

Stakeholder Meeting #4 Minutes

12 June 2019 / 9 AM - 1 PM / Teton County Public Library

ATTENDEES

Nick Hines (Facilitator)
Chris Colligan (Greater Yellowstone Coalition)
Jack Koehler (Friends of Pathways)
Heather Overholser (Teton County)
Amy Ramage (Teton County)
Heather Overholser (Teton County)
David Hardie (River Hollow HOA)
Ross MacIntyre (River Hollow HOA)
Bill Schreiber (Jackson Hole Mountain Resort)
Melissa Turley (Teton Village Association ISD)
Gary Fralick (Wyoming Game and Fish)
~~Aly Courtemanch~~ (Wyoming Game and Fish)
Darren Brugmann (Southern Teton Area Rapid Transit)
Lynne Whalen (Community Representative)
Bob Hammond (Wyoming Department of Transportation)
Tyler Sinclair (Town of Jackson)

Additional Attendees

Hank Doering (WYDOT Project Development)
Keith Compton (WYDOT D3 District Engineer)
Ted Wells (WYDOT D3 District Construction Engineer)
Stephanie Harsha (WYDOT D3 Public Relations Specialist)
Darin Kaufman (WYDOT D3 District Traffic Engineer)
Meg Mordahl (WYDOT NEPA Coordinator)
Marshall Newlin (WYDOT)
Hank Rettinger (FHWA)
Bob Bonds (FHWA)

Action Items:

- Nick to draft better purpose and need to present to group at the next meeting.
- Nick to draft project specific steps for hybrid NEPA process we are using.

Old Business

1. April 24, 2019 Minutes - Corrections/Comments?

Language softened pertaining to 8-foot shoulders. Language modified pertaining to the moose collar data (only includes three weeks worth). Language added that consensus was reached to include design elements to slow traffic.

2. Concerns WYDOT has been hearing
 - a. Letter to Teton County Commissioners

The following items were discussed. Not all views were shared by all members of the committee.

- There was some support for the letter.
- It was clarified that the letter was not approved by the START Board and that it should not have their logo on the letter.
- There is still concern that adequate community outreach is not being implemented and that the public is unaware of how the design will impact open spaces.
- Next public meeting WYDOT should share that WYDOT is using the ITP and how it connects to this project. This information needs to be presented to the public.
- Stakeholder groups are one form of public involvement to help inform the public and representative groups.
- Will wildlife fences destroy the visual attributes?
- Concern on who the stakeholders represent. One stakeholder believes he represents himself but he can communicate things out to a group of people.
- Some feel the project is not vetted enough in the community. The community wants opportunities to weigh in.
- A better lay out of where we are going in this process/project would be helpful.
- Discussion on how these project limits are a transition phase on this corridor, moving from more open highway to a bridge/intersection. These decisions will be applied to the next section of road to town. WYDOT stated that this project does not dictate what will occur all the way to Jackson; however, WYDOT will use the same justifications moving forward. A different configuration can be considered from the bridge into town.

- Concerned that the bridge design will lead to the re-design of WY 22.
- Concern that all the recommendations are being dismissed due to safety.
- Concern that decisions are being made that impact the community and that the stakeholder process is being used to lessen the public involvement process and a way to impede public controversy. WYDOT responded that the Stakeholder group is a form of public involvement to obtain feedback on special interest groups. There will also be additional public meetings in the future.
- Concern that the stakeholders will be held responsible when the project goes to construction and the public is outraged that adequate public involvement did not take place.
- There was mention of writing a letter to the paper requesting the public to engage in the process.
- Route redundancy was brought up.
- Discussed the nature of the road (speed limits, build least visibly obtrusive, context sensitive roadway, etc.).
- If a four lane is coming, lets make it as aesthetically pleasing as we can.
- Frustration stems from not knowing what they can impact (ex: 8-foot shoulders). WYDOT is exploring all recommendations brought forth.
- Additional public meetings were discussed in order to help address explored options and justifications for design decisions (ex: 8-foot shoulders). The public needs to know that alternatives have been considered. WYDOT has never been opposed to another public meeting. WYDOT was waiting until the transit subgroup met and discussed options before scheduling the next public meeting.

Per WYDOT, we all have different perspectives to bring to the table and the stakeholder group is being used as one form of public involvement. Additional public meetings will be held. WYDOT encouraged everyone to read the PELS, Comprehensive Plan, and ITP and note they all recommend a multi-lane design due to needed capacity, and each of these documents had public involvement.

WYDOT can not make everyone happy when there are so many competing interests. Don't forget this is a rural highway that is critical from many perspectives

(safety, tourism, economics, etc.). WYDOT reiterated that capacity is needed based on land use.

WYDOT posed the question: what does success look like?

Stakeholder group responses:

- Being allowed to weigh in on design and provide input
- Might not know if successful until the end of the project
- Ability to influence the outcome to benefit the community
- Understanding why things are decided
- More encouragement of transit use and compromise and flexibility when decisions are made (take into account visual, aesthetics, etc.)
- The project follows the PEL, ITP and Comp Plan
- How we manage mobility and measuring to see how we meet these goals

WYDOT:

- All comments were heard and have been or are being addressed

There needs to be an understanding that everyone might not get everything they want. There are design factors and other influences that help drive the decision. WYDOT cannot build everything the community wants, but we can try to incorporate as much of it as possible. ; 8-foot shoulders were discussed last meeting and are a design standard based on volume. WYDOT cannot put in curb and gutter due to speed and maintenance concerns (ex: snow plows). WYDOT is looking into installing transit features. WYDOT wants ideas from the stakeholder and all ideas will be reviewed to determine if they can be incorporated into the design. However, if they can not, WYDOT wants to provide justification on why not.

b. Review Purpose and Need

- i. Presented at Stakeholder Meeting #1, Public Meeting, and online - Purpose and Need (P&N) of the Project - Replace Snake River Bridge; improve mobility through the WY0 22/390 intersection (intersection included in the PEL Study) due to its proximity to the bridge.

- c. Environmental Impacts (Resource Map)
- d. Clarity on project time frame (PCS Report)
- e. Clarity on project process (NEPA handout)

Nick discussed handout. Stakeholder group specifically asked where we are at in the process (CE - #6, EA/EIS - #13). This needs to be made clear to the public. One stakeholder representative asked what needs to be completed to elevate the project to an EA. Per Nick and FHWA, there have not been any significant impacts identified that warrant elevating to the next document. The project NEPA documentation is currently a CE but completing the public involvement of an EA/EIS. The PELS takes a larger corridor look and vets alternatives based on criteria of the roadway. The PELS does not specifically address the bridge, but does address the vision of the corridor. This current project is a bit of a hybrid project. We hope to utilize the PELS and address where it fell short with additional public outreach. The stakeholder group is here to address any deficiencies. Per FHWA, the PELS is not a NEPA document; however, it's important to take into account as it is a planning document that had extensive public involvement. A NEPA process is still being followed for this project. You have to look at whether impacts are significant or not. The NEPA process will determine whether items in the PELS are still valid. The PELS states that transit needs to be considered and that's what WYDOT is doing. The purpose of the project is bridge replacement, and we added the intersection in since it makes sense from a logical termini and economical standpoint. The P&N of the PELS considers the whole corridor and is not the same as the P&N of the project. The P&N of the project is based on that specific location. We can still address other items within the scope. The stakeholder group asked why other needs are not identified in the P&N statement. Per WYDOT, that is not the main intent of the project. Adding the intersection was imperative from a proximity and mobility standpoint. Improving the intersection will not solve the congestion problem; it just moves the chokepoint further west. The full benefits will not be seen until the entire corridor is complete. Per FHWA, they are the lead agency; however, they have delegated authority to the State. And they concur with moving

forward with a CE. Nick completed discussing the status of the project (completed activities relative to the CE/EA/EIS process). The next public meeting will follow Grading Plans so we can provide valuable information to the public (impacts, etc.). One stakeholder representative is concerned that the objectives and purpose of the PELS are not being met. WYDOT will incorporate the objectives of the PELS into the environmental commitments section of the CE (ex: maintaining riparian corridor). There is additional concern that the project does not support the objectives and goals within the ITP/Wildlife Master Plan/Jackson-Teton Comprehensive Plan (predecessor to ITP)/Stillson Master Plan. Per FHWA, this can be addressed in the CE. One stakeholder representative stated there is community character we do not want to destroy. WYDOT will address this in the social resources section of the CE. One stakeholder representative suggested putting a status update in the local paper. One stakeholder representative suggested adding the intersection to the P&N for a communication standpoint to the public. The group seconded that this needs to be added. Nick discussed resource map (wetlands delineated last summer, bald eagle nest, moose crucial range, etc.). Nick passed out the project schedule to show the process of how a project moves through WYDOT. The entirety of WYDOT is involved. WYDOT likes to have projects on the shelf a year in advance, which is why the project schedule shows the project getting completed sooner. Project will likely be let in Oct/Nov of 2022.

- f. What can the stakeholder group influence and how can they be more effective?

Anyone can ask questions or for clarification. Stakeholder group would like to know items that can be influenced (where and how). WYDOT does not intend on providing a list of items and would prefer to keep an open discussion as items arise.

- g. Sub-group process

- i. Recommendation process for subgroups

Subgroups will provide recommendations to stakeholder group and decisions will be made once a consensus is reached.

ii. Sub-group members

If subject matter experts or other pertinent public citizens show an interest in involvement, they can join based on a consensus from the subgroups. Per WYDOT, integrity of the process needs to be maintained, which is why all subgroup recommendations will be vetted through the main Stakeholder group.

Stakeholder Group Recommendations and Updates:

1. Create Transit SubGroup (Amy, Heather, Bob, Darren, Melissa, Jack, Bill, Tyler)

a. First Transit meeting is this afternoon.

2. Minimize Island Width on Florida T and Shoulder widths - Completed - The Florida T was modified to reduce the footprint. Stakeholder Meeting 3 information was provided regarding shoulder widths. The entire group may not have agreed with the decision to go with 8' shoulders but understood the reasoning supporting 8' shoulders.

3. Update Traffic Volumes - Completed - Data was provided in the previous meeting minutes and agendas.

4. Create Wildlife Subgroup (Jack, Aly, Gary, Chris, Bob, Amy, Ross)

a. Moose Collaring update (Gary, Aly)

WGFD provided an update. Moose were collared in March. Six moose south and four north of WY 22 were released. May and June observations may show more constricted movement due to pregnant moose and birth of calves. Take home points: in winter, many moose are sedentary and localized. However, WGFD does not have a long term data set. Paths between points do not indicate paths traveled; straight lines are shown connecting the points (data collected every 30 min to one hour). Hoback data search from 2011 through 2014 showed migration movements and can be compared to this study. It's important to look at movement of moose in relation to WY 22 and Snake River. Consider fencing as essential and an integral component in keeping moose off the highway. This

data will be utilized from a management standpoint. This is a subset of a larger population. One mortality (of the ten collared moose) occurred from natural causes. Collar will be re-deployed within the next couple of weeks. Jackson herd has dropped from over 1,000 to 250 animals. There are numerous factors affecting fatality. Per one stakeholder representative, the best standard would show a 90 percent reduction in wildlife-vehicle collisions. Fencing modifications can be implemented to improve reduction (ex: fence-end modifications).

b. Present Wildlife group recommendations.

Representative from the Greater Yellowstone Coalition discussed Priorities 1 and 2. Goals are to reduce permeability and maintain riparian corridor. Priority 1 is ideal due to low human activity (away from human activity at intersection and levee road); 15-foot clearance is ideal. WYDOT evaluated optimal design. Pre-cast boxes were eliminated due to low openness ratio. Arched structure and simple span bridge were considered. Simple span bridge is the best option due to 15-foot clearance and 100-foot length (20-foot width at base); 94 feet in width (greatest openness ratio). Moose ideally prefer an overpass for crossing, however will use underpasses if those are available. The location selected has private, mainly undeveloped land on the south and then public land (BLM) with the boat ramp on the north. The boat ramp currently has season closures, so it should not interfere with migration routes. The wildlife recommendation will be provided to the public. Stakeholder group also recommends vetting this priority to the public. Signage may need to be installed so wildlife viewing tours do not take advantage of this location and also to prevent pedestrians from using the wildlife underpass.

Box culvert design just east of bridge was discussed; however, this was not feasible from a design standpoint, and it was recommended extending the Snake River bridge past levee by 85 feet for underpass (20-foot path for wildlife) (cost is ~\$942K). This will accommodate all big game. Stakeholder group recommends vetting this priority to the public.

Two other priorities are outstanding. One is located west of the intersection. WYDOT has been tasked to determine how far west the structure can be moved and still accommodate a 12-foot by 20-foot box culvert. Priority four option, which included a dual use access to boat launch was eliminated due to grade raise and associated safety issues due to decreased sight distances. We will look at a dedicated wildlife underpass just north of intersection. The next wildlife subgroup meeting will determine whether both Priorities 3 and 4 are needed. Chris discussed proposed limits of fencing. Fence end treatments still need to be finalized. This will be discussed at the next meeting.

c. Stakeholder Group made final recommendation to WYDOT on crossing structures.

5. Have Presentation at Public Meeting and provide dry run - Completed
6. Investigate the feasibility from a design standpoint if it is possible to install a multi-use structure for the boat ramp road.

This was addressed in the wildlife sub group but not fully discussed during this meeting. The wildlife subgroup decided against this option for a variety of reasons.

New Business

1. WYDOT Design and Bridge recommendations needed to move forward
 - a. Need decision on any additional structure locations

It was recommended by the group to move forward with Wildlife Priority 1 and 2.

2. WYDOT Environmental Update (Cultural, Wetlands, Biological, NEPA document) - [Map provided above.](#)
3. Next Stakeholder Meeting date - [July 24, 2019](#)

Project Milestones:

- ✓ Preliminary Plans issued - October 3, 2018
- ✓ Stakeholder Meeting (#1) - December 18, 2018
- ✓ Wildlife Subgroup Meeting (#1) - January 16, 2019
- ✓ Stakeholder Meeting (#2) - January 29, 2019
- ✓ First Public Meeting - February 21, 2019
- ✓ Stakeholder Meeting (#3) - April 24, 2019
- ✓ Wildlife Subgroup Meeting (#2)- April 25, 2019
- ✓ Wildlife Subgroup Meeting (#3) June 11, 2019
- ✓ Stakeholder Meeting (#4) - June 12, 2019
- ✓ Transit Subgroup Meeting (#1) - June 12, 2019
- ✓ Wildlife Subgroup Meeting (#4) - July 16, 2019
- ❑ Stakeholder Group Meeting (#5) - July 24, 2019.
- ❑ Need all Snake River Bridge recommendations by July 1, 2019
- ❑ Need all Wildlife recommendations by September 1, 2019
- ❑ Grading Plans - expected Nov 2019
- ❑ Stakeholder Meeting - expected Nov/Dec 2019
- ❑ Right-of-way/Engineering Plans - expected July 2020
- ❑ Stakeholder Meeting - expected July/August 2020
- ❑ Right-of-way/Engineering Plans - expected Oct 2020
- ❑ Final Plans - expected April 2021
- ❑ Project Letting late 2022 or early 2023
- ❑ Construction Spring 2023



THE WILSON
ADVOCACY
GROUP

May 29, 2019

Dear Chairwoman Macker and Teton County Commissioners,

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

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

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

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

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

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

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

We would request Teton County convey these priorities to WYDOT:

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

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

Sincerely,

Seadar Rose Davis, START Board

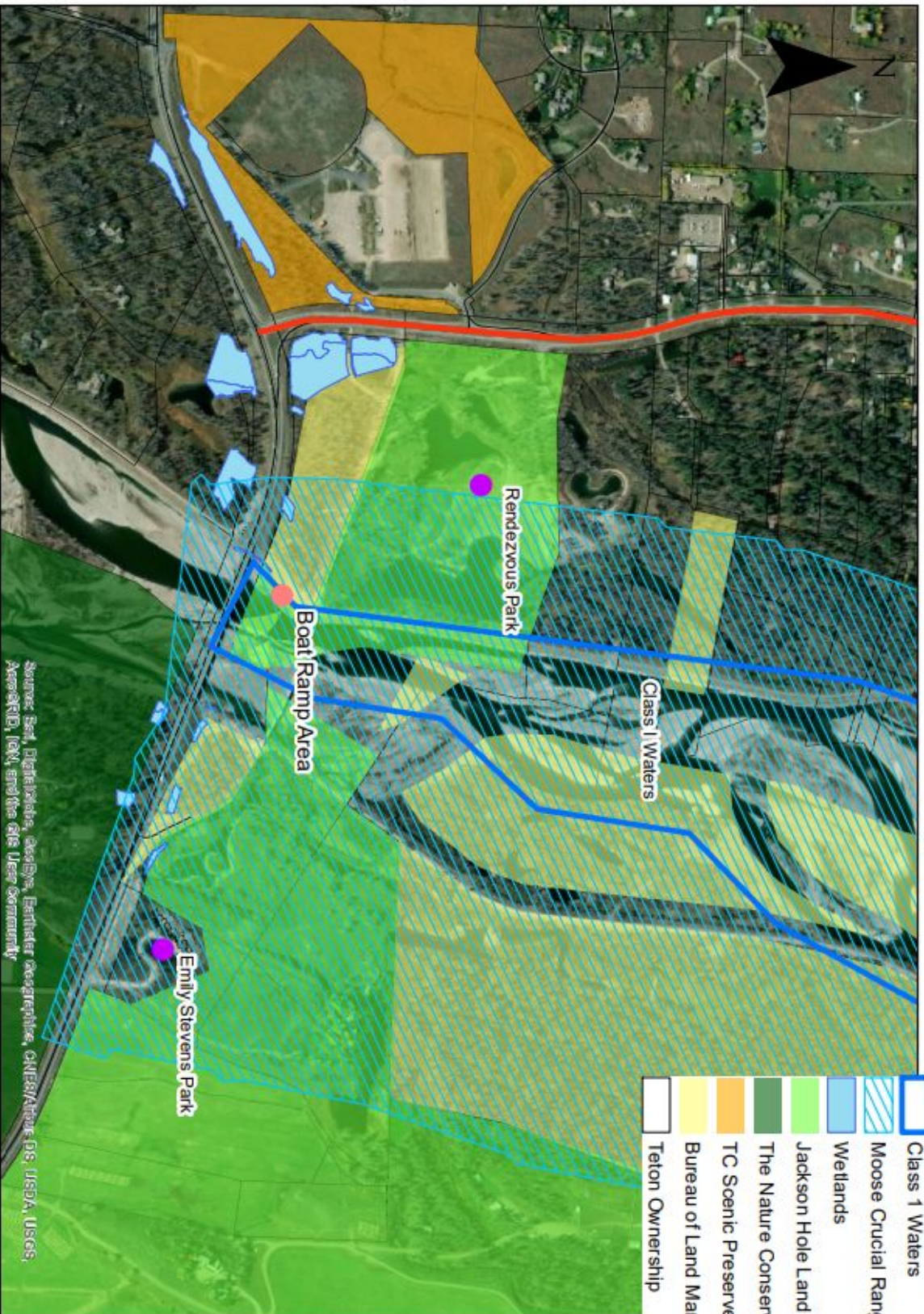
Katherine Dowson, Friends of Pathways

Jessica Jaubert, Jackson Hole Working

Melissa Turley, Teton Village Association ISD

Tim Young, Wilson Advocacy Group

WY 22/390 Snake River Bridge



Source: Soil, Digitalis, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



3 JACKSON-WILSON/WYO 22/BRIDGE REPLACEMENT

Project ID	2000058	Prefix	STP	SHELF Float	-28	Project Float	268
Reason		Shelf Deadline	10-Jun-21	Public Involvement	Level C	PD	Doering/Allen
County	Teton	PS&E	11-Aug-22	AFE	AFE Issued	RE	Bob Hammond
Comm District	3	Letting Date		At Risk	NO	BR	Newlin
Beg Milepost	3.33	REV STIP FY	2023	Monitored Project	YES	GE	Vanderveen
End Milepost	4.23	Const \$	\$26,350,029	ES Doc Type	CalEx Type 2	LB	Steinhilber, Ryan
Template	EA Reconstruction Template - Mar 2014	Design R	RC	USFS		RW	RehmyWeber
10yr Project		PMS	3	PM Lead	Manah Johnson	ES	Meg Mordani

Milestone	Milestone Name	Deadline	Status	Open Action Items	Owner
AFE	AFE Milestone	22-Feb-17	Completed		
RECON	Final Reconnaissance Report Milestone	19-Dec-17	Completed		
PRELIM	Preliminary Plans Milestone	01-Oct-18	Completed		
RECS	Engineer's Recommendations Milestone	21-Jun-19	Not Started		
GRADE	Grading Plans Milestone	13-Nov-19	Not Started		
RWENG	Right-of-Way and Engineering Plans Milestone	02-Jul-20	Not Started		
RWUT	Right-of-Way and Utility Plans Milestone	19-Oct-20	Not Started		
FINAL	Final Plans Milestone	13-Apr-21	Not Started		
SHELF	On the Shelf Milestone	09-Jun-21	Not Started		
CLOSE	Close Out Project Milestone	10-Aug-22	Not Started		

Activity ID	Activity Name	Crew	Orig Dur	Start Date	Finish Date	Must Finish By	% Comp	Total Float	Constraint Date
PD200	Prepare & Hold Reconnaissance Inspection	PDD6517	20	24-Mar-17	23-May-17	23-Apr-19	100%		
LB200	Prepare Preliminary Surfacing	LB6706	15	24-May-17	30-May-17	23-Apr-19	100%		
ES540	Archaeological Field Investigation	HA8120	25	25-Jul-17	28-Jul-17	02-Feb-21	100%		

**Wyoming Department of Transportation
Project Status Report**

6/11/19

Activity ID	Activity Name	Crew	Orig Dur	Start Date	Finish Date	Must Finish By	% Comp	Total Float	Constraint Date
PS210	Acquire Permission To Survey	PS6630	15	08-Jun-17	31-Jul-17	23-Apr-19	100%		
PS200	Hold Survey Plan Meeting and Issue Report	PS6630	10	25-Jul-17	01-Aug-17	23-Apr-19	100%		
PD230	Prepare & Issue Draft Reconnaissance Report	PD6517	50	19-Sep-17	19-Sep-17	23-Apr-19	100%		
ESS50	Archaeological Draft Report	HA8120	20	15-Sep-17	29-Sep-17	02-Feb-21	100%		
ESS60	Archaeological Internal Review & Consultant Corrections	HA8120	10	29-Sep-17	03-Oct-17	02-Feb-21	100%		
PD240	Review & Comment on Draft Reconnaissance	PD6517	10	20-Sep-17	10-Oct-17	23-Apr-19	100%		
PS240	Process Control Survey Data	PS6630	15	28-Aug-17	24-Oct-17	23-Apr-19	100%		
ESS70	Archaeological SHPO/THPO Concurrence	HA8120	20	03-Oct-17	06-Nov-17	02-Feb-21	100%		
PS270	Prepare Preliminary Mapping	PS6630	20	13-Nov-17	05-Dec-17	24-May-19	100%		
PD290	Prepare & Issue Final Reconnaissance Report & Schedule	PD6517	45	11-Oct-17	19-Dec-17	23-Apr-19	100%		
PR210	Issue Scope Statement	PR8102	5	13-Feb-18	11-Apr-18	23-Apr-19	100%		
PS230	Perform Aerial Photography	PS6630	50	05-Oct-17	23-Apr-18	23-Apr-19	100%		
PS350	Prepare Final DTM & Mapping	PS6630	20	05-Dec-17	26-Apr-18	24-Jun-19	100%		
PD310	Prepare & Issue Preliminary Plans	PD6517	60	20-Feb-18	01-Oct-18	24-May-19	100%		
ES400	Wetland Field Investigation	WA8120	20	04-Oct-18	19-Oct-18	24-Jun-19	100%		
UT200	Preliminary Plans Notification to Utility Companies	UT6620	20	15-Oct-18	22-Oct-18	03-Dec-20	100%		
ES420	Wetland Report	WA8120	20	29-Oct-18	16-Nov-18	24-Jun-19	100%		
GE300	Conduct Soils Profile Investigation	GE6414	15	29-Oct-18	30-Nov-18	17-Jun-19	100%		
GE310	Conduct Geology Investigations	GE6414	15	12-Nov-18	30-Nov-18	23-Jul-19	100%		
GE320	Conduct Structure Investigations	GE6414	10	12-Nov-18	30-Nov-18	23-Jul-19	100%		
PD315	Hold Preliminary Plans Inspection	PD6517	20	11-Dec-18	11-Dec-18	24-Jun-19	100%		
PD316	Issue Preliminary Plans Inspection Report	PD6517	10	12-Dec-18	17-Jan-19	24-Jun-19	100%		
RE390	Hold Scoping Public Meeting	RE3006	0	21-Feb-19	21-Feb-19	18-Sep-19	100%		
RE420	Hold Grading Plans Public Meeting	RE3006	0	21-Feb-19	21-Feb-19	08-Apr-20	100%	73	
ES440	Add Wetland Data to Mapping and Verify	WA8120	5	11-Mar-19	25-Mar-19	24-Jun-19	100%		
PD425	Determine Wetland Impacts	PD6517	10	15-Apr-19	23-Apr-19	18-Sep-19	100%		
RE1C1	Obtain Permission to Investigate Site	RE3006	20	09-Jun-17	03-Jun-19	21-Jun-19	95%	14	

**Wyoming Department of Transportation
Project Status Report**

Activity ID	Activity Name	Crew	Orig Dur	Start Date	Finish Date	Must Finish By	% Comp	Total Float	Constraint Date
PD360	Request Revegetation Recommendations	PD6517	1	03-Jun-19	03-Jun-19	01-Apr-20	0%	209	
HY310	Issue Hydraulic Report	HY6174	40	11-Mar-19	12-Jun-19	08-Jul-19	80%	17	
RE205	Request COOP Agreement	RE3006	10	03-Jun-19	14-Jun-19	08-Jul-19	0%	15	
RE330	Identify Borrow & Submit Samples	RE3006	10	03-Jun-19	14-Jun-19	22-Jul-19	0%	25	
RE340	Identify Surfacing Source	RE3006	10	03-Jun-19	14-Jun-19	22-Jul-19	0%	25	
TR300	Prepare Traffic Structure Investigation	TR6403	10	03-Jun-19	14-Jun-19	22-Jul-19	0%	25	
TR310	Issue Traffic Geometric Recommendations	TR6401	17	03-Jun-19	25-Jun-19	21-Jun-19	0%	-2	
BR300	Prepare Bridge Geology Layout	BR6113	10	13-Jun-19	26-Jun-19	22-Jul-19	0%	17	
RE320	Prepare Engineer's Recommendations	RE3006	20	03-Jun-19	28-Jun-19	21-Jun-19	0%	-5	
GE330	Issue Preliminary Geology Recommendations	GE6414	20	03-Jun-19	28-Jun-19	19-Aug-19	0%	36	
RE310	Submit Alkali Samples	RE3006	30	03-Jun-19	15-Jul-19	22-Jul-19	0%	5	
LB320	Conduct Lab Testing Borrow Material	LB6723	20	17-Jun-19	15-Jul-19	19-Aug-19	0%	25	
LB300	Conduct Lab Testing Surfacing	LB6723	30	17-Jun-19	29-Jul-19	11-Mar-20	0%	155	
LB310	Conduct Lab Testing Soils	LB6723	45	03-Jun-19	05-Aug-19	19-Aug-19	0%	10	
LB330	Conduct Lab Testing Alkali	LB6721	20	16-Jul-19	12-Aug-19	19-Aug-19	0%	5	
LG200	Issue Cooperative Agreement	LG6101	50	17-Jun-19	26-Aug-19	17-Sep-19	0%	15	
LB400	Issue Final Materials & Rates	LB6706	20	30-Jul-19	26-Aug-19	08-Apr-20	0%	155	
PD390	Update Preliminary Alignments, Templates & Earthwork	PD6517	80	09-Jan-19	28-Aug-19	19-Aug-19	50%	-5	
LB350	Issue Final Surfacing Thickness	LB6706	20	06-Aug-19	03-Sep-19	17-Sep-19	0%	10	
PD455	Design Drainage Pipes	PD6517	20	29-Aug-19	26-Sep-19	17-Sep-19	0%	-5	
RW310	Preliminary Land Survey	RWLS	100	03-Jun-19	22-Oct-19	13-Sep-19	0%	-28	
PD445	Determine RWI Impacts & Compute Land Ties	PD6517	5	08-Apr-19	25-Oct-19	17-Sep-19	50%	-28	
PD400	Prepare & Issue Grading Plans	PD6517	40	25-Oct-19	24-Dec-19	13-Nov-19	0%	-28	
TR420	Conduct Existing Sign Review	TR6403	2	24-Dec-19	27-Dec-19	15-Jan-21	0%	266	
PD410	Calculate Grading Plans Cost Estimate	PD6517	10	24-Dec-19	09-Jan-20	04-Feb-20	0%	18	
PD320	Perform Value Engineering	PD6517	15	24-Dec-19	16-Jan-20	08-Apr-20	0%	58	
ES510	Outside Agency scoping (BLM)	HA6120	20	24-Dec-19	24-Jan-20	11-Feb-20	0%	13	

**Wyoming Department of Transportation
Project Status Report**

Activity ID	Activity Name	Crew	Orig Dur	Start Date	Finish Date	Must Finish By	% Comp	Total Float	Constraint Date
UT400	Grading Plans Notification to Utility Companies	UT6520	20	24-Dec-19	24-Jan-20	31-Dec-20	0%	238	
BR400	Issue Structure Selection Report	BR6113	25	24-Dec-19	31-Jan-20	19-Dec-19	0%	-28	
ES630	1st Raptor Survey	WF8120	5	03-Feb-20	07-Feb-20	03-Jun-21	0%	187	
PD415	Hold Grading Plans Inspection	PD6517	25	09-Jan-20	14-Feb-20	11-Mar-20	0%	18	
ES150	Noise Analysis	NM8120	40	07-Jun-19	24-Feb-20	01-Feb-21	1%	238	
ES610	Preliminary Biological Investigation	WF8120	20	24-Jan-20	24-Feb-20	11-Mar-20	0%	13	
PD416	Issue Grading Plans Inspection Report	PD6517	10	14-Feb-20	02-Mar-20	25-Mar-20	0%	18	
PD440	Prepare Storm Water Details	PD6517	10	14-Feb-20	02-Mar-20	02-Jul-20	0%	88	
ES710	Issue Revegetation Recommendations	RA8120	5	02-Mar-20	09-Mar-20	08-Apr-20	0%	23	
BR410	Prepare Preliminary Structure Layout	BR6113	30	31-Jan-20	16-Mar-20	04-Feb-20	0%	-28	
TR400	Review Traffic Geometric Layouts	TR8401	10	02-Mar-20	16-Mar-20	08-Apr-20	0%	18	
BR415	Provide Bridge Wetland Impacts	BR6113	5	16-Mar-20	23-Mar-20	11-Feb-20	0%	-28	
ES450	Identify Wetland Mitigation Site Location	WA8120	20	23-Mar-20	20-Apr-20	11-Mar-20	0%	-28	
GE400	Issue Final Geology Report	GE6414	60	14-Feb-20	08-May-20	14-Dec-20	0%	157	
PD430	Prepare Wetland Impact Mitigation Design	PD6517	20	20-Apr-20	18-May-20	08-Apr-20	0%	-28	
ES910	Draft Environmental Documents	NM8120	20	18-May-20	16-Jun-20	02-Mar-21	0%	178	
ES930	Environmental Resource Review	NM8120	5	16-Jun-20	23-Jun-20	11-May-21	0%	223	
LB405	Develop Soils Profile	LB6731	40	08-May-20	07-Jul-20	16-Feb-21	0%	154	
PD500	Issue RW & Engineering Inspection Plans	PD6517	60	18-May-20	12-Aug-20	02-Jul-20	0%	-28	
TR500	Prepare Final Traffic Geometric Layouts	TR8401	5	12-Aug-20	19-Aug-20	04-Sep-20	0%	13	
PD510	Prepare Engineering Inspection Cost Estimate	PD6517	10	12-Aug-20	26-Aug-20	17-Jul-20	0%	-28	
PD674	R/W & Engineering Design Check	PD6517	10	12-Aug-20	28-Aug-20	04-Sep-20	0%	8	
ES400.1	Wetland Field Investigation	WA8120	20	12-Aug-20	09-Sep-20	30-Sep-20	0%	16	
RE500	Obtain Plt Agreement(s)	RE3006	20	12-Aug-20	10-Sep-20	11-May-21	0%	168	
RE501	Obtain Plant Site Agreement(s)	RE3006	20	12-Aug-20	10-Sep-20	11-May-21	0%	168	
TR600	Prepare Final Signing Plans	TR8403	20	19-Aug-20	17-Sep-20	16-Feb-21	0%	103	
TR510	Issue Traffic Electrical Design Plans	TR8406	30	12-Aug-20	24-Sep-20	04-Sep-20	0%	-13	

**Wyoming Department of Transportation
Project Status Report**

Activity ID	Activity Name	Crew	Orig Dur	Start Date	Finish Date	Must Finish By	% Comp	Total Float	Constraint Date
PD530	Hold RW & Engineering Inspection & Issue Report	PD6517	25	26-Aug-20	01-Oct-20	21-Aug-20	0%	-28	
ES420.1	Wetland Report	WA8120	20	09-Sep-20	07-Oct-20	23-Feb-21	0%	94	
RE510	Submit DEQ Air Quality Permit Request to C&E	RE3006	20	10-Sep-20	08-Oct-20	09-Jun-21	0%	168	
ES440.1	Add Wetland Data to Mapping and Verify	WA8120	5	07-Oct-20	14-Oct-20	02-Mar-21	0%	94	
PD535	Issue RW & Engineering Inspection Report	PD6517	10	01-Oct-20	15-Oct-20	04-Sep-20	0%	-28	
RW500	Prepare RW Deficiency Report	RW6320	45	12-Aug-20	15-Oct-20	04-Sep-20	0%	-28	
ES950	Final Environmental Documents	NM8120	10	14-Oct-20	28-Oct-20	16-Mar-21	0%	94	
PD600	Prepare & Issue RW & Utility Plans	PD6517	30	15-Oct-20	30-Nov-20	19-Oct-20	0%	-28	
TR520	Issue Construction Traffic Control Recommendations	TR8403	10	30-Nov-20	14-Dec-20	16-Feb-21	0%	43	
PD720	Prepare Draft Special Provisions	PD6517	20	30-Nov-20	29-Dec-20	16-Feb-21	0%	33	
TR610	Issue Final Electrical Design Plans & Specials	TR8406	20	30-Nov-20	29-Dec-20	16-Feb-21	0%	33	
ES460	Obtain 404 Permit	WA8120	45	28-Oct-20	05-Jan-21	09-Jun-21	0%	109	
UT700	RW & Utility Plans Notification to Utility Companies	UT6520	30	30-Nov-20	13-Jan-21	16-Feb-21	0%	23	
BR500	Prepare Bridge Details & Quantities	BR8113	220	16-Mar-20	28-Jan-21	16-Feb-21	0%	13	
BR700	Final Bridge Details and Quantities	BR8113	20	28-Jan-21	26-Feb-21	11-May-21	0%	53	
ES680	2nd Raptor Survey	WF8120	5	02-Mar-21	08-Mar-21	30-Jun-22	0%	187	
UT720	Obtain Utility Service Agreements	UT6520	120	24-Sep-20	19-Mar-21	09-Jun-21	0%	58	
PD700	Prepare & Issue Final Design Plans	PD6517	40	28-Jan-21	26-Mar-21	13-Apr-21	0%	13	
LB410	Issue Soils Profile	LB6731	10	26-Mar-21	08-Apr-21	10-Aug-22	0%	338	
RW700	Complete RW Engineering & Appraisals	RW6320	100	30-Nov-20	23-Apr-21	16-Mar-21	0%	-28	
PD710	Hold Final Design Plans Inspection	PD6517	20	26-Mar-21	23-Apr-21	11-May-21	0%	13	
RE530	Hold Final Design Public Meeting	RE3006	20	26-Mar-21	23-Apr-21	11-May-21	0%	13	
RE502	Obtain Water Agreement(s)	RE3006	20	26-Mar-21	23-Apr-21	10-Aug-22	0%	328	
PD800	Prepare & Issue Plans to Check Squad	PD6517	10	23-Apr-21	07-May-21	25-May-21	0%	13	
UT710	Obtain Utility Engineering Agreements	UT6520	60	11-Feb-21	07-May-21	09-Jun-21	0%	23	
RW800	Obtain RW Permit &/or Acquisitions	RW6320	60	23-Apr-21	20-Jul-21	09-Jun-21	0%	-28	
SHELF	On the Shelf Milestone	PM	0	20-Jul-21	20-Jul-21	09-Jun-21	0%	-28	10-Jun-21

**Wyoming Department of Transportation
Project Status Report**

Notebook Topic	Notes
Falcon Links	2000058 Plan Issuances 2000058 Engineer's Recs
Monitored Project Updates	<p>17-May-19 Project has -23 days of shelf float. Stakeholder groups met April 24th and 25th and will be meeting again June 12th. The addition of a box culvert is being considered under 390 and PD is working on that right now. PD is still feeling like they will be fine to meet the next plan issuance in November. (MJ)</p> <p>12-Apr-19 Project has -43 days of shelf float. Stakeholder groups are currently meeting every couple of months and will be meeting again in the next couple of weeks. Upcoming milestones include RECS (late finish 23-Apr-19) and GRADE (late finish 13-Nov-19). (MJ)</p> <p>18-Sep-18 Preliminary Plans are currently 90% complete and have a float of 6 days. The next longest path activity is RE 101: obtain permission to investigate, has a float of 60 days, has not been started and has a float of -8 days. (CG)</p> <p>12-Jul-18 ES will need permission to investigate sooner than the late finish date of 3-Oct-18. B. Hammond will be working on getting them the permission they need. The next activity due is PD310: Prepare & issue preliminary plans which have a float of 33 days and are 10% complete. (CG)</p> <p>10-May-18 Preliminary Plans is the next milestone it only needs prepare and issue preliminary plans which is at 10% complete (there has been no progress in the past month) and both have a float of 55 days. Shelf float is 125 days. (CG)</p> <p>17-Apr-18 Preliminary Plans is the next milestone it only needs prepare and issue preliminary plans which is at 10% complete and both have a float of 74 days. Shelf float is 144 days. (CG)</p> <p>8-Mar-18 PR210: Issue Scope Statement has been started and is 50% complete, has a float of 96 days and is the next activity due. The next milestone is Preliminary Plans which only needs PD310 for it to be complete and PD310 is 10% complete with 96 days of float. (CG)</p> <p>2-Feb-18 Planning will be processing the scope statement soon, it has 127 days of float and is the next activity due. (CG)</p> <p>12-Jan-18 Reached out to RE a second time, no response. (CG)</p> <p>29-Dec-17 Reached out to RE to determine if they anticipate continuing to work on this project or let it sit. Will touch base after the new year. Project currently has a Shelf float of 175 days. Preliminary Plans is the next plan set and has a float of 175 days. (CG)</p> <p>2-Nov-17 PD350: Prepare & Issue Final Recon Report & Schedule is the next activity due, is 50% complete and has a float of 109 days. Shelf float is at 94 days. Removing added ES activities and tying kept ES activities differently has made changes to the schedule time frame. (CG)</p> <p>18-Oct-17 PD350: Prepare & Issue Final Recon Report & Schedule is the next activity due, is 10% complete and has a float of 63 days. Shelf float is at 26 days. (CG)</p> <p>4-Oct-17 PD240: Review & Comment of Draft Recon is the next activity due, is 50% complete and has a float of -22 days. The recon report from the consultant was late. The next milestone is the Final Recon report with also has a float of -22 days. MOA will be determined at the end of the month. (CG)</p> <p>14-Sep-17 Prepare and Issue Draft Reconnaissance Report is the next activity due, is at 75% complete and has a float of -20 days. PD has indicated they should be receiving the recon report for the consultant soon. Environmental Services has assigned a consultant to the MOA process and has started the archaeological field investigation. ES will determine if MOA is to be needed on the bridge by the end of October. Next milestone is the Final Reconnaissance Report which has a -20 day float. (CG)</p> <p>21-Aug-17 Prepare and Issue Draft Reconnaissance Report is the next activity due, is at 75% complete and has a float of 4 days. Environmental Services has assigned a consultant to the MOA process and has started the archaeological field investigation. ES will determine if MOA is to be needed on the bridge by the end of October. Next milestone is the Final Reconnaissance Report which has a 4 day float. (CG)</p> <p>26-Jul-17 Prepare and Issue Draft Reconnaissance Report is the next activity due, is at 50% complete and has a float of -2 days. Environmental Services has assigned a consultant to the MOA process and has started the archaeological field investigation. ES is continuing to determine if MOA will be needed on the bridge. Next milestone is the Final Reconnaissance R</p> <p>report which has a -2 day float. (CG)</p> <p>16-Jun-17 Prepare and Issue Draft Reconnaissance Report is the next activity due, is at 50% complete and has a float of 10 days. ES indicated MOA determination will happen after this field season. Project has a total float of 10 days and Preliminary Plans is the next milestone. (CG)</p>
Project Monitor History	

Notebook Topic	Notes
	<p>06-May-19 ES480 dissolved per N. Hines.(TG)</p>
	<p>06-May-19 Added Federal Agency BLM per N. Hines.(TG)</p>
	<p>14-Feb-19 Added ES150 per N.Hines (GS)</p>
	<p>14-Feb-19 Dissolved RE270 per B. Hammond (MJ)</p>
	<p>04-Feb-19 Added RWLEAD C. Rehm per R. Weber's email.(TG)</p>
	<p>18-Dec-18 Changed Beg MP to 3.33, and End MP to 4.23 per ERP Verification Report.(TG)</p>
	<p>15-Nov-18 Added BRLEAD M. Newlin per J. Booher's email.(TG)</p>
	<p>15-May-18 Added ES400.1, ES420.1 & ES440.1 with standard durations per N. Hines. (CG)</p>
	<p>28-Feb-18 Update Total Cost and CE\$. Prefix,Beg MP and End MP per ERP Verification Report.(TG)</p>
	<p>24-Jan-18 Changed RE425 to ES450 per PCS Feedback Meeting (GS)</p>
	<p>20-Dec-17 Updated Total Cost and CE\$. MP 3.46-4.28 per C.Grant's email.(TG)</p>
	<p>7-Nov-17 Dissolved ES590, ES800, ES810, ES815, ES820, ES825, ES830, ES835, ES840, ES845, ES850, ES855, ES860, ES865, ES870, ES875, ES880, ES885 per J Bogstie and SHPO indicating the bridge is not eligible. (CG)</p>
	<p>15-Sep-17 Changed STIP year to match REV STIP per Commission approval.(TG)</p>
	<p>22-Jun-17 Revised slip year changed to 2023, changed the PS&E date to 11-Aug-22 and left the Shelf date as is. (CG)</p>
	<p>20-Jun-17 Added baseline.(TG)</p>
	<p>12-Jun-17 Assigned R. Steinbremer. (CG)</p>
	<p>6-Jun-17 Reduced the durations for ES630 & ES680 from 20 to 5 days and ES910 from 45 to 20 days per work plan review meeting. (CG)</p>
	<p>26-May-17 Added project using EA wireconstruction template. Assigned B. Hammond, H. Doering, Vanderveen, and M. Mordahl per previous project we put in history and replaced with this template. (CG)</p>
<p>W-Coordinator Notes</p>	<p>6/8/17 Per Jason B assigned to Rosenbergs for evaluation of the bridge, the need for an arch survey is still TBD pending input from PD and the District.(KW)-<tr></p>
<p>W-ES Notes</p>	<p>27-Feb-19 A public meeting was held in February. District and PD are working on investigating various things for the stakeholder group. The next step is to get a priority list from the wildlife stakeholders for the 4 structures.</p>
<p>W-PCS Meeting</p>	<p>27-Feb-19 A public meeting was held in February. District and PD are working on investigating various things for the stakeholder group. The next step is to get a priority list from the wildlife stakeholders for the 4 structures.</p>
	<p>24-Oct-18 Preliminary plans have been issued. PD is waiting on district to send us the contact info for the stakeholders in order to set up the stakeholder meeting and the plan inspection meeting. There will also be a public meeting planned in the near future. WYDOT met with the wildlife working group last month to get them the information they needed to help them pursue funding.</p>
	<p>11-Jul-18 There will be a JAC meeting on August 7th, Keith Fulton would like the District to present this project. The district and PD have been working with the NGO's on cost estimates for possible wildlife crossings. Environmental Services said there will be wetland impacts, we will need a mitigation site, so District should start looking now. Permits to investigation are needed. Environmental Services would like a draft of the preliminary plans if possible.</p>
	<p>1-Nov-17 The Recon report is almost finished after many iterations and changes. The county had a few more comments they would like added and the report will be sent out for signature. The project should not need an EA template. There will be heavy public involvement but the PELS should replace the EA.</p>
<p>W-PCS Meetings(HISTORY)</p>	<p>replace the EA.</p>

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**Wyoming Department of Transportation
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6/11/19

Notebook Topic	Notes
W-PD Lead Notes	<p>February 4, 2019 - Holding Public Meeting Feb 21. Need wildlife crossing locations from Stakeholder subcommittee, Final Surfacing Thicknesses, and determination of roadway template.</p> <p>Oct. 5, 2018 - Issue Pre. Plans on Oct. 1. Need Stakeholder Group members to be selected and then an inspection meeting can be set.</p> <p>Feb. 6, 2018: Recon report was completed on Dec. 19, 2017. Working with Greater Yellowstone Coalition to determine cost of wildlife structures. Provided Team with cross-sections at structure locations; need structure cost from both Bridge and Greater Yellowstone Coalition. PD will develop a cost matrix from information provided to determine which structures will be included with the project.</p> <p>10-23-17: Final Recon Report should be wrapped up in the next couple of weeks.</p>

WYDOT NEPA DOCUMENTS

Categorical Exclusion (CE)	Environmental Assessment (EA)	Environmental Impact Statement (EIS)
<p>Actions which meet the definition contained in 40 CFR 15084, and, based on past experience with similar actions, do not involve significant environmental impacts. (23 CFR 771.117)</p> <p>If a project involves unusual circumstances further studies must be completed.</p>	<p>Actions that are not a CE and do not clearly require an EIS, or would be useful in determining the need for an EIS. (23 CFR 771.119)</p> <p>Used by FHWA/WYDOT if we are uncertain if there are significant impacts.</p>	<p>Actions that are likely to cause significant impacts on the environment. (23 CFR 771.123)</p>
WYDOT Examples of CEs:	WYDOT Examples of EAs:	WYDOT Examples of EISs
<ul style="list-style-type: none"> ● Highway resurfacing, restoration, rehabilitation, reconstruction, adding shoulders or auxiliary lanes [23 CFR (c)(26)] ● Highway Safety or Operational Improvements (intersection reconfiguration) [23 CFR (c) (27)] ● Bridge rehabilitation, reconstruction, replacement, grade separation to replace at grade RR crossings [23 CFR (c) (28)] ● Excess ROW disposal [23 CFR (d) (6)] <p>CEs consists of about 98% of the projects WYDOT completes.</p>	<ul style="list-style-type: none"> ● Road on new alignment outside existing ROW ● Interchanges on the interstate in new locations ● If FHWA/WYDOT is unsure on whether action has significant impacts <p>EAs consist of about 2-4% of the projects WYDOT completes.</p>	<ul style="list-style-type: none"> ● Road on new alignment ● Road widening going outside the existing ROW <p>EIS projects consist of less than 1% of the projects WYDOT completes</p>

Unusual Circumstances and Significant Impacts
<p><u>Unusual Circumstances:</u></p> <ol style="list-style-type: none"> 1. Significant Environmental Impacts 2. Substantial controversy on environmental grounds 3. Significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act 4. Inconsistencies with Federal, State or Local laws, etc. relating to the environmental aspects of the action

[23 CFR 771.117 (b)]

Significant Impacts:

Any number of social, environmental or economic effects or influences which are of such a magnitude, degree of intensity, or duration as to require the preparation of an EIS under NEPA. Significant impacts may include effects that are direct, indirect or cumulative and include both the short-term and long-term duration of the effect.

Significance requires considerations of both *context* and *intensity*.

- *Context* - This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- *Intensity* - This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
 1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
 2. The degree to which the proposed action affects public health or safety.
 3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
 4. The degree to which the effects on the quality of the human environment are likely to be highly controversial.
 5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
 6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
 7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
 8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP or may cause loss or destruction of significant scientific, cultural, or historical resources.
 9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act .
 10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [40 CFR § 1508.27]

WYDOT NEPA PROCESS

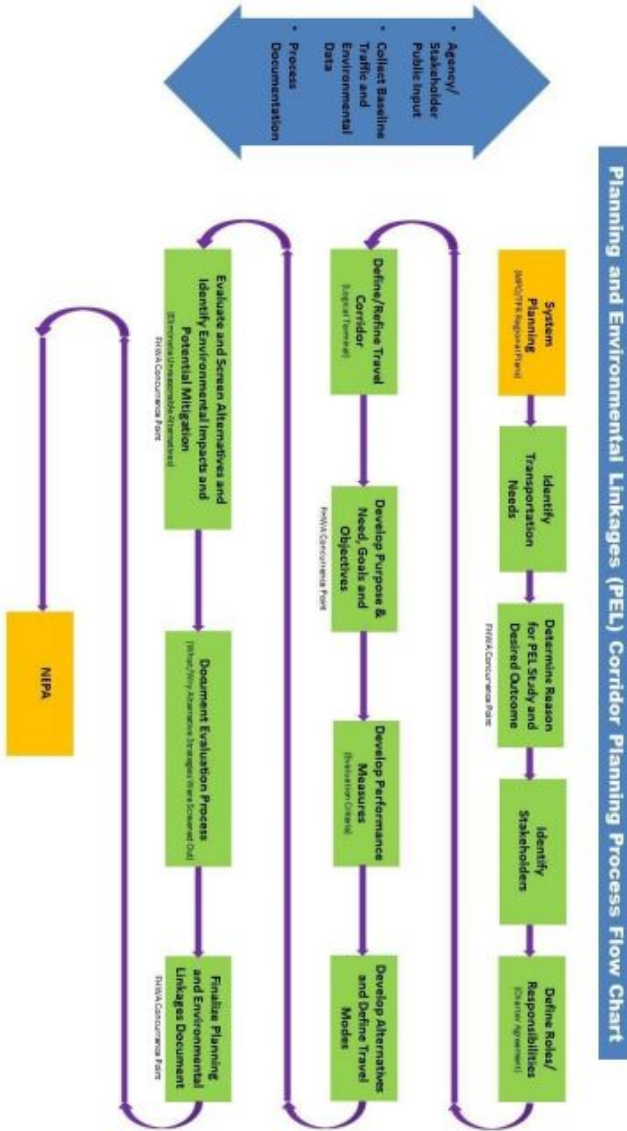
Typical WYDOT CE Process	Typical WYDOT EA/EIS Process
<ol style="list-style-type: none"> 1. Project added to the STIP 2. Identify scope of work 3. Identify project location and area of impact 4. Determine NEPA documentation level 5. Identify Purpose and Need 6. Receive Preliminary project information 7. Scope state, federal, tribal & local partners 8. Environmental data collection 9. Confirm 60% design plans against env. work already completed 10. Additional environmental data collection if necessary 11. Determine environmental impacts 12. Prepare Draft CE 13. Draft CE QA/QC review 14. Final resource review 15. Federal Agency Draft CE review (If necessary) 16. WYDOT approves final CE 17. FHWA approves final CE (if necessary) 	<ol style="list-style-type: none"> 1. Project added to the STIP 2. Identify scope of work 3. Identify project location and area of impact 4. Determine NEPA documentation level (approved by FHWA) 5. Draft Purpose and Need 6. Prepare EA/EIS scoping letters 7. Prepare EA/EIS meeting invites 8. Establish Inter-disciplinary team (for EIS) 9. Scope external agencies/tribes 10. Hold Inter-Agency Meeting (If necessary) 11. Hold Public Scoping Meeting (involves public, helps refine Purpose and Need, additional local concerns and alternatives to evaluate) 12. Finalize Purpose and Need 13. Preliminary Environmental data collection 14. Identify Alternatives 15. Alternatives Public Meeting (present alternatives, establish which Alternatives meet Purpose and Need, discuss preliminary environmental impacts associated with each Alternative) 16. Collect and address public comments received 17. Additional environmental data collection 18. Determine environmental impacts 19. Prepare Draft EA/EIS 20. WYDOT QA/QC review 21. Federal Agency Draft EA review 22. Public Draft EA/EIS review (released to public approximately two weeks before the public meeting) 23. Public Meeting (gather feedback on the proposed action) 24. Address public comments received (include responses in EA/EIS) 25. Distribute Decision Document

WYDOT NEPA DOCUMENT COMPARISON

Areas covered in a typical CE	Additional resources reviewed above a CE for a typical EA	Additional resources reviewed above a CE and EA for a typical EIS
<p>Depth of resource review for all NEPA documents depends on resources in the area and the scope of work pertaining to the project. The main differences as you move document types is alternative development/screening and level of public involvement. Other things to consider are larger documents take longer to complete and generally cost more.</p>		
<ul style="list-style-type: none"> ● Purpose and Need ● Project Location ● Project Description ● Determination of Impacts ● Public Involvement ● Outside Agency Scoping ● Agency and Tribal Coordination ● Cultural Resources ● Historic Properties ● Section 4(f) ● Waters of the US ● Wetlands ● Water Quality <ul style="list-style-type: none"> ○ Stormwater ○ Impaired Stream ● Floodplains ● Hydraulic concerns ● Wild and Scenic Rivers ● Wildlife and Habitat <ul style="list-style-type: none"> ○ Sage-Grouse ○ Raptors ○ Avian Species ○ Crucial Winter Range ○ Threatened and Endangered Species ○ Sensitive species ● Soil and Vegetation ● Air Quality ● Noise ● Pedestrian & Bicycle routes ● Traffic ● Emergency Routes ● Public Transportation ● Land Use Changes ● Community Cohesion ● Right-of-Way 	<ul style="list-style-type: none"> ● Federal Register Notice (optional) ● Public Meetings <ul style="list-style-type: none"> ○ Scoping Meeting ○ Alternatives Meeting ○ Draft EA Meeting ● Invite participating agencies/groups ● Development of Alternatives ● Screening of Alternatives ● Summary of impacts for each Alternative ● Selection of Preferred Alternative <p>Same items as CE but typically reviewed in more depth</p> <ul style="list-style-type: none"> ● Project History ● Land Use & Zoning ● Traffic ● Public Transportation ● Emergency Routes ● Visual/Aesthetics ● Climate Change ● Environmental Justice ● Level of public involvement documentation ● Existing Conditions <ul style="list-style-type: none"> ○ Vegetation ○ Geology ○ Soils ○ Study Area 	<ul style="list-style-type: none"> ● Federal Register Notice ● Interdisciplinary Team Establishment ● Stakeholder Groups

<ul style="list-style-type: none"> ○ Residential/Business relocations ● Churches/Schools ● Visual Resources <ul style="list-style-type: none"> ○ Scenic Byway ○ Federal Agency visual resource management concerns ○ Outstandingly Remarkable Views ● Hazardous Materials ● Contamination ● Paleontological ● Prime and Unique Farmland ● Section 6(f) properties ● Other resources as identified 		
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Planning and Environmental Linkage Process



<https://www.codot.gov/programs/environmental/planning-env-link-program/programs/environmental/planning-env-link-program/assets/pel-image>

NEPA and Public Involvement for WY 22/390 Snake River Bridge Replacement

The NEPA process for the 22/390 Snake River Bridge replacement project is more involved than typical WYDOT bridge replacement projects. Even though the area (22/390 corridor) has been evaluated via a previous public process and there are no re-alignments, WYDOT is utilizing a robust style of CE for this project. WYDOT is using a planning document completed in 2014, titled Wyoming Highways 22 and 390 Planning and Environmental Linkages Study (PEL). The PEL is a NEPA-type approach that involves the public to aid in transportation decision-making. The PEL considers environmental, community and economic goals early in the planning process and uses the resulting analysis and products to inform the environmental review process. The PEL serves as the basis for future environmental documents prepared in compliance with NEPA. The PEL does not replace NEPA, just provides WYDOT with a head-start on NEPA development, as we can tie future projects and corresponding NEPA documents back to it.

WYDOT has established a stakeholder group consisting of local residents, businesses, and NGOs to help update information that has occurred since the PEL analysis. In addition, two stakeholder subgroups have been created. One subgroup is identifying potential wildlife crossing locations and addressing other wildlife related issues, the second will review transit concerns through 22/390 corridor.

WYDOT is using information in the PEL to help start the NEPA process. The PEL along with information WYDOT is gathering from the Stakeholder group and public meetings will be incorporated into our NEPA document. Currently we are planning on preparing a Categorical Exclusion (CE) based on preliminary environmental data, work involves on-alignment intersection reconfiguration and bridge replacement, as well as information and decisions from the PEL. FHWA the lead Federal Agency, will need to concur with WYDOT's final determination.

The Purpose and Need for the Snake River bridge project, discussed at the first Stakeholders meeting, is to "Replace the Snake River Bridge and improve mobility through the WYO 22/390 intersection due to its proximity to the bridge." The primary need is to replace a structurally deficient bridge with one that meets the current design and functional standards. Due to the close proximity to the bridge, the WY22/390 intersection is included to address mobility. The project limits are 1-mile along WY 22 and 0.13 miles along WY 390.

Typical WYDOT Environmental Process- 22/390 Snake River Bridge Replacement

- Project added to the STIP
- Identify scope of work - Addressed in PEL
- Identify project location and area of impact - Addressed in PEL
- Determine NEPA documentation level (approved by FHWA) -FHWA has initially approved the use of the PEL and a CE to cover this project. Document level can be elevated if there is a reasonable need to.
- Draft Purpose and Need - Draft P&N was drafted by WYDOT, concurred on by FHWA, and was presented to the Stakeholders at the first meeting and at the Public Scoping Meeting for comments.
- Prepare EA/EIS scoping letters - Addressed by Public and Stakeholder group and historically the PEL
- Prepare EA/EIS meeting invites - Addressed by Public and Stakeholder group and historically the PEL
- Establish Inter-disciplinary team (If necessary) Addressed in PEL and with current Stakeholder Group
- Scope external agencies/tribes - Resource Agencies have been scoped. Communication will continue as plans are further developed.
- Hold Inter-Agency Meeting (If necessary) - Reached out to BLM to participate on stakeholder group. No USFS land impacted.
- Hold Public Scoping Meeting (involves the public, helps refine Purpose and Need, additional local concerns and alternatives to evaluate) -Meeting was held on February 21, 2019
- Finalize Purpose and Need - Step has not been concurred on with FHWA yet
- Preliminary Environmental data collection - WYDOT has been collecting preliminary data for inclusion in the NEPA document.
- Identify Alternatives Addressed in the PEL and were discussed at the public meeting and Stakeholder meetings.
- Alternatives Public Meeting (present alternatives, establish which Alternatives meet Purpose and Need, discuss preliminary environmental impacts associated with each Alternative) Addressed by the first Public Meeting on February 21, 2019. Full blown alternatives were presented during the PEL.
- Collect and address public comments received - Comments have been collected and WYDOT will still accept additional comments. Public comments and concerns are being addressed as design moves forward.
- Additional environmental data collection - After grading plans, WYDOT will determine if additional environmental data needs to be collected.
- Determine environmental impacts - Need grading plans to determine environmental impacts.
- Prepare Draft EA/EIS - Preparation of the NEPA document will begin after grading plans.
- WYDOT QA/QC review - Still to come.
- Federal Agency Draft EA review Still to come - will be determined later if necessary
- Public Draft EA/EIS review (released to public approximately two weeks before the public meeting)
- Public Meeting (gather feedback on the proposed action) - WYDOT typically does not have public meetings for CEs. WYDOT anticipates an additional public meeting after grading plans.
- Address public comments received (include responses in EA/EIS) - All public comments will be included in the NEPA document. Typically not all comments are addressed individually but are grouped by concern and addressed in the NEPA document.
- Distribute Decision Document - A decision document will not be distributed if there is not an EA or EIS. There will be FHWA approval for this CE.

Additional resources in typical EA 22/390 Snake River Bridge Replacement

- Federal Register Notice (optional) - Not completed for this project

- Public Meetings
 - Scoping Meeting -Held on February 21, 2019
 - Alternatives Meeting - Addressed by the first Public Meeting on February 21, 2019. Full blown alternatives were presented during the PEL.
 - Draft EA Meeting - WYDOT typically does not have public meetings for CE document review. WYDOT anticipates an additional public meeting after grading plans to discuss the project design. Environmental concerns/impacts could be included if needed.
- Development of Alternatives - Developed during the PEL
- Screening of Alternatives - Screened during the PEL
- Summary of impacts for each Alternative - High level evaluated in the PEL. Further resource review will be completed for the impacts of the proposed action.
- Selection of Preferred Alternative - Currently we are refining the preferred alternative with recommendations from the stakeholder group.

Same items as CE but typically reviewed in more depth

- Project History - More in depth coverage in the PEL. The current NEPA document will reference the PEL and other studies that have been completed in the area.
- Land Use & Zoning - Addressed in the PEL, WYDOT will reverify within new project limits.
- Traffic - Addressed in the PEL, WYDOT will reverify within new project limits.
- Public Transportation - Addressed in the PEL
- Emergency Routes- Addressed in the PEL
- Visual/Aesthetics - Addressed in the PEL
- Climate Change - Mentioned in the PEL, WYDOT will review air quality concerns
- Environmental Justice - Will be documented in the NEPA document
- Level of public involvement documentation - WYDOT has met, or exceeded, the requirements for an EA.
- Existing Conditions -
 - Vegetation - Briefly mentioned in the PEL
 - Geology- A geology investigation will be completed for the bridge.
 - Soils - Existing soil conditions are not crucial to the proposed project.
 - Study Area - Addressed in the PEL

Reference "Areas covered in a typical CE" above to see the remaining items to be evaluated during this project.