

Comment: Can a focus group be established for the 3rd Street project like with Grand Avenue.

Reply: This has already been done as part of the project design process. There will be a public meeting for 3rd Street scheduled in August. The Grand Ave. project followed a more robust NEPA process, however public input opportunities will be provided at a public open house meeting tentatively planned for August, immediately following completion of the preliminary plans.

Comment: Concerns about the Laramie downtown area needed to be addressed, such as the removal of parking, access to downtown, and left turn lanes.

Reply: The charrette process had already occurred in which one option was to eliminate parking and the city of Laramie decided to not move forward with that option. It was also discussed about some of the design of downtown projects. WYDOT also has to maintain levels of service. Additional opportunities for input will be provided at a public open house meeting following the completion of preliminary plans.

Comment: Does WYDOT have a list of "ideal" projects in case of funding increases or decreases.

Reply: It was reiterated the process by which WYDOT selects projects, such as the pavement management system. Informed the citizen that WYDOT has a goal to place all projects on the shelf at least one year in advance. Also discussed the I-80/I-25 project and the I-80 three lane projects as examples.

Comment: Will more of U.S. 287 be widened to four lanes.

Reply: This project is postponed indefinitely and there is no plan to do so within the next six years.

Comment: Can WYDOT sort trucks at ports of entry by weight due to blowover issues.

Reply: The science is not there yet.

Comment: Where WYDOT get funding for unexpected issues like when the 15th Street Bridge was struck by a tractor trailer.

Reply: It was explained how WYDOT handles such situations.

Comment: Is the six year STIP is a "rolling plan."

Reply: It was explained how the STIP process works and that it is dynamic.

Comment: What is WYDOT's funding mechanism.

Reply: It was reiterated how WYDOT is funded.

Comment: Can the current pavement on Grand Avenue survive until next year due to the pavement's condition.

Reply: WYDOT maintenance will keep an eye on it, and maintain where necessary, but it will likely not be paved until next year.

Comment: What issues were raised during a public meeting WYDOT held concerning the future replacement of the Curtis Street Bridge.

Reply: It was explained what comments were provided. Discussed detour/traffic impacts and time constraints. The RE and the City have correspondence regarding cooperative agreements and CSA.

Comment: Is a diverging diamond design is cost-prohibitive.

Reply: It is not cost prohibitive, but it may not be cost effective. Followed up with Traffic Design experts, and they indicated the recommendation for Curtis to be maintained as a standard diamond interchange.

Comment: Will there be sidewalks on the new Curtis Street Bridge.

Reply: There will be a multi-use path over the bridge. The reconnaissance report describes a 10' clear use path as part of the structure.

Comment: Concern was expressed about the safety of the Clark Street Bridge, which will close when the new Snowy Range Road Bridge opens in July.

Reply: WYDOT has been performing needed maintenance as necessary.

Comment: More info on the CMAQ program was requested.

Reply: WYDOT will provide more information on the program. Concern was raised over air quality near Curtis Street during road closed events. This may be pursued with DEQ and no additional information on CMAQ was requested

Comment: Does the new move over law cover the general public? The law should cover the public.

Reply: The changes to the law were explained in detail.

Comment: The cost to widen I-80 to three lanes was inquired about. Some say it is \$7-8 million per mile.

Reply: The question about the potential cost was answered.

Comment: A comment noted they are critical of the 3rd Street project because it does not include bike lanes or facilities for bicycles.

Reply: Discussed the need to balance all road user needs.

Comment: It was asked when a project to widen I-80 just east of Laramie would begin and noted the location of the Casper Aquifer.

Reply: An additional lane would not be added down Telephone Canyon at the present time and the widening project is a long-range plan/project.

Comment: How does the Public Safety Communications Commission plays into city safety?

Reply: Wyolink funding was explained and how the city is affected.

Comment: There is concern about the pavement transition to city streets off 3rd Street and feels there is too much of a dip.

Reply: WYDOT will look into the issue and could possibly address it during the 3rd Street project in 2021. The District will have the RE review the design for transitions.

Comment: A few audience members asked if WYDOT had considered future wind energy projects in Carbon County when developing the STIP.

Reply: Projects are driven in part by WYDOT's Pavement Management System, which takes into account traffic loading, and WYDOT makes Road Use Agreements with wind energy companies in order for those companies to transport on state highways.

Comment: The town of Medicine Bow asked why shoulders were not widened on U.S. 30/287 west of Medicine Bow. She said she thinks it's a safety issue.

Reply: It was explained funding issues such a project would face and that this input would be taken into consideration.

Comment: The town of Encampment, asked what the 10-cent increase in fuel tax has done.

Reply: Several projects have benefited from the availability of that money.

Comment: WYO 70 over the Sierra Madre should be kept open year-round. There would be economic benefits for the area and it was cited that year-round mountain passes in Colorado as evidence it could be maintained.

Reply: This input will be taken into consideration.

Comment: The town of Medicine Bow has concerns about pedestrian safety for those walking across U.S. 30/287 through town. There should be a crosswalk at the location.

Reply: These comments would be considered by WYDOT for future projects.

Comment: The city of Rawlins has concerns about an I-80 project near Sinclair in 2021 due to traffic from the Chokecherry wind projects.

Reply: Special considerations may be addressed utilizing the contract construction requirements.

Comment: It has been observed that trucks were slowing down on I-80 near where wind sox have been installed.

Comment: How long do wearing courses last on I-80.

Reply: WYDOT staff explained the lifespan of various materials.

Comment: Appreciation for the Wyoming Highway Patrol on I-80, WYO 71, and Seminoe Road was given.

Comment: Carbon County has used several local partnership programs and said using recycled asphalt was successful in Carbon County and that partnership should continue.

Comment: Would the state be interested in exchanging roads with the county, like WYO 77 (to the county) and Sage Creek Road (to the state).

Reply: these discussions can and will take place.

Comment: It was noted that GPS systems can sometimes send traffic from I- 80 along WYO 71 and county roads whenever I-80 is closed, causing travelers to get stuck on county roads. Can WYDOT look into this?

Comment: It is noted that 2019-2021 will be busy with wind farms.

Comment: Disappointment that the 3rd Street project was removed from the 2024 STIP. Rawlins began to plan for the project after it appeared on last year's STIP presentation.

Reply: The project is still being considered by WYDOT, but in a future year. Held additional discussions at a scheduled WYDOT/Local Governments meeting in Rawlins on July 10, 2018. Discussed project priorities and concern was raised that the project could be placed back in the STIP in a year that does not allow the city enough time to plan. The earliest the 287 project will occur is 2025, but it is not currently in the STIP and is not in poor condition.

Comment: Rawlins residents want to see the speed limit raised to 40 mph on Spruce Street and the city would like to see if speed limit radar signs can be installed.

Reply: WYDOT can help with the signs if the city funds those.

Comment: Rawlins wants to see if WYDOT had specifications for xeriscaping the “greenbelt” area on Spruce Street.

Reply: WYDOT can assist with that project. The City of Rawlins and WYDOT have an ARS agreement for the Spruce Street landscaping. The agreement will be amended to allow the City of Rawlins additional landscape options.

Comment: Rawlins would like to see a truck parking lot in the Rawlins/Sinclair area sometime in the future.

Comment: Can TAP funding be used for bicycle-related projects.

Reply: It could, in some cases.

Comment: Concern over bicycle traffic on U.S. 30 east of Cheyenne but not sure it makes sense to build a separated bike path.

Comment: How can the county commission could provide input on WYDOT’s future U.S. 30 widening project? Four-foot shoulders would be a “significant improvement.”

Reply: WYDOT will have public meetings and is considering how bikes could be accommodated. A corridor study will be conducted, as well as reconnaissance, but added that WYDOT doesn’t maintain Greenway paths and an entity would need to be found to maintain a such a path.

Comment: There should be rumble strips at the Hillsdale interchange (I-80 Exit 377) due to truck traffic running the stop sign onto the I-80 service road.

Reply: The District Traffic Engineer, the WHP, and the Laramie County Sheriff are working to improve safety at the interchange. Rumble strips may not be an effective solution at that intersection.

Comment: What impacts are caused by the downturn in highway funding.

Reply: WYDOT will have to do more mill and overlays and fewer shoulder widenings/improvements.

Comment: What is the current status for the design of the U.S. 30 widening.

Reply: The project is currently in the planning phases. The City of Cheyenne MPO is currently under contract with a consultant firm to develop an East Dell Range/US 30 Corridor Study. The selection committee includes the City.

Comment: What will be the speed limit on a widened U.S. 30?

Reply: That decision hasn’t been made.

Comment: Lander appreciates the annual STIP presentation.

Comment: Hudson thanked WYDOT for its help with flooding in Hudson.

Comment: Pavillion would like WYDOT to take a look at the striping near the Wind River Elementary and High Schools.

Reply: This will be considered\by WYDOT.

Comment: Dubois noted that their town enjoys a “good relationship” with WYDOT, and asked WYDOT to study possible locations for crosswalks in Dubois from the “corner” to the Horse Creek bridge, or something different than the “pedestrian crossing next 6 blocks” sign.

Reply: This will be considered by WYDOT.

Comment: It was noted that Fremont county is beginning the Dry Creek Road improvement/reconstruction project between the east end of Gas Hills Road to the Natrona County line with AML Funds and Wyoming Business Council funding.

Comment: Is WYDOT coordinating with construction of the Alkali Creek Reservoir?

Reply: WYDOT is a cooperative partner, and has been providing information as part of the NEPA process.

Comment: It was asked about whether WYDOT would be a partner in the Road to the Gypsum Plant near Greybull, Road 15 ½. There is a possibility of a CRIP or IRP project, and Wyoming 33 is a 1 ½-mile road that might be used in an exchange with the county government.

Reply: WYDOT will consider this request.

Comment: County official would like information on the availability of any used tractor/mower combinations for sale.

Reply: WYDOT will work with them.

Comment: Big Horn County would like chip seal oil prices/types.

Reply: WYDOT will deliver the information.

Comment: Big Horn County appreciates WYDOT's coordination and cooperation with Big Horn County in helping to deal with the flooding of the past few years.

Comment: Park County complimented WYDOT on the construction of the climbing area parking lot on US14/16/20 west of Cody.

Comment: Would like to see improved lighting in the big tunnel west of Cody.

Reply: This will be a part of WYDOT's consideration.

Comment: Would like to see additional research done on the US14A intersection with Road 2AB. This seems to be an unsafe area for drivers.

Reply: This is an area that has been studied extensively by WYDOT in the past; it's the only two-lane/three-lane section of US14A between Cody and Powell.

Comment: Would like to see a reduced speed limit for WY120 south of Cody, between Reece Road and the intersection with US14/16/20 near the Cody airport. A resident in this area said WY120 between the US14/16/20 intersection and the road-closed gate needs to have a reduced speed limit with no-passing allowed through this "new industrial park area." Jake brakes on trucks are a noise issue, along with the daily hauling of gypsum past the residential houses. They stated that there is a "near miss" crash in this area nearly every day.

Reply: WYDOT will look into this area and consider these comments.

Comment: It was asked when the bid letting is scheduled of the Little Cottonwood Section on US16.

Reply: WYDOT staff will get back with Washakie County on the project scheduling.

Comment: Washakie County may also be interested in an ARS agreement as part of the Little Cottonwood Section to chip seal the Lower Nowood Road. Little Cottonwood will be let to bid in April 2019. The county would like to be in the loop.

Reply: WYDOT will work with them as this project is designed.

Comment: Washakie County would like information on how WYDOT bids its fuel. Washakie County would like to receive information updates on supply purchases, joint bids and piggybacking of projects, etc.

Comment: Question came from Washakie Development Association on the plan to refill the resident engineer's position in Worland since this job is being evaluated. Is WYDOT still pursuing a new shop site in Worland.

Reply: This is an ongoing process.

Comment: A question was asked about the Federal Lands Access Program.

Reply: This question was answered.

Comment: Discussion about speed limits/possibility of extending 55 mph speed limit north of town Thermopolis.

Reply: WYDOT will continue monitoring speeds.

Comment: State Highway Safety Engineer said he would meet with the Tribes concerning Yellowcalf Road project and the agreement for a walking path alongside Yellowcalf Road.

Comment: Tribal Transportation asked about possible marketing of the Rapid Rectangular Flashing Beacon on the south outskirts of Fort Washakie. They believe education will help to enhance use of this push-button crosswalk system. Tribal Transportation offered a report on reservation transportation issues. The reservation funding waiting for projects. Reservation officials are still trying to complete work with the Bureau of Indian Affairs concerning issues involving funding and spending. Finishing the Lenore Bridge is a priority, as is completing the reservation's long-range transportation plan, spending transit funds, maintenance funds, paving projects in the tribal housing areas, and for Wilderness Bridge and turning lanes near the Little Wind Casino.

Comment: Here's the thing. The general public is tired of all the non-sense money wasting construction. Just a specific example, I90 West of Gillette. The pavement was perfectly fine, no cracks, no frost heaves, the bridges were perfectly fine, nothing. WYDOT came in 2 years in a row, and tore up the asphalt, and re-paved everything, for no reason. Why not focus that money on roads that actually need it. Have you traveled 387 from Wright to Midwest anytime recently? Its teeth shatteringly rough, and cannot be good on vehicle suspensions. Additionally, choose a contractor that actually completes work in a timely manner. not the companies that block off all the bridges in a 30 mile stretch, reduce the speed to 40 mph in a 80 zone, and proceed to work on 1 bridge at a time at their own leisurely pace. The public is flat tired of wasteful construction projects when there are projects that should be much higher on the priority list. (Email rec'd.)

Reply: Thank you for the comments, they are a great summary of many of the issues WYDOT faces and I would like to take a moment to answer some of them. First, we agree with your statements on WY387, specifically between the junction of WY50 and the interstate. We show the road as "poor" overall, and "poor" or "fair" on our roughness measures. The District has scheduled a treatment for that road from milepost 115 to 132 that will be put out to contract next month, with construction slated for next summer.

Of course this is not the entire section of WY387 that is poor, which brings up the second thing we struggle with. Approximately 90% of our construction funds come from the federal government, and with those funds come strings. Congress wants to see the roads of national interest taken care of, and without getting into a bunch of nuances, this is the interstates and the US numbered routes, such as US85. Congress uses funding restrictions and minimum condition of pavement and bridges in order to ensure those roads of national interest are taken care of. There are funds for all of the other Wyoming roads, but the pot is much smaller, and the result is the Wyoming numbered roads will generally be in poorer condition.

For the specific job by Gillette, I am not familiar enough with the history to tell you specifics of why that project was selected. I do know often we are able to do minor treatments to make the pavements appear good, but are hiding structural issues. I would encourage you to call the district office at (307) 674-2300 for specifics. We have increased our bridge deck work in response to Congress requiring the bridge decks be in better condition (not more than 10% poor). As we string multiple bridges into a project we have to do an safety and cost analysis of the best way to build the project. I have personally seen this

type of work on I-80; however, the contractor was allowing for concrete to cure on one bridge as he was doing prep work on a different one while a third was getting prepped for work. We do consider the cost of the traveler when we reduce speeds, but I would ask again to call the district about specifics.

Thank you again for your comments

Comment: With regards to the pedestrian pathways and enhancements, what can be done differently?

Reply: The local government process and programs was presented in the presentation and explained.

Comment: When working on roads, can there be wider approaches on county roads to accommodate semi's and their turning ratios?

Reply: WYDOT will look at this in the design process on projects.

Comment: Wildlife Connectivity slide: What is the significance of "connectivity"?

Reply: It was explained how WYDOT is pursuing less wildlife collisions.

Comment: How much does the placement of the culvert liners reduce the size of the culvert?

Reply: The size is reduced but the flow is not due to utilizing smooth pipe.

Comment: When doing bridge rehab, are you using epoxy or galvanized bars?

Reply: Epoxy was the answer.

Comment: How does WYDOT decide how many miles of rehab is to be done?

Reply: It was explained how WYDOT budgets and expends the STIP dollars.

Comment: Highway 85 was scheduled for 2019, why is it being done this year?

Reply: It was explained how projects may move up or back in the STIP depending on the availability of funds.

Comment: What is the process to add CSA's to projects?

Reply: This was explained in the local government portion of the presentation.

Comment: How long does the BROS process take?

Reply: It depends on the design process.

Comment: Who is the best contact for purchasing vehicles through the fleet partnership?

Reply: The District Engineer.

Comment: Current license plate design is horrible, who oversees license plates in Cheyenne?

Reply: Thanks for the feedback.

Comment: DMS overhead signs on interstate. Where does the funding for these come from?
Do they cause accidents? Do they serve their purpose? Is it money well spent?

Reply: The money is allotted in the STIP. WYDOT's opinion and study shows the DMS's to be effective.

Comment: Concern about Highway 85 needing to be a more appealing route once the Heartland Express route comes about, what can be done to keep traffic coming through Wyoming?

Reply: Thanks for the feedback.

Comment: Gentleman wanted to express his gratitude for installing gates for his cattle on the highway 16 fencing project.

Comment: Will the reduced speed limit at Devils Tower be permanent?

Reply: It is a seasonal speed limit.

Comment: Is the lumination lighting at the stop light on Hwy 24 & 11 necessary when the stop light is not active? Requested that it be turned off until Sturgis week. The one at the Tower is helpful with seeing traffic at night.

Reply: The District has turned off the luminaires.

Comment: How will the temporary signals save money throughout the year?

Reply: By not renting temporary signal on a yearly basis now.

Comment: What is the Status of D Road?

Reply: It's in the prelim phase.

Comment; The community of Pine Haven wants to pave some streets, how can that be done?

Reply: This was explained in the local government portion of the presentation.

Comment: Which intersection will be regulated once Garner Lake is completed?

Reply: Garner Lake road will be the thru route.

Comment: When replacing bridges on 59 - will they be widened to accommodate bikes?

Reply: There will be 3 foot shoulders on the bridges.

Comment: What do fences cost per mile?

Reply: WYDOT will get back with you on that. Since the meeting the RE has given the info to the County.

Comment: Can FLAP be used for reconstruction or preservation?

Reply: We'll get back with you on that. Confirmed with Local Government, reconstruction or preservation are both eligible.

Comment: How does the piggybacking with fuel pricing work? How do they get on with that?

Reply: Contact the DE.

Comment: How do they go about utilizing the fleet discount partnership?

Reply: Contact the DE.

Comment: Once the city applies for CSA's how long until they get notified if they received the funding?

Reply: This will be determined during the design process, and after the recon.

Comment: When will the signals at Garner Lake and Boxelder be installed?

Reply: FY 2019

Comment: Concern with the protected left lane signal on Hwy 59 and ?????street, when will that be installed?

Reply: The project is currently under contract with the work to be completed in 2018.

Comment: As you are looking to the future, please do not waste any more tax dollars on chevron signs at moderate curves, and for god's sake quit putting up overhead signs in general and specifically ones that ask you to read a message asking you not to text and drive.

Reply: Thank you for your comment, and we will pass it along.

Specifically on the chevron signs we do believe they work, even on the moderate curves. Statewide the moderate curves have a higher crash rate than the straight sections; however, our crashes are infrequent enough it forces us to apply the safety treatment in many areas, some that do not have a crash history. Taken as a whole, when we do a before versus after study of these locations we find the crash rate has decreased. Plus they are relatively cheap, making a positive cost to benefit ratio.

Comment: I have requested every year to have a section of Highway 30 be addressed. It is the highway edge between Medicine Bow and Hanna. It is the first 10 miles west of Medicine Bow. There is a very narrow edge to the road. This needs to be fixed. We are expecting high impacts due to wind energy in this area. So this road needs to be repaired. We will be seeing 100 trucks per day delivering wind turbines into this area. Thank you for considering this.

Reply: Thank you for your input on Highway 30. We will certainly use it in the future as we analyze projects. As you pointed out, the wind development continues to expand in this area and we are very concerned about the safety (shoulder width and side slope) and the pavement condition.

Comment: I recently read the following article on the Jackson Hole News and Guide and wanted to submit my input on the roads in Jackson

Hole. https://www.jhnewsandguide.com/news/town_county/article_3ac7ba36-76df-5f3a-bc11-7a88db1bb55e.html

I'm a 4th generation native of Jackson. My family and I have all seen many changes in Jackson over the years. We moved from town to Wilson in 1991 and I have been fortunate to live in Wilson to this day, except for my 4 years in Laramie.

Please prioritize widening Hwy 22. What should be a 10-15 minute drive home regularly takes 25-45 minutes during the summer. This is not safe. While I am not opposed to the Tribal Trails Connector, I do not think it will solve the majority of the problems. Each night when I turn onto the village road (Hwy 390) I am only 1 out of every 5 to 10 vehicles turning right. As you are probably aware, Jackson's housing crisis has forced much of our population to commute from Idaho. While the Tribal Trails Connector might help the south eastern portion of Highway 22, eventually those vehicles are all going to be funneled to the North East section as most are going over the pass.

It's similar to what happened at the Y. The new construction was successful in helping the flow at the intersection, but Highway 22 cannot handle that amount of traffic being funneled in, so now it jams up before the Spring Gulch road.

Again, this is not safe were emergency vehicles to need to get by. The Tribal Trails may help, but it seems it will delay the congestion only to back up from Indian Springs to the stoplight.

Reply: Thanks for the great input! And we will certainly consider your comments in the future.

WYDOT is certainly aware of the traffic situation in the Teton County area and are working closely with the Town and County to come up with solutions. I appreciate your recognition that individual projects like the Y help the congestion, but there remains a system problem.

Comment: When are you going to resurface I80 between Superior and Point of Rock Exits. The road is falling apart.

Reply: I have good news; we will let to contract a project to resurface and restore some bridges from approximately reference marker 120 to 130 in September, so you should see work next summer. Also, a resurfacing project is scheduled from approximately reference marker 107 to 120 in 2020. Point of Rocks is about reference marker 118.

Comment: A local resident was concerned the project limits had changed on Etna North and that both the Etna North and Thayne North projects would be built at the same time.

Reply: WYDOT answered that the limits were unchanged, and as Etna North is delayed a year, so will Thayne North. The two projects will be built one after another, rather than at the same time.

Comment: How close will the Westmoreland Mine be built to the railroad and will the railroad was difficult to work with on ROW issues.

Reply: The details of the area were discussed in which the relocation will take place. US 30 will be relocated as close to the UPRR as possible to maximize coal recovery.

Comment: A local resident asked about the proposed pathway to be built along WYO 233.

Reply: WYDOT and the locals are working together on the issue.

Comment: Lincoln County would like to see HRRR funds made available for shoulder work again, as it has been used in the past.

Reply: A discussion followed about why the change occurred.

Comment: There was a question about FLAP grants and how they could be used the Pine Creek area.

Reply: The group discussed FLAP eligibility and application and how it relates to the area.

Comment: A local resident was very concerned with the Greys River Road area and how WYDOT could be involved with repairing it.

Reply: The group discussed potential funding opportunities and partnerships.

Comment: A local resident wanted to know the involvement of the Lincoln County Commissioners with a pathway near Auburn.

Reply: It was discussed how the pathway was developed.

Comment: A local resident asked about dust suppression on the Hams Fork road and if WYDOT contracts the work out.

Reply: Advised that CMAQ funding is available and used in Lincoln County. WYDOT supplies the funding only.

Comment: A local resident raised concerns about sight distance issues on Strawberry Road and that WYDOT should be working on addressing the safety concerns there.

Reply: WYDOT discussed the Strawberry Road realignment project and where they are in the process of determining funding availability.

Comment: A resident from the town of Opal expressed concerns about the safety of the turn into Opal.

Reply: WYDOT explained that the existing pavement will not allow for restriping an additional one. WYDOT will continue to monitor these accesses for accidents and need.

Comment: Concerns were expressed about the culverts near US 30 and Opal, that they are clogged.

Reply: WYDOT said he is aware this has been an issue in the past and local maintenance crews will address them getting cleaned up.

Comment: The Town of Pinedale asked about the commission side of our budget and how that money is distributed by district.

Reply: It was explained the history of how the money was distributed in the past and said now the money is distributed by road section needs and priorities.

Comment: A representative from the Game and Fish asked for clarification on the IRP program and how it can be used on county roads, as well as who administers the contract work.

Reply: WYDOT reviewed the details of the program. The group discussed potential uses of the program.

Comment: A question was asked about the uses of the HRRR program and if it can be used for pedestrian signs or wildlife signs.

Reply: WYDOT discussed the details of the program and noted it would be looked into.

Comment: How do you apply for planning funding.

Reply: The application process was explained. Discussion ensued about Pine Street (main street in Pinedale) and the use of planning funds to develop a long range, multi-modal plan for this section of US 191.

Comment: Sublette County asked about ARS services and using WYDOT for chip seal materials and placement.

Reply: WYDOT will set up a meeting about partnering with the city on Chip Seal jobs.

Comment: A person wanted to know if privately sourced funding was available to build highway wildlife crossing projects, who would manage the bid process, work with adjacent landowners and manage the project?

Reply: The group discussed partnerships with private funding, potential projects, the new wildlife license plates, and how the money would be distributed. They would like to see smaller projects first, like fence modifications and gates. There will be follow up with officials on how the license plate money will be spent, if it's banked and how projects will be prioritized.

Comment: A public group openly discussed using R.A.P. from projects like South Cottonwood on US 189, and a potential bike path at Soda Lake.

Comment: The Gookins Interchange was discussed. WYDOT discussed the recent grant award for the project and the group discussed a timeline to get the project to contract.

Comment: It was asked about improvements to the city of Rock Springs.

Reply: The group discussed areas in Rock Springs that may need attention.

Comment: A representative from the Game and Fish asked about the upcoming I-80 project, specifically the Baxter Road bridges and Superior bridges and if WYDOT could widen the openings to allow more wildlife movements.

Reply: WYDOT has made changes in the fencing to make wildlife movements easier. WYDOT will look into the planned structures and the need for widening the box and bridges under Interstate 80.

Comment: A citizen appreciated seeing WYDOT and the Game and Fish working together on wildlife crossings and connectivity projects on WYO 28 and the I-80 overpasses.

Reply: WYDOT credited the BLM for their involvement in resolving issues and, recently, with accessing rock-fall areas.

Comment: The Game and Fish and WYDOT representatives discussed seasonal fence clipping and the addition of opposing gates on WYO 240 near Opal and US 189.

Comment: A Representative mentioned the Wildlife Trust Committee and wildlife funding as it relates to fencing. They also commented about pavement issues on I-80.

Comment: A discussion ensued in response with WYDOT about inflation costs and construction costs. The Red Creek drainage and guardrails on US 191 South were also discussed briefly.

Comment: A Jackson citizen asked about the 4th of July weekend and the work schedule.

Reply: WYDOT avoids working on holidays.

Comment: The group discussed what kind of public engagement efforts will accompany planning on the Snake River Bridge replacement project and how much of the work will incorporate the past environmental linkage study.

Reply: WYDOT will draw from the linkage study for scoping efforts, but the public can expect to see extensive public involvement, including some sort of stakeholder advisory committee.

Comment: An advocate commented that he believed CMAQ funds could include multi modal efforts.

Reply: WYDOT discussed the details of the CMAQ program.

Comment: It was asked if it was possible to utilize several funding programs on the same road.

Reply: It is possible.

Comment: A local official initiated a discussion on Build Grants. Where they come from, how to apply and what it could be used for.

Reply: WYDOT explained the program funding and application process. WYDOT is currently applying for a couple of these grants for specific projects around the state. WYDOT advised that local governments can also apply.

Comment: A citizen wanted to see a public meeting for input on future projects added to the regular day meeting. They would like to see a public meeting a different time of year, before the STIP is finalized.

Reply: Advised there would be a public meeting that evening

Comment: A Wyoming Rep. asked if WYDOT is affected by loosing general funds and if the user fees/license increase was accommodating the loss.

Reply: A Commissioner said it seems close, and that the increase in user fees was helping alleviate the loss of general funds.

Comment: It was asked if WYDOT would revise the PELS if there were significant changes in traffic.

Reply: WYDOT advised that they would.

Comment: A Representative asked how the STIP meeting was advertised.

Reply: WYDOT was advertising in the paper, online news, a press release was sent, email invites, postal invites as well as online at the WYDOT Teton County facebook page.

Comment: The group openly discussed future jobs in the presentation and talked about pavement management and stretching money.

Comment: It was asked about the preliminary planning for WYO 22 through the Wilson area and the need to address other modes of transportation. A citizen was frustrated that the recent patching job would not encompass the shoulders in that area.

Reply: WYDOT offered to follow up with them about this issue.

Comment: The group discussed signing and speeds through the Wilson area.

Comment: Why isn't the second truck arrestor in the STIP as well as Tribal Trails, and when these projects would take place.

Reply: WYDOT said Tribal Trails could potentially be built in 2021. WYDOT is still somewhat in the planning phase of the 2nd arrestor and planned to have one more meeting before moving the project into the STIP.

Comment: A citizen asked if WYDOT tries to maintain the same construction year originally shown in the STIP for major projects.

Reply: WYDOT does try and keep the same construction year, but right-of-way, utilities, and funding, and other issues can impact a project's schedule.

Comment: The group discussed the importance of the Snake River Bridge replacement.

Comment: WYDOT informed the group about the new wildlife license plates. The group discussed wildlife crossings, proposed areas, impacts to highway systems and funding.

Comment: A Representative asked about WYOLINK and the new communications commission.

Reply: These projects should start appearing in the STIP in 2019, and the state is planning for 16 new towers.

Comment: The group discussed Cattleman's bridge in Teton County and its new accelerated schedule.

Comment: A local representative discussed the new traffic demand model being developed by Cambridge and asked about sharing traffic data. The county is looking at sharing the data with WYDOT. They are currently relying on the consultant to train and teach their staff to use the system and interpret its results. The information should be available soon.

Reply: Follow up with Teton County about scheduling a workshop will occur.

Comment: In Uinta County there was a question about what the Public Safety Commission was and what they do.

Reply: It was explained about the commission and its purpose.

Comment: There was a question about the Yellow Creek bottleneck in Evanston and whether or not it was possible to add an Interchange on 6th street. Snow removal issues were discussed.

Reply: WYDOT discussed the bottleneck and the requirements, warrants, and justification that would be needed for adding an interchange.

Comment: The 6th Street Bridge in Evanston was also discussed and how it has deteriorated.

Reply: WYDOT said work will be performed on the bridge in 2022.

Comment: The group discussed what an ARS is and how it can be utilized in Uinta County. The group also discussed how a agency/municipality can purchase decommissioned WYDOT equipment and vehicles.

Reply: WYDOT discussed the online auction program and how governments can get placed on a list for the first chance to purchase vehicles.

Comment: There was a question for clarification on when the STIP is finalized.

Reply: Answered that it is brought to the commission in September.

Comment: It was discussed about the recent Front Street restriping and striping the crosswalk near 10th Street.

Reply: WYDOT discussed the requirements of a crosswalk and what was planned for striping.

Comment: TTC is the wrong direction for Teton County. Our infrastructure requirements for tomorrow's economy are different than those implied/stated by proponents of TTC. Bad decision and not too late to change direction.

Reply: Thank you for your comments with reference to how we manage the transportation system within the state of Wyoming. Your comments will be forwarded to the appropriate programs for further consideration.

Comment: Night time 45 mph speed limit in GTNP great. I recommend 45-50 mph on US 89 in GTNP during daylight hours also. Traffic has grown and it's a safety issue for people and wildlife. Remember all the tour buses.

Reply: WYDOT appreciates your comments on our state transportation system. The information you have given will be considered in the management decisions that take place when considering Wyoming's vast transportation system and its many needs.

Comment: Would like to find out where wildlife crossings will exist in the future. Also, liked the presentation highlighting new projects.

Reply: Thank you for your input and suggestions concerning potential projects to be added to the STIP. Your comments will be considered and will be forwarded to the appropriate individuals for consideration.

Comment: I am interested in Hwy 22/390 corridor design and the upcoming Wilson Bridge design efforts. I believe it is critical to design the bridge and intersection on Highway 22 from Jackson to the 390 intersection, 390 from intersection to at least the 22/390 intersection.

Reply: Thank you for your input and suggestions concerning potential projects to be added to the STIP. Your comments will be considered in the overall project mix for Wyoming's transportation system and will be forwarded to the appropriate individuals for analysis.

Comment: Strongly encourage WYDOT to look at a double-span 4-lane configuration for the Wilson Bridge replacement. Redundancy in east-west access across the Snake River has been a public issue of concern in the Teton County for over 30 years. A double-span replacement would provide redundancy in the event of an accident that closed either 2-lane span. That would address the public health and safety issues (emergency vehicle access and traffic flow) effectively and efficiently.

Reply: Thank you for your comments with reference to how we manage the transportation system within the state of Wyoming. Your comments will be forwarded to the appropriate programs for further consideration.

Comment: Please consider mechanisms to reduce SOV's when planning the Wilson bridge and Hwy 22/390 intersection, primarily a High Occupancy Vehicle (HOV) lane. Thank you!

Reply: Thank you for your input and suggestions concerning this project. Your comments will be considered in the overall design of this project and will be forwarded to the appropriate individuals for analysis.

Comment: Teton County Commissioners just commissioned and completed the Teton County Wildlife crossings master plan. This document outlines wildlife vehicle collision hot spots and identifies opportunities to build wildlife crossings. Building wildlife crossings is a top priority in Teton County as reflected in our comprehensive plan. The master plan is a positive step forward in achieving our county vision and the alliance looks forward to working with WYDOT to plan for crossings in the future. Thanks for your consideration and the opportunity to comment!

Reply: Thank you for your comments with reference to how we manage the transportation system within the state of Wyoming. Your comments will be forwarded to the appropriate programs for further consideration.

Comment: I would like to learn how counties can leverage federal funding to include wildlife crossings in future projects.

Reply: Thank you for your questions concerning wildlife crossings. This issue is considered in the project mix and management of Wyoming's overall system. Your thought will be considered.

Comment: I was curious about budgeting issues with the south 89 project.

Reply: WYDOT staff answered those questions.

Comment: If you can't prove that lower speed limits are significantly beneficial you should raise them back up so that people can get where they are going more efficiently.

Reply: WYDOT appreciates your comments on our state transportation system. The information you have given will be considered in the management decisions that take place when considering Wyoming's vast transportation system and its many needs.

Comment: Consider reducing the speed limit on Hwy 22 from Jackson to Wilson to 45 mph year round. Also, should consider animal over or underpass on Broadway where the new apartments are proposed.

Reply: Thank you for your comments with reference to how we manage the transportation system within the state of Wyoming. Your comments will be forwarded to the appropriate programs for further consideration.

Comment: On Hwy 22 should only be lanes, never 5. Middle lane for turning only and no passing/suicide lanes. Put a left hand turn light at South Park Loop by the gas station.

Reply: Thank you for your input and suggestions concerning potential projects to be added to the STIP. Your comments will be considered in the overall project mix for Wyoming's transportation system and will be forwarded to the appropriate individuals for analysis.

Comment: Thank you for providing residents the chance to learn more about WYDOT projects in person, during and after working hours. Protecting and sustaining our iconic wildlife is a community priority. I am encouraged by the wildlife crossing features that WYDOT has incorporated into the Hwy 89

improvements. I realize that they are not inexpensive to build, and commend WYDOT for including wildlife crossings when re-building our highways. I urge WYDOT to remain open to the idea of public-private partnerships to continue to establish wildlife crossings in Teton County and elsewhere. Wyoming wildlife is incredible resource and worth protecting. Wildlife crossings are proven effective, and help roads to be more safe for motorists. There is great interest in a wildlife crossings near the intersection of Hwy 22 and 390 (Snake River Bridge). I am encouraged to hear that WYDOT is open to partnering with our community to install crossings at this location. Let us raise the \$\$! Thank you.

Reply: WYDOT appreciates your comments on our state transportation system. The information you have given will be considered in the management decisions that take place when considering Wyoming's vast transportation system and it's many needs. Safety and wildlife are important to Wyoming.

Comment: Thanks for the opportunity to have one on one conversations with WYDOT staff about projects in our area. I was discouraged to hear a somewhat negative outlook on wildlife crossings ("It all comes down to funding"). Let's think proactively about crossings. Wildlife is a community priority and there are numerous organizations (and individuals) here willing to partner and raise funding for this. Thank you for remaining open to this idea. Please prioritize wildlife crossings to make our roads safer and keep our wildlife alive.

Reply: WYDOT appreciates your comments on wildlife crossings. The information you have given will be considered in the management decisions that take place when considering Wyoming's vast transportation system and it's many needs and the limited resources available.

Comment: On the Twin Tree slide repair please accommodate wildlife in the previous retaining wall gap. Possibly directional fencing.

Reply: Thank you for your input and suggestions concerning project in to the STIP. Your comments will be considered in the design and repair of this area and will be forwarded to the appropriate individuals for analysis.

Comment: Hoping you can see your way clear to putting Highway 26 between Torrington and the Nebraska state line on your priority list. As the Goshen County Fire Warden and a long time member of the Torrington Fire Department, Safety is the number one priority and as a member of the Torrington City Council, bringing travelers off of I-80 on to Highway 26 at Ogallala could be a help to our local economy. Thanks for your consideration.

Reply: Thanks for the input. The section you refer to is still part of the Heartland Express and we track the progress of that. However, as the District Engineer pointed out at the public meeting, our focus is on preservation. This does not mean it won't get built, but it does mean it will be a while.