:</p> <p>Thank you for your participation in Harney Street Viaduct Environmental Assessment review process and for providing the following comments regarding option 1D, the Preferred Alternative:</p> <ol style="list-style-type: none"> 1. There does not appear to have been any consideration made for a driveway or access point for the eastern portion of the property. These three buildings represent the majority of large industrial space within Laramie as well as Albany County. Lack of an eastern access point would be detrimental to the city as well as county as access to at least half of the improved property will be compromised. We hope this is an oversight that will be corrected and expect WYDOT to contact us as alternative 1D is finalized to address this shortcoming. 2. Lack of a RR grade crossing for the spurs serving 575 Snowy Range Road and 667 W. Flint is also shortsighted as future users and industries looking to re-locate requiring direct rail access will be forced to look elsewhere other than the City of Laramie. The report indicated that a RR grade crossing will be responsible for the cause of delays. This is somewhat true; however, how much of a delay can really be expected should both sites use the spur at a future point in time and take 1-2 carloads per week? Is a delay as insignificant such as this not more than offset by the jobs and tax revenue added to the City, County, and State of Wyoming?? We look forward to hearing from WYDOT. <p>We offer the following responses to your comments above:</p> <ol style="list-style-type: none"> 1. WYDOT recognizes the importance of providing access to your business during both construction and operation of the Harney Street Viaduct project. WYDOT will identify, design, and construct access provisions during final design of the project. WYDOT District will be contacting you in the near future to discuss these provisions.

Comment	Response
	<p>2. Regarding rail access to the properties at 575 Snowy Range Road and 667 W. Flint Street, the Wyoming-Colorado Railroad Inc. administratively abandoned these spurs several years ago, while leaving the track in place. In September 2012 the Wyoming-Colorado Railroad Inc. submitted petitions to the Wyoming Department of Transportation for the permanent closure of two public rail grade crossings on Cedar Street and Pine Street. Subsequently the tracks crossing Cedar Street and Flint Street have been removed. Removal of these tracks now precludes the use of the rail spurs.</p> <p>Thank you for your participation in this process. As mentioned earlier in this letter, WYDOT District will be contacting you to discuss the most appropriate access for your business.</p> <p>Sincerely,</p> <p> Tim Stark Environmental Service Engineer</p> <p>fA</p> <p>Enclosure: Two Proposed Public Highway – Rail Grade Crossing Closures and Petitions</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 5: Deborah Amend, Superintendent, Wyoming State Parks, Deborah.amend@wyo.gov</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: <u>Deborah Amend Superintendent WY State Parks</u> E-mail Address: <u>deborah.amend@wyo.gov</u></p> <p><u>Wyoming Territorial Prison State Historic Site would like to know design of the Bridge on Snowy Range that would be on state property.</u></p> <ul style="list-style-type: none"> - <u>What final specs will be for widening Bridge</u> - <u>What are the specs for widening snowy range to meet with 5 lane section</u> - <u>Since WYDOT will be widening Snowy Range WTPSHS wants to work with Department on creating a "Turnout" in front of Prison for tourist photo opportunity and interpretation signage.</u> - <u>Want to visit with development / design to see what impact to state property and how to build this interpretative area on Snowy Range</u> <p><u>I spoke to Steve at the meeting tonight as well.</u> <u>Looking forward to this exciting new opportunity -</u> <u>Deborah Amend</u></p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <small>"Providing a safe, high quality, and efficient transportation system"</small> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">December 19, 2012</p> <p>Deborah Amend, Superintendent Wyoming State Parks 975 Snowy Range Road Laramie, WY 82072 Deborah.amend@wyo.gov</p> <p>Dear Ms. Amend:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comments:</p> <p>Wyoming Territorial Prison State Historic Site would like to know design of the Bridge on Snowy Range that would be on State property.</p> <ul style="list-style-type: none"> ➤ What final specs will be for widening Bridge? ➤ What are the specs for widening Snowy Range to meet with 5 lane section. ➤ Since WYDOT will be widening Snowy Range WTPSHS wants to work with department on creating a "turnout" in front of Prison for tourist photo opportunity and interpretation signage. ➤ Want to visit with development / design to see what impact to state property, and how to build this interpretive area on Snowy Range. <p>I spoke to Steve at the meeting tonight as well.</p> <p>Looking forward to this exciting new opportunity.</p>

Comment	Response
	<p>We offer the following responses to your comments above:</p> <p>Design has not been completed yet so we are unaware of the final specifications for the bridge.</p> <p>The WTPSHS will be provided updates and opportunities to provide input to the design as it progresses.</p> <p>WTPSHS can make a formal request to the WYDOT District #1 Engineer (307-745-2100) for developing a turnout in front of the prison.</p> <p>Thank you for your support of the Harney Street Viaduct.</p> <p>Sincerely,</p> <p> fa Tim Stark Environmental Service Engineer</p>

Comment Response

Comment # 6: Anonymous



Open Forum Public Hearing
Thursday, October 25, 2012
5:00 to 7:00 P.M.
COMMENT FORM

Thank You for attending tonight's Open Forum Public Hearing

I have the following comments on the Harney Street Viaduct Environmental Assessment:

Name:
E-mail Address:

The proposed route appears to be the best alternative. Due to the delay in deciding the final route we will be getting a much better bridge and four lanes across the Laramie River.

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.



Matthew H. Mead
Governor

Wyoming
Department of Transportation

Providing a safe, high quality, and efficient transportation system

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



John F. Cox
Director

December 19, 2012

Anonymous

Dear Sir or Madam:

We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.

We also wish to thank you for the following comment:

- The proposed route appears to be the best alternative. Due to the delay in deciding the final route we will be getting a much better bridge and four lanes across the Laramie River.



Thank you for your comment and support.

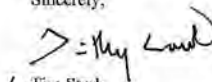
Sincerely,

[Signature]
Tim Stark
Environmental Service Engineer

Harney Street Viaduct





Environmental Assessment Comments and Responses

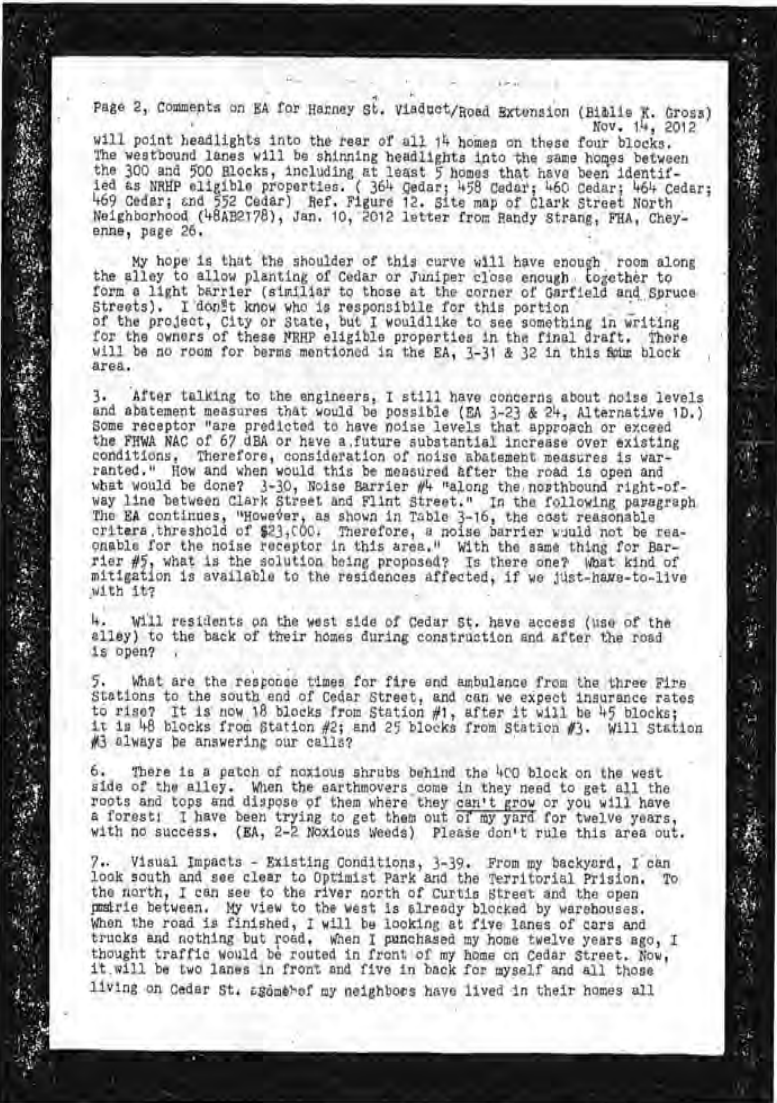
Comment	Response
<p>Comment # 7: Sharon Breitweiser, 819 Harney Street, Laramie, WY, 82072, sbreit@tribesp.com</p> <p>Quinlan, Robert E.</p> <hr/> <p>From: nick.hines@wyo.gov on behalf of DOT-Harney Street Viaduct EA <dot-harney-street@wyo.gov> Sent: Wednesday, November 28, 2012 1:04 PM To: Quinlan, Robert E. Subject: Fwd: Environmental Documents - NEPA - Harney Street Viaduct EA</p> <p>----- Forwarded message ----- From: Sharon Breitweiser <sbreit@tribesp.com> Date: Wed, Oct 24, 2012 at 10:12 AM Subject: Environmental Documents - NEPA - Harney Street Viaduct EA To: dot-harney-street@wyo.gov</p> <p>Although it has been rejected by WYDOT, I continue to support the No-Build Alternative. Traffic and noise impacts created by Alternative 1D impose undue burdens on current residents throughout the length of Harney Street.</p> <p><small>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.</small></p>	<div data-bbox="1102 324 1207 446"> Matthew H. Mead Governor</div> <div data-bbox="1218 324 1764 454"><p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p></div> <div data-bbox="1795 332 1900 446"> John F. Cox Director</div> <p>December 19, 2012</p> <p>Sharon Breitweiser 819 Harney Street Laramie, WY 82072 sbreit@tribesp.com</p> <p>Dear Ms. Breitweiser:</p> <p>Thank you for your participation in Harney Street Viaduct Environmental Assessment review process and for providing the following comments:</p> <ul style="list-style-type: none">• Although it has been rejected by WYDOT, I continue to support the No-Build Alternative. Traffic and noise impacts created by Alternative 1D impose undue burdens on current residents throughout the length of Harney Street. <p>We offer the following responses to your comments above:</p> <p>WYDOT acknowledges your concerns regarding traffic and noise impacts anticipated from Alternative 1D.</p> <p>As described in the Harney Street Environmental Assessment, the purpose of the proposed action is to establish a new viaduct and associated roadway over the railroad to replace the structurally deficient viaduct currently located at Clark Street with a structure and associated roadway that would accommodate future local and regional transportation systems and needs in the City of Laramie. These needs include providing a continuous east-west transportation system connection; transportation service, increased capacity, and improved functionality; improved operational efficiency for bridge, roadway, intersection, and pavement and safety; and transportation service consistent with local plans. Additionally, Harney Street was designated by the City of Laramie as an urban arterial east of 3rd Street by the City of Laramie when it was planned.</p> <p>Based on the above, the No-Build Alternative would not address the purpose and need of the proposed action.</p>


Comment	Response
	<p>We hope this addresses your concerns. Should you have any additional questions, please do not hesitate to contact the WYDOT District Office at 307-745-2100.</p> <p>Thank you for your participation in this process.</p> <p>Sincerely,</p> <p> = <i>Tim Stark</i></p> <p><i>ts</i> Tim Stark Environmental Service Engineer</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 8: Billie K. Gross, 464 N. Cedar Street., Laramie, WY 82072, Phone (307) 760-8980</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>Harney Street Viaduct ENVIRONMENTAL ASSESSMENT</p> </div> <div style="text-align: center;">  <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p><u>Name:</u> Billie K. Gross November 14, 2012 <u>E-mail Address:</u> NA 464 N. Cedar St. Laramie, WY 82072 (307)760-8980</p> <p>I would like to say that I know something needs to and will be done. I appreciate all the work that has been done to this point. I am just concerned about the perspectives from which the proposed site was done. (For example, I remember when you could drive on Clark, through the UW campus, and on east to the hospital.) With every change in crossing the HP tracks, the West Side Neighborhood has become more isolated. Nothing about that can be changed, but I believe a few considerations from the perspective of those residents could make living in this neighborhood more comfortable and could be incorporated at little or no increased in cost.</p> <p>1. As a resident, I am concerned that the speed limit would go above 30mph. This is a residential neighborhood, with lots of children and the route will be right behind all the homes on the west side of N. Cedar and some of the homes along the north perimeter of the neighborhood. I was relieved when two of the engineers at the Open House, Oct. 25, said that the road bed corners couldn't be engineered for more than 37mph. There is no residential area in Laramie, that has a speed limit over 30mph, and I would like to see no precedence set by Harney St/Snowy Range Rd. If kept at 30mph, as it is now, there would not be as much jack-breaking for the truck intersection at Flint and Cedar Streets. (Reference Table 1 attached to E-0811 Oct. 16, 2012 from Ross Doman, re: Harney Street Viaduct public meeting scheduled for October 25)</p> <p>2. I am concerned about the type of light abatement that will be done behind the homes on the west side of Cedar Street between the 300 and 600 blocks. Most generally, bedrooms tend to be in the rear of homes. The east-bound lanes of the roadbed from the river bridge to Flint St. intersection</p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>Matthew H. Mead Governor</p> </div> <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div> <div style="text-align: center;">  <p>John F. Cox Director</p> </div> </div> <p style="text-align: center;">December 19, 2012</p> <p>Billie K. Gross 464 North Cedar Street Laramie, WY 82072</p> <p>Dear Ms. Gross:</p> <p>Thank you for your participation in the Harney Street Viaduct Environmental Assessment review process and for providing written comments. We have reviewed your comments and have prepared the following responses/clarifications. Our responses/clarifications have been organized by the topics identified in your letter and we hope these responses/clarifications adequately address your concerns.</p> <p>Roadway Speed</p> <p>We understand your concerns regarding speed limits above 30 mph in residential areas. The final design and posted speed for this project will be determined as the design is finalized. WYDOT will continue to reach out to the public during this process for input.</p> <p>Light Abatement</p> <p>We agree that headlights may result in light impacts to the residences along Cedar Street. WYDOT and the City of Laramie will be coordinating final landscape designs for the areas adjacent to the new roadway and will be working with the property owners to identify and develop landscaping that provides feasible headlight abatement. Barriers to abate the light impacts will be considered during final design of the project.</p> <p>Regarding impacts to the NRHP eligible properties, although the lighting may affect the occupants of the structures, the lighting will not affect the historic integrity of the structure itself.</p>

Comment	Response
 <p>Page 2, Comments on EA for Harney St. Viaduct/Road Extension (Biblis K. Gross) Nov. 14, 2012</p> <p>will point headlights into the rear of all 14 homes on these four blocks. The westbound lanes will be shining headlights into the same homes between the 300 and 500 Blocks, including at least 5 homes that have been identified as MRHP eligible properties: (364 Cedar; 453 Cedar; 460 Cedar; 464 Cedar; 469 Cedar; and 552 Cedar) Ref. Figure 72, site map of Clark Street North Neighborhood (48A217B), Jan. 10, 2012 letter from Randy Strang, PHA, Cheyenne, page 26.</p> <p>My hope is that the shoulder of this curve will have enough room along the alley to allow planting of Cedar or Juniper close enough together to form a light barrier (similar to those at the corner of Garfield and Spruce Streets). I don't know who is responsible for this portion of the project, City or State, but I would like to see something in writing for the owners of these MRHP eligible properties in the final draft. There will be no room for berms mentioned in the EA, 3-31 & 32 in this four block area.</p> <p>3. After talking to the engineers, I still have concerns about noise levels and abatement measures that would be possible (EA 3-23 & 24, Alternative 1D.) Some receptor "are predicted to have noise levels that approach or exceed the FHWA NAC of 67 dBA or have a future substantial increase over existing conditions. Therefore, consideration of noise abatement measures is warranted." How and when would this be measured after the road is open and what would be done? 3-30, Noise Barrier #4 "along the northbound right-of-way line between Clark Street and Flint Street." In the following paragraph The EA continues, "However, as shown in Table 3-16, the cost reasonable criteria threshold of \$23,000. Therefore, a noise barrier would not be reasonable for the noise receptor in this area." With the same thing for Barrier #5, what is the solution being proposed? Is there one? What kind of mitigation is available to the residences affected, if we just-have-to-live with it?</p> <p>4. Will residents on the west side of Cedar St. have access (use of the alley) to the back of their homes during construction and after the road is open?</p> <p>5. What are the response times for fire and ambulance from the three Fire Stations to the south end of Cedar Street, and can we expect insurance rates to rise? It is now 18 blocks from Station #1, after it will be 45 blocks; it is 48 blocks from Station #2; and 25 blocks from Station #3. Will Station #3 always be answering our calls?</p> <p>6. There is a patch of noxious shrubs behind the 400 block on the west side of the alley. When the earthmovers come in they need to get all the roots and tops and dispose of them where they can't grow or you will have a forest! I have been trying to get them out of my yard for twelve years, with no success. (EA, 2-2 Noxious Weeds) Please don't rule this area out.</p> <p>7. Visual Impacts - Existing Conditions, 3-39. From my backyard, I can look south and see clear to Optimist Park and the Territorial Prison. To the north, I can see to the river north of Curtis Street and the open prairie between. My view to the west is already blocked by warehouses. When the road is finished, I will be looking at five lanes of cars and trucks and nothing but road. When I purchased my home twelve years ago, I thought traffic would be routed in front of my home on Cedar Street. Now, it will be two lanes in front and five in back for myself and all those living on Cedar St. Some of my neighbors have lived in their homes all</p>	<p><u>Noise Levels</u></p> <p>We agree that noise impacts are predicted for the certain areas within the West Side Neighborhood, Mitigation for these impacts was evaluated. The noise barriers evaluated met the feasible criteria of effectiveness, constructability, engineering, maintenance and other design issues, however, the barriers did not meet the reasonableness criteria of cost according to WYDOT's noise policy. Therefore, barriers are not recommended for this project at this time.</p> <p>As design progresses with this project, WYDOT will continue to work with the City of Laramie and the impacted residents to identify other feasible and reasonable measures that could lessen the impact of noise to these receptors.</p> <p>We agree that the removal of the Clark Street Viaduct will bring the neighborhood together and that the noise associated with traffic on the viaduct for nearly 60 years will be removed. We also agree that the preferred alternative will increase noise levels for four receptors on North Cedar, North Pine, and North Hodgeman Streets. However, the noise impacts associated with the preferred alternative are considerably less than those associated Alternative 1A (20 receptors impacted) and Alternative 1C (12 receptors impacted).</p> <p><u>Access for Residents</u></p> <p>Access to allies during and after construction will be determined during final design.</p> <p><u>Emergency Response</u></p> <p>Although actual response times for each of the three city of Laramie Fire Stations, the distances from each station (current and with the future Harney Street Viaduct project) were calculated for reference.</p> <p>The distance from station #1 (located east of downtown Laramie) to the intersection of Cedar Street and Park Street, using the existing Clark Street viaduct is approximately 1.35 miles. The distance from Station #1 to Cedar Street and Park Street using the Harney Street viaduct would slightly greater at approximately 2.07 miles.</p> <p>The distance from station # 2 (located at E. Reynolds Street and 23rd Street) to the intersection of Cedar Street and Park Street, using the existing Clark Street viaduct is approximately 3.20 miles. The distance from Station #2 to Cedar Street and Park Street using the future Harney Street viaduct would be similar at approximately 3.17 miles.</p>





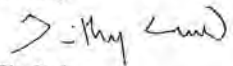
Comment	Response
 <p data-bbox="218 1198 800 1255">Figure 5. Alternative 1D in relation to Site 48AB619, a segment of the Wyoming-Colorado Railroad. This alternative crosses Segment A-B west of Cedar Street. It also crosses Segment B-F, the southwest arm of the wye, in two distinct places rather than lying on top of it.</p> <p data-bbox="499 1287 516 1304">12</p>	<p data-bbox="1136 370 1860 418">Regardless of the Harney Street Viaduct project the distance from Station #3 (located in West Laramie) to Cedar and Park Street will continue to be approximately 1.91 miles.</p> <p data-bbox="1136 435 1860 553">The Laramie Fire Department will be conducting a response time analysis between now and when the Harney Street Viaduct is constructed to determine which fire station would provide the most efficient response to the West Side Neighborhood. At the time an emergency call is placed to the fire department, the actual station responding will depend on the availability of emergency equipment.</p> <p data-bbox="1136 570 1860 643">We are not in a position to forecast insurance rates but considering the numerous and varied factors and the history of insurance rate adjustments, we can assume rates will increase regardless of the Harney Street viaduct project.</p> <p data-bbox="1136 659 1262 678">Noxious Weeds</p> <p data-bbox="1136 699 1860 865">WYDOT maintains an annual noxious weed control program within the special maintenance budget. This program is administered through the Wyoming Department of Agriculture and is normally performed by the local Weed and Pest districts. For the Harney Street Viaduct project, the Albany County Weed and Pest District will be administering the noxious weed control program. However, if you are concerned about the potential presence of noxious weeds in your neighborhood, WYDOT strongly recommends contacting the district soon to eradicate noxious weeds from your neighborhood.</p> <p data-bbox="1136 881 1331 901">Visual Impact Concerns</p> <p data-bbox="1136 922 1860 1141">We agree that views will be modified at various locations along the project as described in Section 3.13 of the Environmental Assessment. In addition to those mitigation measures identified in Section 3.13 (page 3-42), as design progresses with this project, WYDOT will continue to work with the City of Laramie and the impacted residents to identify other feasible and reasonable measures that could lessen the visual impacts to residents of the West Side Neighborhood. Also, as described in an earlier response to light abatement concerns, WYDOT and the City of Laramie will be coordinating final landscape designs for the areas adjacent to the new roadway and will be working with the property owners to identify and develop landscaping that provides feasible visual impact abatement.</p> <p data-bbox="1136 1157 1293 1177">Cultural Resources</p> <p data-bbox="1136 1198 1860 1344">A memorandum of agreement was prepared for direct impacts to the Laramie, Hahn's Peak and Pacific Railroad resulting from the Harney Street Viaduct Project. No direct impacts were identified for the NRHP eligible houses. As such, a formal memorandum of agreement is not required. With regard to the impacts referenced in comments 1 through 7 of your letter, although these impacts may affect the occupants of the NRHP eligible structures, the impacts would not affect the historic integrity of the structure itself.</p>

Comment	Response
<p style="text-align: center;">[REDACTED]</p> <p>Page 3, Comments on EA for Harney St. Viaduct/Road Extension (Billie K. Gross) Nov. 14, 2012</p> <p>their lives. There won't be much of a view left, but those driving by will be able to see into every backyard from Clark Street to Pine and/or Hodgeman Streets. Again a wall of Juniper or Cedar trees would be better to look at from both the homes and the road.</p> <p>The EA, 3-42 states, "The proposed roadway would separate the residential community from land presently unused but dominated by the presence of the abandoned British Petroleum/Amoco refinery facility and no ongoing maintenance. To some residents this could be considered a positive visual impact." In the next paragraph, "Higher traffic volumes would result in a visual intrusion of residences in the north and western areas of the West Side Neighborhood." We need a wall of evergreens, (not Ash or other deciduous trees, planted 50-ft apart) as mitigation for these Visual Impacts.</p> <p>8. Cultural Resources, 3-43, section 106 "Historical properties are defined as those cultural resources that have been listed on or determined eligible to the NRHP." Thirteen or fourteen homes on North Cedar have been identified, six of which back onto the new roadbed. Mitigation for the LRPPR and the Wyoming Territorial Prison have been written, but none of the residences. When will these residents be able to sit down and come to an agreement on the preceding #1-7 concerns?</p> <p>9. I cannot agree with three statements on 3-59, Table 3-24, Alternative 1D, Social Resources & Environmental Justice "would result in improved access for residents of the West Side Neighborhood and the rest of the City of Laramie." It will be 32 blocks further to the grocery store, 38 blocks further to the Post Office and church, and 40 blocks further to downtown Laramie. If you walk, this would not be an improvement!</p> <p>"Improved bicycle and pedestrian connectivity for residents of the West Side Neighborhood." It's going to be the same 32 blocks to the grocery store and downtown. The footbridge on Garfield is not for riding bicycles, it is for FOOT traffic.</p> <p>"Would not result in a disproportionately high or adverse impact on any minority or low-income population." Who do you think lives in the West Side Neighborhood? We have the highest concentration of ethnic families and low-income elderly in the city!</p> <p>I do agree that the removal of Clark Street Viaduct will bring the neighborhood together and that the noise it creates would be gone in that area, but the noise impact would increase on North Cedar, Pine and Hodgeman Streets.</p> <p>Continuing with Table 3-24, Alternative 1D, Economic Resources "Long term improvements in system connectivity and increased mobility would benefit business." In West Laramie maybe, but not for the West Side. I think the extended distances that EAST Laramie customers will have to travel to Bernies, Chelos, Buds Bar and the print shop on Garfield will take a toll on their businesses. The Clark Street viaduct was a direct route from the University and those living and working in the areas of East Laramie.</p> <p>Chapter 4: Draft Section 4 (f) Evaluation, 4-2 Summary of Project Purpose and Need "TO provide a continuous east-west transportation system connection that will serve corridor traffic movement through residential neighborhoods of the City of Laramie." The NRHP residences in the APE are not directly affected, 4-22, from impacts such as noise, visual, lighting, emergency response time, connectivity to Downtown Laramie, cultural Resources, and to minority and elderly citizens.</p>	<p><u>Social Resources and Environmental Justice</u></p> <p>Certain grocery stores may require additional travel and some may require less travel. For instance the Safeway grocery store located at 3rd Street and Bradley Street will require less travel for residents of the northern areas of the West Side Neighborhood. Residents living in the southern areas of the West Side Neighborhood may require some additional travel. For example the distance from the intersection of Lewis Street and Cedar Street to 3rd and Bradley currently is approximately 0.6 mile. With the Harney Street Viaduct that distance would increase by approximately 0.4 mile.</p> <p>Regarding bicycle and pedestrian improvements, the Harney Street viaduct and roadway will provide a 10-foot wide pathway for both the elevated viaduct and adjacent to the at grade roadway to facilitate movement of both bicycles and pedestrians. WYDOT and the City of Laramie will coordinate connection with the Laramie Greenbelt and other trails, bikeways connecting with downtown Laramie and other areas.</p> <p>Executive Order 12898 addresses environmental justice concerns in minority population and low-income populations with the requirement that minority populations and/or low-income populations do not receive disproportionately high or adverse impacts over nonminority and/or non-low-income populations when selection alternatives for any Federal Actions. Since populations within the Harney Street Viaduct study area have been identified as potentially low-income and/or minority, it is true that the both the negative and beneficial impacts would be borne primarily by populations of environmental concern. However, the project is not being built in preference to constructing a facility in an area that is not predominately low income or minority. The intent of Executive Order 12898 is to avoid such situations.</p> <p>Within the selection and evaluation of the three build alternatives, the preferred alternative provides less impact to community cohesion compared to the other two alternatives.</p> <p><u>Economic Resources</u></p> <p>Although travel distances for patrons of the well-established Bernies, Chelos, Bud's Bar and the print shop on Garfield Street will increase slightly, it is anticipated that the local clientele these businesses have established will continue their patronage.</p> <p><u>Section 4(f) Evaluation</u></p> <p>Table 4-3 provides a summary of the Adverse Impacts to Environmental Resources not Project by Section 4(f). It indicates there would be no adverse "indirect" effects to Historic Properties. The effects referenced in this evaluation are to the historic structure itself and not to the occupants of the NRHP eligible structures. The Preferred Alternative would not affect the historic integrity of the structure itself.</p> <p style="text-align: center;">* * *</p>

Comment	Response
<div data-bbox="130 293 894 341" style="background-color: black; height: 29px; width: 364px;"></div> <p>Page 4, Comments on EA for Harney St. Viaduct/Road Extension (Billie K. Gross) Nov. 14, 2012</p> <p>Table 4-3 Adverse Impacts to Environmental Resources not Protected by Section 4 (f), Alternatives 1D says there are no, "Adverse (Indirect) Effects to Historical Properties." I think the EA has proven this statement to be wrong. The West Side Neighborhood and those NRHP eligible properties will be adversely affected by this project.</p> <p>I know you have a big job ahead of you and I do appreciate all you are doing. Please do keep the residents in the affected area informed and up to date. I am still not receiving notices of meeting in the mail. I have given address at every meeting and open house, it is on all correspondence I have submitted. It would be nice to know if it is the State or the City of WY. Certain aspects of the project so that questions or comments could be directed in the right direction and to the right people. I think we are finally on our way to seeing this project finished.</p> <p>Thank you,</p> <p><i>Billie K. Gross</i> Billie K. Gross 464 North Cedar Street Laramie, WY 82072 (307) 760-8980</p>	<p>Residents of the West Side Neighborhood will be kept up to date during the final design process through public meetings and other media. However, should you have any questions outside these information opportunities, please don't hesitate to contact the Ross Doman (WYDOT Public Involvement Specialist) at Ross.Doman@wyo.gov or 307-745-2142.</p> <p>Thank you for your comments and support.</p> <p>Sincerely,</p> <p><i>Tim Stark</i> Tim Stark Environmental Service Engineer</p>





Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 9: Beth Heesen, 361 North Colorado Street, Laramie, WY 82072, btbaheesen@gmail.com</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: Beth Heesen E-mail Address: btbaheesen@gmail.com</p> <p>I agree with WYDOT's conclusion in the EA, that Alternative 1D is the preferred alternative.</p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">December 19, 2012</p> <p>Beth Heesen 361 North Colorado Street Laramie, WY 82072 btbaheesen@gmail.com</p> <p>Dear Ms. Heesen:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comment:</p> <ul style="list-style-type: none"> ➤ I agree with WYDOT's conclusion in the EA, that Alternative 1D is the preferred alternative. <p>Thank you for your comment and support.</p> <p>Sincerely,</p>  <p>Tim Stark Environmental Service Engineer</p>



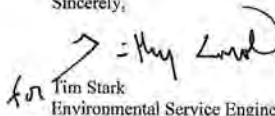
Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 10: Vicki Henry, 360 North Hodgeman Street, Laramie, WY 82072, vickis@uwyo.edu, vickishenry@gmail.com</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: <u>Vicki Henry</u> E-mail Address: <u>vickis@uwyo.edu, vickishenry@gmail.com</u></p> <p><u>Ideas for when the Clark St. Viaduct comes down:</u></p> <ol style="list-style-type: none"> <u>1. Observation Platform to look at the trains.</u> <u>People use the Garfield footbridge for this all the time, in all kinds of weather.</u> <u>2. Plant trees along new Clark St.</u> <u>3. Community garden on Clark St. middle</u> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">December 19, 2012</p> <p>Vicki Henry 360 North Hodgeman Street Laramie, WY 82072 vickis@uwyo.edu vickishenry@gmail.com</p> <p>Dear Ms. Henry:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comments:</p> <p>Ideas for when the Clark St. Viaduct comes down:</p> <ul style="list-style-type: none"> ➤ Observation Platform to look at trains. ➤ People use the Garfield footbridge for this all the time, in all kinds of weather. ➤ Plant trees along new Clark St. ➤ Community garden on Clark St. (middle). ➤ I hope that a bicycle lane will be included on the Laramie River Bridge. It is important to continue the bike path across the river. It cannot be added later – do it now. ➤ Currently it is extremely dangerous to ride a bike on Snow Range Road. There is no safe route for pedestrians or bicyclists from West Laramie to greater Laramie area or downtown. ➤ Please think about bike path along Snow Range Road in all future developments. ➤ I hope you can make the bridge aesthetically pleasing; not just a plain bridge like Garfield Street Bridge. <p>Thanks! This is going to be great!</p>





Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: <u>Vicki Henry</u> E-mail Address: <u>vickise@uwyo.edu and vickishenry@gmail.com</u></p> <p><u>I hope that a bicycle lane will be included on the Laramie River bridge. It is important to continue the bike path across the river. It cannot be added later - do it now.</u></p> <p><u>Currently it is extremely dangerous to ride a bike on Snowy Range Rd. There is no safe route for pedestrians or bicyclists from west Laramie to greater Laramie area or downtown.</u></p> <p><u>Please think about bike path along Snowy Range Rd in all future developments.</u></p> <p style="text-align: center;"><u>Thanks!</u></p> <p><u>This is going to be great!</u></p> <p><u>I hope you can make the bridge aesthetically pleasing; not just a plain bridge like Fairfield St. bridge.</u></p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<p>We offer the following responses to your comments above:</p> <p>Thank you for your comment. WYDOT is committed to working with the City of Laramie to identify design aspects of the viaduct structure and the roadway that will best accommodate the users of the roadway, viaduct, and facilities. During final design, WYDOT will be working with the City of Laramie to identify the most appropriate location and extent of pathways and sidewalks. A separate platform on the viaduct is not anticipated at this time.</p> <p>WYDOT and the City of Laramie will look into beautification along Clark Street during the design process.</p> <p>WYDOT does not have any plans for a community garden on Clark Street. That area will be turned back to the City of Laramie.</p> <p>Transportation Enhancements funds are available for this project and the City of Laramie is responsible for determining use of funding.</p> <p>Thank you for your comments and your support.</p> <p>Sincerely,</p> <p><i>for</i>  = <u>Tim Stark</u> Environmental Service Engineer</p>



Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 11: Joe Lord, 1007 Curtis Street, Laramie, WY 82072, joelord@cowboys.uwyo.edu</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: Joe Lord E-mail Address: joelord@cowboys.uwyo.edu <i>Is there any possibility of correcting the flooding issue with the bike path crossing under the Snowy Range Road bridge - as part of this project?</i></p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">December 19, 2012</p> <p>Joe Lord 1007 Curtis Street Laramie, WY 82072 joelord@cowboys.uwyo.edu</p> <p>Dear Mr. Lord:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comment:</p> <ul style="list-style-type: none"> ➤ Is there any possibility of correcting the flooding issue with the bike path crossing under the Snowy Range Road Bridge as part of this project? <p>We offer the following response to your comment above:</p> <p>WYDOT will be working closely with the City of Laramie during final design for widening the Laramie River Bridge.</p> <p>Sincerely,</p> <p style="text-align: center;"><i>Tim Stark</i> Tim Stark Environmental Service Engineer</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses

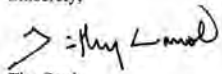
Comment	Response
<p>Comment # 12: Anthony Medina, 163 West Harney Street, Laramie, WY 82072, (Court Recorder Transcript)</p> <p>1 PROCEEDINGS 2 MR. MEDINA: My name is Anthony Medina. 3 My address is 163 West Harney. Now, I don't want 4 to live next to a bridge. Okay, the purposes of 5 that is they're going to take all my view looking 6 out east, north, they're going to -- all the 7 noises and everything is going to affect me. 8 I ain't going to be able to sleep at 9 night because -- during the summer because the 10 windows are going to be open and what do I got to 11 listen to? Loud trucks, loud cars, having to 12 smell diesel fuel, having to smell gasoline fumes 13 and all that. 14 I just don't really care to live there, 15 and the noises, the noises, the sirens, everything 16 that's going to affect my living. As for my son, 17 he lives next to a bridge and I asked him why does 18 he stay there. He didn't answer me, but I do not 19 wish to live next to them noises, the noises of 20 car tires, truck tires, diesel engines, gas 21 engines. I don't know. There's so much. 22 I don't really care to live there. I 23 either want to be relocated or move my house. My 24 view of the whole -- my view of looking west and 25 north is going to be totally taken away from me.</p> <p>1 Car lights and everything going over the 2 bridge are going to be shining inside of my house 3 and everything, shining inside the house, and it's 4 going to be miserable. My bedroom faces towards 5 the east and I've got a two-story house and I know 6 it's going to be miserable. I know it is, for a 7 fact it's going to be miserable. But I would like 8 them to relocate me or move my house to a 9 different location. 10 Okay, my main complaint is listening to 11 the noises and looking at a bridge. I do not -- I</p>	<div style="text-align: center;">  <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p>  </div> <p>December 19, 2012</p> <p>Anthony Medina 163 West Harney Street Laramie, WY 82072</p> <p>Dear Mr. Medina:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comments you provided through the court recorder: * * * * * Page 1</p> <p>1 PROCEEDINGS 2 MR. MEDINA: My name is Anthony Medina. 3 My address is 163 West Harney. Now, I don't want 4 to live next to a bridge. Okay, the purposes of 5 that is they're going to take all my view looking 6 out east, north, they're going to -- all the 7 noises and everything is going to affect me. 8 I ain't going to be able to sleep at 9 night because -- during the summer because the 10 windows are going to be open and what do I got to 11 listen to? Loud trucks, loud cars, having to 12 smell diesel fuel, having to smell gasoline fumes 13 and all that. 14 I just don't really care to live there, 15 and the noises, the noises, the sirens, everything 16 that's going to affect my living. As for my son, 17 he lives next to a bridge and I asked him why does 18 he stay there. He didn't answer me, but I do not 19 wish to live next to them noises, the noises of 20 car tires, truck tires, diesel engines, gas 21 engines. I don't know. There's so much. 22 I don't really care to live there. I 23 either want to be relocated or move my house. My 24 view of the whole -- my view of looking west and 25 north is going to be totally taken away from me.</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses





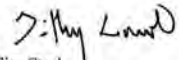
Comment	Response
<p>12 do not care to live my life looking at them 13 structures, so I really do want to be relocated. 14 Traffic is going to be extremely bad for 15 being a four-lane, and then the lighting off the 16 bridge. And before we used to not have to worry 17 about nothing. Now we have to worry about 18 everything, traffic, people. 19 And another thing, the landscaping off 20 the bridge, eventually there will be all kinds of 21 weeds and shrubs growing that don't look good at 22 all. 23 I would like to hear the results from 24 this. My address is 163 West Harney. My phone 25 number is 307-761-2646. I would like to hear from 1 someone before the decision.</p>	<p style="text-align: center;">***** Page 2</p> <p>1 Car lights and everything going over the 2 bridge are going to be shining inside of my house 3 and everything, shining inside the house, and it's 4 going to be miserable. My bedroom faces towards 5 the east and I've got a two-story house and I know 6 it's going to be miserable. I know it is, for a 7 fact it's going to be miserable. But I would like 8 them to relocate me or move my house to a 9 different location. 10 Okay, my main complaint is listening to 11 the noises and looking at a bridge. I do not -- I 12 do not care to live my life looking at them 13 structures, so I really do want to be relocated. 14 Traffic is going to be extremely bad for 15 being a four-lane, and then the lighting off the 16 bridge. And before we used to not have to worry 17 about nothing. Now we have to worry about 18 everything, traffic, people. 19 And another thing, the landscaping off 20 the bridge, eventually there will be all kinds of 21 weeds and shrubs growing that don't look good at 22 all. 23 I would like to hear the results from 24 this. My address is 163 West Harney. My phone 25 number is 307-761-2646. I would like to hear from 1 someone before the decision.</p> <p>We offer the following responses to your comments above:</p> <p>The Harney Street Viaduct Environmental Assessment included an evaluation of existing noise levels and projected noise levels noise levels considering development of the proposed action. It was concluded that noise levels at 163 Harney Street would not exceed the federal standards. 163 West Harney Street is located approximately 250 feet south from the proposed action. Existing noise levels in this area are 55.8 dBA. With the proposed action, noise levels in this area will be approximately 56.3 dBA. Therefore, only a 0.5 dBA increase is expected from the proposed action. This is normally not a noticeably perceived change in noise level.</p> <p>The view shed will change, however WYDOT and the City of Laramie will be working together to provide sufficient landscaping. Disturbed areas will be revegetated with appropriate plantings. A landscaping maintenance plan will be developed, with the City of Laramie having responsibility for maintaining the landscaping once it is installed.</p> <p>The types of lighting will be determined in the design process. Directional lighting is used frequently in urban areas to minimize the amount of light that extends beyond the viaduct structure and the roadway.</p>

Comment	Response
	<p>During a telephone conversation between you and Nick Hines (WYDOT Environmental Services) on December 4, 2012 at 4:10 pm you provided these additional comments. These comments and responses to the comment are provided below:</p> <ol style="list-style-type: none"> 1. You wished to receive a copy of the transcript you gave to the court reporter during the Harney Street Public Hearing at the Lincoln Community Center on October 25, 2012. The transcript is copied at the beginning of this letter. 2. You had mentioned that you want to be bought out because of the indirect impacts you will experience from the new viaduct. WYDOT does not typically purchase properties that are not directly affected. If you have further concerns regarding the purchase of your property, you can contact Scott Henderson with WYDOT Right-of-Way at 307-777-4218. 3. Concern was expressed about the conditions of Harney Street. You are worried that since the concrete from the storm sewer line is already showing you are afraid that construction traffic on Harney Street west of the railroad tracks will further cause problems to the street surfacing and possibly further expose or damage the storm sewer. Harney Street is a City of Laramie street and the City is responsible for repairing the street. The City of Laramie knows that the storm sewer line is exposed and has plans to repair the street or to move the line completely. This is likely to occur around the same time that the viaduct is being constructed. If WYDOT uses local streets and damages the street, WYDOT would be responsible for repairing the local streets. 4. Concern was expressed about noise from construction traffic on Harney Street. WYDOT does not believe that Harney Street will be used during construction. 5. Concern was expressed about possible vibration from construction equipment driving down Harney Street. WYDOT does not believe that Harney Street will be used during construction. 6. During construction of the viaduct, it is possible you will feel minimal vibrations from the construction activities. 7. Concern was expressed about the time it took to make a decision. WYDOT has followed standard National Environmental Policy Act (NEPA) procedures that at times can be lengthy. 8. Concern was expressed about receiving information and accessibility to the meeting facilities. WYDOT is diligent about notification of public meetings as well as providing accessibility. Unfortunately, not everyone can always be contacted. WYDOT attempts to hold the public meetings near the project where everyone can access regardless of disabilities.

Comment	Response
	<p>9. Concern was expressed about how no one's opinion in the neighborhood was considered. WYDOT followed standard procedures in accordance with NEPA which requires consideration of all input from both the public and agencies.</p> <p>10. In regards to how your comments are used, in accordance with NEPA, WYDOT Environmental Services compiles and evaluates all comments submitted during the NEPA process. Concerns about design and the construction process are forwarded to design and construction staff. We encourage you to stay involved and continue going to future meetings so your concerns can be addressed. For concerns during the design and construction of the project please contact Ross Doman (WYDOT Public Involvement Specialist) at 307-745-2142 or Steve Cook (Project Engineer) at 307-745-2115.</p> <p>Sincerely,</p> <p> = Tim Stark fn Tim Stark Environmental Service Engineer</p>





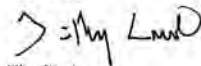
Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 13: Ernest C. Medina, 771 North Hodgeman Street, Laramie, WY 82072, ErnieMedina777@msn.com</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: ERNEST C. MEDINA E-mail Address: ERNIE MEDINA 777 @ MSN.COM</p> <p>I THINK IT'S A BUNCH OF CRAP THAT THE PREFERRED ROUTE IS BEING CONSIDERED, I THINK THE BEST ROUTE IS STRAIGHT DOWN HARNEY, REASON IS, IT'S THE MOST DIRECT, THE MOST ECONOMICAL, THE SHORTEST, AND EASIEST TO BUILD. I STILL DON'T UNDERSTAND WHY ITS TAKING SO MANY YEARS, I THINK IT ALL STARTED IN 97' AND NOW AFTER ALL THESE YEARS WE'RE STILL GETTING THE RUN AROUND, THE LONGER YOU WAIT, THE MORE IT'S GOING TO COST.</p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">Matthew H. Mead Governor</p> <p style="text-align: center;">John F. Cox Director</p> <p>December 19, 2012</p> <p>Ernest C. Medina 771 North Hodgeman Street Laramie, WY 82072 ErnieMedina777@msn.com</p> <p>Dear Mr. Medina:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comment:</p> <ul style="list-style-type: none"> ➤ I think it's a bunch of crap that the preferred route is being considered. I think the best route is straight down Harney. Reason is, it's the most direct, the most economical, the shortest, and easiest to build. I still don't understand why it's taking so many years. I think it all started in 97' and now after all these years we're still getting the run around. The longer you wait, the more it's going to cost. <p>We offer the following response to your comment above:</p> <p>The Harney Street Viaduct Environmental Assessment evaluated in detail the environmental, social, and economic impacts associated with all three alternatives. Alternative ID offered the least overall impacts to the environment and social economical factors.</p> <p>Sincerely,</p> <p style="text-align: center;"> for Tim Stark Environmental Service Engineer</p>



Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 14: : Mariah Osborne, Osborne Concrete Services, Inc., PO Box 805, Laramie, WY 82703, osborneconcreteservices@yahoo.com</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <div style="text-align: right;"> <p>Open Forum Public Hearing Thursday, October 25, 2012 5:00 to 7:00 P.M. COMMENT FORM</p> </div> </div> <p style="text-align: center;">Thank You for attending tonight's Open Forum Public Hearing</p> <p>I have the following comments on the Harney Street Viaduct Environmental Assessment:</p> <p>Name: <u>Mariah Osborne</u> E-mail Address: <u>osborneconcreteservices@yahoo.com</u></p> <p><u>We would like to make you aware of the \$70,000 waterline that has been put across the property 1150 N Railroad. It looks as though it will be affected by the development of this viaduct.</u></p> <p><u>Thank you</u> <u>Mariah Osborne</u></p> <p>When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later you can either mail it or fax it back to WYDOT. Our fax number is (307) 777-4193, for mailing, simply fold it and affix postage on the reverse side, it is pre-addressed to reach the proper contact. Thank you for your comment.</p>	<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p> </div>  </div> <p style="text-align: center;">Matthew H. Mead Governor</p> <p style="text-align: center;">John F. Cox Director</p> <p style="text-align: center;">December 19, 2012</p> <p>Mariah Osborne Osborne Concrete Services, Inc. PO Box 805 Laramie, WY 82073 osborneconcreteservices@yahoo.com</p> <p>Dear Ms. Osborne:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comment:</p> <p>We would like to make you aware of the \$70,000 waterline that has been put across the property 1150 N. Railroad. It looks as though it will be affected by the development of this viaduct.</p> <p>We offer the following response to your comment above:</p> <p>WYDOT will be working closely with the City of Laramie during final design to identify utilities and other facilities that will require relocation to accommodate the construction and operation of the proposed action.</p> <p>Sincerely,</p> <p style="text-align: center;"> Tim Stark Environmental Service Engineer</p>

Harney Street Viaduct

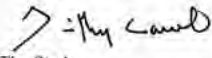
Environmental Assessment Comments and Responses

Comment	Response
<p>Comment # 15: Amber Rodemaker, 552 North Cedar Street, Laramie, WY 82072, and Patricia Turner, 557 North Cedar Street, Laramie, WY 82072, (Court Recorder Transcript)</p> <p>* * * * *</p> <p>3 MS. RODEMAKER: This is Amber Rodemaker 4 and Patricia Turner. So our concerns are since 5 they are breaking our hearts and not buying our 6 houses and allowing us to move out to the country, 7 we would like to see some sort of beautification 8 with the project, like enhancements, plants, sound 9 absorption. 10 MS. TURNER: Privacy. 11 MS. RODEMAKER: Privacy, like we were 12 wondering -- 13 MS. TURNER: Because with it going 14 behind her house, you know -- 15 MS. RODEMAKER: Yeah, our kids are back 16 there, and all those houses that are on the west 17 side of Cedar, all their backyards are going to be 18 backing up to it. 19 MS. TURNER: So what's going to be 20 offered to us is what we're looking for. 21 MS. RODEMAKER: Like privacy fencing and 22 sidewalk maintenance or sidewalks in general, or 23 just like our yards falling off into the earth. 24 So yes, just a lot of visual 25 enhancements that the neighborhood they're trying 1 to preserve currently lacks. 2 MS. TURNER: Yeah, it isn't that pretty. 3 MS. RODEMAKER: It's kind of run down. 4 MS. TURNER: It is, and it needs some 5 sort of beautification and -- 6 MS. RODEMAKER: It's just further 7 industrializing it. 8 MS. TURNER: And I think that they need 9 to offer something to the neighborhood, to the 10 people that are in it, to beautify it. 11 MS. RODEMAKER: So like individuals you 12 mean?</p>	<div style="text-align: center;">  <p>Wyoming Department of Transportation <i>"Providing a safe, high quality, and efficient transportation system"</i> 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340</p>  <p>John F. Cox Director</p> </div> <p>December 19, 2012</p> <p>Amber Rodemaker 552 North Cedar Street Laramie, WY 82072</p> <p>And</p> <p>Patricia Turner 557 North Cedar Street Laramie, WY 82072</p> <p>Dear Ms. Rodemaker and Ms. Turner:</p> <p>We are writing to thank you for your participation in the Harney Street Viaduct Environmental Assessment Public Hearing that was held Thursday, October 25, 2012.</p> <p>We also wish to thank you for the following comments you provided through the court recorder:</p> <p style="text-align: center;">* * * * * Page 4</p> <p>3 MS. RODEMAKER: This is Amber Rodemaker 4 and Patricia Turner. So our concerns are since 5 they are breaking our hearts and not buying our 6 houses and allowing us to move out to the country, 7 we would like to see some sort of beautification 8 with the project, like enhancements, plants, sound 9 absorption. 10 MS. TURNER: Privacy. 11 MS. RODEMAKER: Privacy, like we were 12 wondering -- 13 MS. TURNER: Because with it going 14 behind her house, you know -- 15 MS. RODEMAKER: Yeah, our kids are back 16 there, and all those houses that are on the west 17 side of Cedar, all their backyards are going to be 18 backing up to it. 19 MS. TURNER: So what's going to be 20 offered to us is what we're looking for. 21 MS. RODEMAKER: Like privacy fencing and</p>

Harney Street Viaduct

Environmental Assessment Comments and Responses

Comment	Response
<p>13 MS. TURNER: Like incentive, to 14 individual families or homeowners. 15 MS. RODEMAKER: For curb appeal sort of 16 thing.</p>	<p>22 sidewalk maintenance or sidewalks in general, or 23 just like our yards falling off into the earth. 24 So yes, just a lot of visual 25 enhancements that the neighborhood they're trying * * * * * Page 5</p>
<p>17 MS. TURNER: Because it does kind of 18 make it like dreary to have a big road running 19 behind your house.</p>	<p>1 to preserve currently lacks. 2 MS. TURNER: Yeah, it isn't that pretty. 3 MS. RODEMAKER: It's kind of run down. 4 MS. TURNER: It is, and it needs some 5 sort of beautification and --</p>
<p>20 MS. RODEMAKER: And it's already kind of 21 dreary and grody because there's three storage 22 buildings behind it.</p>	<p>6 MS. RODEMAKER: It's just further 7 industrializing it. 8 MS. TURNER: And I think that they need 9 to offer something to the neighborhood, to the 10 people that are in it, to beautify it.</p>
<p>23 And we were both actually very 24 concerned, we wanted to make sure also that 25 traffic on Cedar would be minimized with the 1 addition of this new road because I didn't want to 2 -- I didn't want to see any more traffic in front 3 of us and then having that behind us too, it's 4 just too much.</p>	<p>11 MS. RODEMAKER: So like individuals you 12 mean? 13 MS. TURNER: Like incentive, to 14 individual families or homeowners. 15 MS. RODEMAKER: For curb appeal sort of 16 thing.</p>
<p>5 You know, like our kids are in our 6 backyard. They go between our houses all day. 7 There's no crosswalk on Cedar. I mean there's a 8 corner but nobody stops, and so -- yeah, just 9 don't want to see any more traffic because there's 10 a lot of kids running around.</p>	<p>17 MS. TURNER: Because it does kind of 18 make it like dreary to have a big road running 19 behind your house. 20 MS. RODEMAKER: And it's already kind of 21 dreary and grody because there's three storage 22 buildings behind it. 23 And we were both actually very 24 concerned, we wanted to make sure also that 25 traffic on Cedar would be minimized with the * * * * * Page 6</p>
<p>11 MS. TURNER: A lot. That's all of my 12 concerns.</p>	<p>1 addition of this new road because I didn't want to 2 -- I didn't want to see any more traffic in front 3 of us and then having that behind us too, it's 4 just too much.</p>
<p>13 MS. RODEMAKER: I think so.</p>	<p>5 You know, like our kids are in our 6 backyard. They go between our houses all day. 7 There's no crosswalk on Cedar. I mean there's a 8 corner but nobody stops, and so -- yeah, just 9 don't want to see any more traffic because there's 10 a lot of kids running around.</p>
<p>14 MS. TURNER: I think we're done.</p>	<p>11 MS. TURNER: A lot. That's all of my 12 concerns. 13 MS. RODEMAKER: I think so. 14 MS. TURNER: I think we're done. 15 * * * * *</p>
<p>15 * * * *</p>	<p>15 * * * * *</p>

Comment	Response
	<p>We offer the following responses to your comments above:</p> <p>Enhancements and beautification associated with the project will be further evaluated during the design process. We appreciate your interest in the Environmental Assessment process and encourage you to attend the upcoming design meetings to continue voicing your opinions so WYDOT and the City of Laramie can address your needs in regards to enhancements, beautification, and noise control.</p> <p>The view shed will change, however WYDOT and the City of Laramie will be working together to provide sufficient landscaping. Disturbed areas will be revegetated with appropriate plantings.</p> <p>WYDOT is providing three access locations from Snowy Range Road into the neighborhood. We anticipate traffic volumes on Cedar Street will not increase.</p> <p>Sincerely,</p>  <p>Tim Stark Environmental Service Engineer</p>