



U.S. Department
of Transportation
**Federal Highway
Administration**

Wyoming Division

2617 E. Lincolnway, Suite D
Cheyenne, WY 82001-5671

June 29, 2010

Mr. John F. Cox, Director
Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

**Subject: CE Number 10-28, Project No. N132100, US 191, Pinedale-Hoback Jct.,
Trappers Point Wildlife Crossings, Sublette County**

Dear Mr. Cox:

We have reviewed the subject Categorical Exclusion (CE) and have determined that it satisfactorily addresses the environmental impacts associated with the project. We are enclosing one signed copy of the CE.

Please contact Randy Strang at 771-2949, if you have any questions or comments.

Sincerely yours,

Randy Strang, P.E.
Environmental Program Engineer

cc:

Tim Stark, P.E., WYDOT





Dave Freudenthal
Governor

Department of Transportation

State of Wyoming



John F. Cox
Director

June 25, 2010

Joseph Dailey
Wyoming Division Administrator
Federal Highway Administration
2617 East Lincolnway, Suite D
Cheyenne, WY 82001-5662

CE Number 10-28
Wyoming Project Number N132100
Project Name: US 191, Pinedale-Hoback
Jct., Trappers Point Wildlife Crossings
County Name: Sublette
Route & Reference Marker: U.S.191
RM 115.059 to RM 103.242

Dear Mr. Dailey:

Pursuant to the requirements of the National Environmental Policy Act, the Wyoming Department of Transportation (WYDOT) submits the following Categorical Exclusion (CE).

PROJECT LOCATION AND DESCRIPTION

The project will construct eight wildlife separation structures, and related improvements, along US 191 beginning at Reference Marker 115.059, and ending at Reference Marker 103.242, approximately 3 miles west of Pinedale, in Sublette County. This is an area of heavy animal migration from summer to winter range resulting in frequent vehicle-animal crashes.

Wildlife Separation Structures: Six bridge structures (wildlife underpass) and two large span arch culverts (wildlife overpass) will be constructed at designated locations. Between each structure, and including the related roadway improvements, there will be no-work sections along US 191, except for the installation of deer fence.

Wildlife Fencing: Deer fence, Type W and including gates and escape ramps, will be installed along both sides of US 191, throughout the length of the project and within highway right-of-way (or access easements), to move the migrating animals to the separation structures and safe crossing of US 191, separated from the vehicular traffic. Additional fencing will be installed along both sides of US 189, from its intersection with US 191 and running south for approximately 2450 feet; additional fencing will be installed along both sides of State Highway 352, from its intersection with US 191 and running north for approximately 11,730 feet; a short section of additional fencing will be installed along State Highway 354, from its intersection with US 191 and running west, then connecting with deer fence along a proposed fence access easement, and finally connecting with deer fence along US 189. Project will remove existing deer fencing along both sides of US 191, beginning on Bureau of Land Management at approximate RM 106.798 and continuing east, including private property, to approximate RM 105.549 (State Highway 352).

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Cheyenne, WY 82009-3340

Roadway Improvements: The roadway pavement will be reconstructed for approximately 300 feet approaching each structure and include milling the existing pavement and the placement of new plant mix pavement. New guardrail and cattle guards will be installed.

Maintenance of Traffic: Traffic detours will be constructed at each of the six bridge structures to provide traffic service; during construction of the two overpass structures, traffic interruption/delays will occur but service on US 191 will be maintained.

PURPOSE AND NEED

The proposed project is a safety improvement and will accomplish two objectives: 1) maintain wildlife migration patterns by constructing eight underpass/overpass structures to separate animal migration movements from vehicular traffic, and 2) improve the overall safety for the traveling public by reducing the number of vehicle-animal crashes. A vehicle-animal crash is frequent in Wyoming due to the abundance of wildlife, long migration routes, and public lands available for animal habitats. As a result, the Wyoming Strategic Safety Plan identifies the need to focus on reduction of this crash type, as a Special Safety Area. This area, along US 191, has heavy animal migration, and conflict between migrating animals and vehicular traffic, from 2004 to 2009, has resulted in a high frequency of vehicle-animal crashes, approximately 68% of total crashes, and a high frequency of carcass removal, over 500, through these same years. This project will separate the animal movement across US 191 from vehicular traffic with construction of eight animal separation structures and fencing.

ALTERNATIVES CONSIDERED

The "No Action" alternative will not provide for the proposed safety improvements that will separate animal migration movements from vehicular traffic. Without the proposed improvements, migrating animals will continue to cross US 191 conflicting with vehicular traffic and resulting in vehicle-animal crashes.

The preferred alternative will construct eight animal separation structures and deer fencing, to allow for the movement of migrating animals across US 191, separated from the vehicular traffic. Six simple span bridge structures, 70.0 feet in length with a 40 feet clear roadway width, will be constructed on US 191 to serve vehicular traffic and provide an underpass, 20 feet wide and 10 feet high, for animal movement. Two large span arch culverts, 150 feet in length with a 40 feet clear roadway width and 16.5 feet vertical clearance, will be constructed on US 191 to provide an overpass for animal movement. Arch culverts were selected, rather than a bridge, as overpass structures as they provide for 1) improved approach slopes for animal movement, 2) improved line-of-sight for animals approaching the crossing, 3) opportunity for establishing a vegetated crossing, and 4) less physical impact to adjacent land use. These selection criteria support a higher likelihood of wildlife using these overpass structures to safely cross US 191.

Construction of the project will improve the overall safety on this section of US 191 by reducing the vehicular-animal crash type.

AFFECTED ENVIRONMENT

The US 191 roadway corridor traverses mostly arid high desert land with areas of rolling hills. The roadway serves adjoining land that is publically and privately owned, with areas of conservation easements. The publically owned land is administered by the Bureau of Land Management, with land use predominately for livestock grazing and wildlife habitats.

ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

A full range of environmental resources was evaluated within a study area along US 191 between RM 116.0 and RM 103.0.

Based on these evaluations, those resources present and impacted by the proposed project are identified and discussed in detail, along with mitigation measures, if needed.

Many resources are either not present in the study area or not likely to be directly or indirectly impacted by the preferred alternative. Resources not affected by the proposed project are then identified and briefly discussed.

Resources Present and May be Impacted

Resources that may be affected by the preferred alternative are:

Social Resources – Transportation, Wildlife and Habitat, Land Use Changes.

Transportation service along US 191 will be improved. The proposed safety improvements will enhance the roadway safety by reducing the frequency of vehicle animal conflicts and resultant crashes.

Wildlife survival and Habitat connectivity will be improved. The proposed eight separation structures and deer fences will allow for the movement of migrating animals across US 191, separated from the vehicular traffic. Coordination with the Wyoming Game and Fish (WGF, August 25, 2009) and the US Fish & Wildlife Service (USFWS, undated 2009) has resulted in letters of support for this project. Project Scoping with the Bureau of Land Management (BLM) was initiated August 10, 2009. A preliminary determination has been made, by the BLM and WGF, that construction time-of-year restrictions are needed from March 15th to April 30th and from October 1st to December 15th for migrating big game; these time-of-year construction restrictions can be adjusted depending on animal migration due to weather/seasonal conditions. WYDOT, BLM and WGF are evaluating the use of construction requirements - construction phasing, permanent and temporary fencing, and signing - rather than time-of-year restrictions, to provide for the movement of migrating animals during construction of the separation structures.

Land Use Changes will result from right-of-way acquisition. Additional right-of-way will be acquired to provide a consistent 250 feet width from the beginning of the project, RM 115.059, and extending south (east) to approximate RM 106.798, and widening to a 400 feet width to the end of the project. At each separation structure, Additional right-of-way or construction easements may be needed to construct and maintain the structure and drainage channel. Acquisition of highway right-of-way will result in the conversion of land, currently used for grazing and wildlife habitat, to access-controlled highway roadside.

Natural Resources – Water Quality and Wetlands, Cultural Resources.

Water Quality and Wetlands – Three unnamed drainages are located within the project limits. RM 112.6 - This drainage is designated as waters of the US, but there are no wetlands in proximity to its crossing by US 191. Temporary construction impacts are limited to the 40 feet extension of a pipe culvert and detour construction for maintenance of traffic; there are no long term impacts with construction of the proposed bridge as the channel will be reestablished and the area re-vegetated, after construction of the bridge structure is completed with removal of the detour. RM 106.8 – wetlands are present, west (south) side of roadway and will not be impacted as the proposed detour will be constructed to the east (north) side and all limits of construction have been set to avoid the wetlands. Approximate RM 114.11 – wetlands are present but this location, while within the project limits, is outside of the construction limits for the separation structure at RM 104.363 (no-work section). The project, as proposed, will have no impact on wetlands and minimal impact to waters of the US.

Cultural Resources – No Historic Sites, Historic Districts or Recreational areas will be impacted by construction of the proposed project.

Archaeological Sites - a Class III Cultural Resource Survey has been completed and consultation concluded with the State Historic Preservation Office (SHPO) and the Eastern Shoshone and Northern Arapaho Tribal Historic Preservation Offices (THPO). The Survey evaluated sixteen sites, with nine sites determined to be not eligible for listing in the National Register of Historic Places. The remaining seven sites, eligible for listing in the National Register of Historic Places, were assessed for project affects and it has been concluded that they will not be adversely affected by the project. The SHPO letter dated June 7, 2010, concurs in these determinations of eligibility and no adverse affect with the stipulation that a qualified archaeologist be present to monitor removal of topsoil and Holocene age deposits between RM 106.878 and RM 103.242.

Additional surveys, and coordination with the SHPO/THPO, are needed for a limited area of proposed deer fencing along US 191 near the intersection with US 189 and a second limited area for the proposed fence access easement from State Highway 354 to WYDOT property parallel to US 189, and then connecting to US 189. These surveys are underway, and based on cultural surveys completed, will likely result in a determination of no affect (no eligible sites) or a determination of no adverse affect. Mitigation measures are identified later in this document and will also be applied to those limited areas currently being surveyed for a determination of eligibility and affect. As requested by the BLM and concurred by the SHPO, a qualified archaeologist will be present to monitor removal of topsoil and Holocene age deposits between RM 106.878 and RM 103.242.

Section 4(f) - Project impacts to the seven eligible sites have been evaluated under 49 USC 303, commonly referred to as Section 4(f). It has been concluded that project impacts, to each of the seven sites, are to previously disturbed areas and preservation-in-place is not warranted. As a result, there is no Section 4(f) use.

Resources Not Present or Not Impacted

Many resources are either not present in the study area or not likely to be directly or indirectly impacted by the preferred alternative.

Social Resources not present or not impacted are: Community Cohesion, Churches and schools, Controversy Potential, Energy, Utilities, Relocation Potential, and Environmental Justice.

Emergency routes - The roadway will remain open to traffic during construction. Emergency vehicles will be accommodated during construction with minimal or no interruption in service.

Traffic - The roadway will remain open to traffic during construction. Traffic detours will be constructed at each of the six underpass structures and service and accesses will be accommodated; during construction of the two overpass structures, traffic interruption/delays will occur but service on US 191 will be maintained.

Natural Resources not present or not impacted are: Wild and Scenic Rivers, Floodplains, and Farmlands.

Threatened and Endangered Species - No Effect Determination. A wildlife/plant survey was completed, for this project, in January 2010. That survey and a Programmatic Biological Assessment completed in October 2009, both conclude a determination of no effect to any listed threatened or endangered species or critical habitat. This project is included in Appendix A of the Programmatic Biological Assessment for WYDOT's 2010-2014 Program (FY 2011) and a Biological Opinion by the U.S. Fish and Wildlife Service (FWS) is being developed. Coordination with the Wyoming Game and Fish (August 25, 2009) and the FWS (undated, 2009) has resulted in letters of support for this project.

The U.S. Fish and Wildlife Service has determined that water depletions from the upper Colorado (Green) River Basin may have an effect on downstream threatened and endangered species. Consultation with the U.S. Fish and Wildlife Service for water depletions from the Colorado (Green) River Basin will be handled through a programmatic assessment/opinion.

Vegetation - Disturbed areas will be re-vegetated with species common to the area.

Physical Resources not present or not impacted are: Noise, Air, Contaminations, Hazardous Waste Sites, and Visual.

Temporary Impacts - Temporary impacts during construction have been discussed for each impacted resource.

Material Sources - Borrow material will be from sources within WYDOT right-of-way. Other materials and the contractor plant site will be obtained and located at the existing Pape Pit, under current agreements.

PUBLIC PARTICIPATION

This project will provide for a public information meeting, prior to construction, scheduled for July, 2010.

MITIGATION SUMMARY

Wildlife Resources: A preliminary determination has been made, by the Bureau of Land Management, that construction time-of-year restrictions are needed from March 15th to April 30th and from October 1st to December 15th for migrating big game; these time-of-year construction restrictions can be adjusted depending on animal migration due to weather/seasonal conditions. WYDOT, BLM and WGF are evaluating the use of construction requirements - construction phasing, permanent and temporary fencing, and signing - rather than time-of-year restrictions, to provide for the movement of migrating animals during construction of the separation structures.

Water Quality: Best Management Practices for erosion and siltation control will be implemented.

Cultural Resources: If any cultural materials are discovered construction, work in the area shall halt immediately and notification given to WYDOT, FHWA and SHPO for evaluation by an archaeologist or historian meeting the Secretary of Interior's Professional Qualification Standards (48 FR 22716, September 1983). If any human remains or other unexpected cultural material are found in any portion of the project area, construction will cease, the area protected, and consultation initiated with the Eastern Shoshone and Northern Arapaho Tribes. As requested by the BLM and concurred by the SHPO, a qualified archaeologist will be present to monitor removal of topsoil and Holocene age deposits between RM 106.878 and RM 103.242.

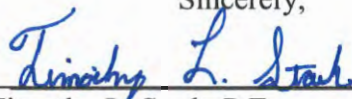
PREPARED BY

Galen W. Hesterberg, P.E.
Consulting Engineer
Cheyenne, Wyoming

DETERMINATION

It is my determination that this project is a categorical exclusion. (The attached data sheet describes the impact evaluation and finding of no impact.)


Sincerely,

 6-25-10

Timothy L. Stark, P.E. Date
Environmental Services Engineer

Concur:

for

 6/29/10

Joseph Dailey Date
Division Administrator
Federal Highway Administration

Attachments: Form 100

Wyoming Game and Fish to WYDOT, coordination letter dated August 25, 2009.

USFWS to WGF, coordination letter (undated, 2009).

Letter to Joseph Dailey
June 25, 2010
Re: Wyoming Project No. N132100
Page No. 7

WYDOT to THPO-Northern Arapaho Tribe, consultation letter dated May 5, 2010.
WYDOT to THPO-Eastern Shoshone Tribe, consultation letter dated May 5, 2010.
WYDOT to SHPO, consultation letter dated April 29, 2010.
SHPO to WYDOT, concurrence letter dated June 7, 2010.
WYDOT to BLM, Scoping letter dated August 10, 2009

WYOMING DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL IMPACT EVALUATION FORM

Wyoming Project No.: N132100
Project Name: US 191, Pinedale-Hoback Jct.
Trappers Point Wildlife Crossings
County: Sublette

<u>SEVERITY OF IMPACT</u>	Significant	Minimal	No Impact	None There	<u>REMARKS</u>
A. SOCIAL IMPACTS					
1. Land Use Changes	()	(X)	()	()	Conversion to highway right-of-way_____
2. Community cohesion	()	()	()	(X)	_____
3. Relocation potential	()	()	()	(X)	_____
4. Churches and schools	()	()	()	(X)	_____
5. Controversy potential	()	()	()	(X)	_____
6. Energy	()	()	(X)	()	_____
7. Utilities	()	()	(X)	()	_____
8. Emergency routes	()	()	(X)	()	Emergency vehicles will be accommodated_____
9. Environmental Justice	()	()	()	(X)	_____
10. Transportation	()	()	(X)	()	_____
11. Right of Way	()	(X)	()	()	Additional right-of-way and construction permits_____
12. Construction	()	(X)	()	()	Temporary interruption of traffic_____
13. Pedestrian and Bicycle	()	()	()	(X)	_____
B. CULTURAL IMPACTS					
1. Recreational areas	()	()	()	(X)	_____
2. Historical sites/districts	()	()	()	(X)	_____
3. Archaeological sites	()	(X)	()	()	No Adverse Affect to seven eligible sites_____
4. Section 4(f)	()	()	()	(X)	_____
C. NATURAL ENVIRONMENT					
1. Wetlands	()	()	(X)	()	_____
2. Water quality	()	()	(X)	()	Best Management Practices for erosion control_____
3. Wild and scenic rivers	()	()	()	(X)	_____
4. Flood plains	()	()	()	(X)	_____
5. Wildlife and habitat	()	(X)	()	()	Temporary disturbance due to construction activities. Project will benefit wildlife.
6. Farmlands	()	()	()	(X)	_____

FORM 100

- | | | | | | | |
|----|-------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|---|
| 7. | Threatened & Endangered | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No Effect _____ |
| 8. | Vegetation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Re-seeded with vegetation similar to area _____ |
| 9. | Ecosystem | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |

D. PHYSICAL IMPACTS

- | | | | | | | |
|----|-----------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|---|
| 1. | Noise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| 2. | Air | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| 3. | Temporary Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Minimal ground disturbance; and
interruption to vehicular traffic |
| 4. | Contaminations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| 5. | Hazardous waste sites | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| 6. | Visual | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Retaining walls at Trappers Point overpass will be faced
and colored to blend in with surrounding environment. |

E. PERMITS REQUIRED

No formal COE permit is required. _____

F. WETLAND FINDINGS

None _____



WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82008

Phone: (307) 777-4800 Fax: (307) 777-4810

Web site: <http://gf.state.wy.us>

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STEVE K. FERRELL

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JERRY GALLIES
MIKE HEALY
FRED LINDZRY

August 25, 2009

John Cox -- Director
Wyoming Department of Transportation
5300 Bishop Blvd.
Cheyenne, WY 82009

Dear Director Cox:

I would like to express my strong support on behalf of the Wyoming Game and Fish Department for the proposed TIGER Discretionary Grants funded projects, which would benefit wildlife in Wyoming while improving motorist safety by decreasing the potential for wildlife -- vehicle collisions. As you know, my staff has been working with yours in the development of these proposals, and we strongly support your efforts.

Implementation of these projects may allow for re-establishment or maintenance of the following crucial wildlife migration corridors throughout the state:

- The Trappers Point bottleneck in the 160-mile migration route from Grand Teton National Park to Southwest Wyoming.
- Daily and seasonal movements of wildlife along US-189 in stretches of the highway heavily used by the energy industry.
- North/south wildlife migration corridors that were effectively severed as a result of constructing I-80.

These projects complement the Wyoming Game and Fish Department's Mission of "Conserving Wildlife -- Serving People". Therefore, we are pleased to endorse and fully support the Wyoming Department of Transportation in their efforts to secure TIGER Funds and implement the proposed projects. If there is anything further our agency can do to support your application process, please let us know. We believe this project will provide substantial benefit to Wyoming's citizens and wildlife.

Director John Cox
August 25, 2009
Page 2

Thank you for the opportunity to partner in the development of these projects, and we look forward to future coordination in this effort.

Sincerely,



Steve K. Ferrell
Director

SF:MF:wn

cc: John Emmerich
Bill Rudd
Matt Fry



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
5353 Yellowstone Road, Suite 308A
Cheyenne, Wyoming 82009

In Reply Refer To:
ES-61411/WY09TA0369

John Emmerich, Deputy Director
Wyoming Game and Fish Department
5400 Bishop Blvd.
Cheyenne, Wy 82009

Dear Mr. Emmerich:

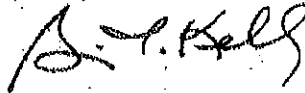
Thank you for your letter of August 11, 2009 asking if we support the Wyoming Department of Transportation's (WYDOT) application for a Transportation Investment Generating Economic Recovery (TIGER) discretionary grant. WYDOT's application addresses both public safety and critically important wildlife conservation issues. We do indeed support the application WYDOT has prepared.

The WYDOT application focuses on the re-establishment and protection of wildlife migration corridors, including the longest remaining migratory route of the pronghorn antelope. Highways and associated traffic can significantly impede the movement of some wildlife species. The proposed projects will substantially reduce those impediments and make important contributions to wildlife conservation.

Sustaining migration routes, which operate at a landscape scale, helps to maintain ecosystem function. Although the primary species that would benefit from these projects are not a U. S. Fish and Wildlife Service (Service) responsibility, maintaining functioning ecosystems is important to the conservation of all species, including migratory birds, and other Service trust resources. Furthermore, conservation at the landscape scale is a growing priority of the Service as we address strategic conservation needs and the affects of climate change. Therefore, by enhancing seasonal migration, the proposed underpasses, overpasses, and protective fencing will benefit many species of wildlife and enhance overall conservation potential, while notably reducing the risk of human injury and property damage resulting from wildlife-vehicle collisions.

We appreciate the opportunity to provide this letter of support. If there's any additional assistance that we can provide to you, or the Department of Transportation, please contact Clark McCreedy of my staff (307-772-2374 ext. 228).

Sincerely,



Brian T. Kelly
Field Supervisor
Wyoming Field Office

cc: WGFD, Non-game Coordinator, Lander, WY (B. Oakleaf)
WGFD, Statewide Habitat Protection Supervisor, Cheyenne, WY (M. Flanderka)



Dave Freudenthal
Governor

Wyoming Department of Transportation

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



John F. Cox
Director

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

No concerns voiced
As of 6/2/10

May 5, 2010

Ms. Darlene Conrad
Tribal Historic Preservation Officer
Northern Arapah Tribe
P.O. Box 396
Ft. Washakie, WY 82514

N132100
Pinedale-Hoback Junction
Wildlife Crossings
Sublette County

Dear Darlene:

Enclosed please find the report of archaeological investigations for proposed wildlife crossings of U.S. 191 between Pinedale and Hoback Junction. WYDOT has consulted with the Eastern Shoshone for projects in this area going back to 1992, but I wanted to make sure you were also aware of this project.

The Pinedale-Hoback area is one of the major big game migration corridors in North America, with an associated high number of animal-vehicle collisions. The project entails the installation of seven game underpasses and two overpasses. The underpasses, projected to be used primarily by deer, will utilize existing drainages or stockpasses. It will be necessary to install larger culverts to facilitate passage by game. The two overpasses, primarily for pronghorn, will each consist of a 150 ft long arched, concrete tunnel, resembling a quonset hut, placed over the highway. The arch will be covered with fill, tied into the existing highway embankments and vegetated with native grasses and shrubs to blend with the surrounding terrain and to provide a smooth transition for animals to cross the right-of-way. Earthen berms and game fence at each edge will reduce traffic noise and visibility, as well as prevent animals from jumping onto the highway. The existing right-of-way fence along the corridor will be replaced with game fence to channel animals to the crossings.

One of the proposed overpasses is within the boundaries of 48SU1006, the Trappers Point site. This is a 5000-7000 year old pronghorn processing site - a testament to the antiquity of the migration corridor. Data recovery was completed by the Office of the Wyoming State Archaeologist in 1992, and the site has since been enrolled on the National Register of Historic Places. The overpass will be placed in previously disturbed areas of the site, with several protective measures to ensure that intact areas are not touched by construction. The site was visited in 1992 by the late Haman Wise will excavations were on-going. He provided us with a great deal of insight into the site.

More importantly, construction monitoring in 1993 resulted in the discovery of human remains in the highway cut at what was designated as 48SU1009. Consultation with the Eastern Shoshone was initiated immediately. I spoke first with Darwin St. Clair. The remains were removed from the construction zone and highway work proceeded. Then, as per the wishes of Haman and Delphine Clair, they were later re-interred close to the original location, but outside the highway R/W, so as to prevent future disturbance. Haman and Del were in attendance at the small, private ceremony. In the interest of confidentiality, this location is not shown on maps in the present report. WYDOT will remove some fill from the area of 48SU1009 inside the right-of-way for borrow. Reinspection of this area found no evidence of any additional cultural materials. The reburial is outside the right-of-way and will not be affected by proposed construction. WYDOT will have an archaeologist present to monitor new construction.

Under any circumstances, should human remains or other unexpected cultural material be found in any portion of the project area, WYDOT will cease all construction, protect the area, and initiate consultation with the Eastern Shoshone immediately. Please let me know if the Northern Arapaho also wish be consulted in the event that other human remains are found. It is my fervent hope that this construction results in no new discoveries, and our designer engineers have worked very hard to keep the footprint of this project within areas already disturbed by past construction. If you have any questions or thoughts, please do not hesitate to contact me (307-777-4740; julie.francis@dot.state.wy.us).

Sincerely,



Julie Francis, Ph.D.
Archaeologist,
Environmental Services



Dave Freudenthal
Governor

Wyoming Department of Transportation

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



John F. Cox
Director

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

*As per telephone conversation
with Vernon 5/27/10;
no concerns unless human
remains are found. JF 4/7/10*

May 5, 2010

Mr. Vernon Hill
Acting Tribal Historic Preservation Officer
Eastern Shoshone Tribe
P.O. Box 538
Ft. Washakie, WY 82514

N132100
Pinedale-Hoback Junction
Wildlife Crossings
Sublette County

Dear Mr. Hill:

Enclosed please find the report of archaeological investigations for proposed wildlife crossings of U.S. 191 between Pinedale and Hoback Junction. This area is one of the major big game migration corridors in North America, with an associated high number of animal-vehicle collisions. The project entails the installation of seven game underpasses and two overpasses. The underpasses, projected to be used primarily by deer, will utilize existing drainages or stockpasses. It will be necessary to install larger culverts to facilitate passage by game. The two overpasses, primarily for pronghorn, will each consist of a 150 ft long arched, concrete tunnel, resembling a quonset hut, placed over the highway. The arch will be covered with fill, tied into the existing highway embankments and vegetated with native grasses and shrubs to blend with the surrounding terrain and to provide a smooth transition for animals to cross the right-of-way. Earthen berms and game fence at each edge will reduce traffic noise and visibility, as well as prevent animals from jumping onto the highway. The existing right-of-way fence along the corridor will be replaced with game fence to channel animals to the crossings.

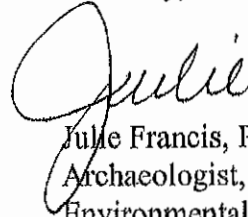
One of the proposed overpasses is within the boundaries of 48SU1006, the Trappers Point site. This is a 5000-7000 year old pronghorn processing site - a testament to the antiquity of the migration corridor. Data recovery was completed by the Office of the Wyoming State Archaeologist in 1992, and the site has since been enrolled on the National Register of Historic Places. The overpass will be placed in previously disturbed areas of the site, with several protective measures to ensure that intact areas are not touched by construction. The site was visited in 1992 by the late Haman Wise will excavations were on-going. He provided us with a great deal of insight into the site.

More importantly, construction monitoring in 1993 resulted in the discovery of human remains in the highway cut at what was designated as 48SU1009. Consultation with the Eastern Shoshone was initiated immediately. I spoke first with Darwin St. Clair. The remains were removed from the construction zone and highway work proceeded. Then, as per the wishes of

Haman and Delphine Clair, they were later re-interred close to the original location, but outside the highway R/W, so as to prevent future disturbance. Haman and Del were in attendance at the small, private ceremony. In the interest of confidentiality, this location is not shown on maps in the present report. WYDOT will remove some fill from the area of 48SU1009 inside the right-of-way for borrow. Reinspection of this area found no evidence of any additional cultural materials. The reburial is outside the right-of-way and will not be affected by proposed construction. WYDOT will have an archaeologist present to monitor new construction. Please let me know if think tribal monitors are necessary.

Under any circumstances, should human remains or other unexpected cultural material be found in any portion of the project area, WYDOT will cease all construction, protect the area, and initiate consultation immediately. It is my fervent hope that this construction results in no new discoveries, and our designer engineers have worked very hard to keep the footprint of this project within areas already disturbed by past construction. If you have any questions, please do not hesitate to contact me (307-777-4740; julie.francis@dot.state.wy.us).

Sincerely,

A handwritten signature in cursive script that reads "Julie".

Julie Francis, Ph.D.
Archaeologist,
Environmental Services

STANDARD SIGNED NOTIFICATION DOCUMENTING NHPA COMPLIANCE

PROJECT REVIEW UNDER SECTION 106

DBU Number: DBU WY 2010 534

Project Name: WYDOT; Trappers Point Wildlife Connectivity Project; Office of the Wyoming State Archeologist; WY-39-2009 Project Proponent: WYDOT		Agency Project No.: N132100 Distinct Actions: 1	
Legal Location T34.00N R110.00W Sec. 27 T34.00N R110.00W Sec. 28 T34.00N R110.00W Sec. 29 T34.00N R110.00W Sec. 33 T34.00N R110.00W Sec. 34 T34.00N R110.00W Sec. 35 T34.00N R110.00W Sec. 36 T34.00N R111.00W Sec. 3 T34.00N R111.00W Sec. 10 T34.00N R111.00W Sec. 20 T34.00N R111.00W Sec. 22 T34.00N R111.00W Sec. 23 T34.00N R111.00W Sec. 26 T34.00N R111.00W Sec. 27			
Undertaking Name: Trappers Point Wildlife Connectivity Project Other Agency Nos: N132100 DBI_WY_2009_1153 Field Org. Project No.: WY-39-2009			
Brief Description: Construction of seven underpasses and two overpasses to facilitate wildlife crossings of US 191 between Pinedale and several miles north of Daniel Jct. The project will also include installation of deer fence and replacement of cattleguards at approaches. Several small construction permit areas outside the R/W are needed for construction of temporary detours.			
Associated Sites			
Site Number	Site Type	Eligibility	Criteria Impact Effect Statement
48IR1	Prehistoric Isolated Resource	Not Eligible	N No Effect
48IR2	Prehistoric Isolated Resource	Not Eligible	N No Effect
48IR3	Prehistoric Isolated Resource	Not Eligible	N No Effect
48IR6	Prehistoric Isolated Resource	Not Eligible	N No Effect
48SU350	Prehistoric Site	Eligible	D Y No Adverse Effect
48SU937	Prehistoric Site	Eligible	D Y No Adverse Effect
48SU962	Prehistoric Site	Not Eligible	Y No Effect
48SU1002	Prehistoric Site	Eligible	D Y No Adverse Effect
48SU1004	Prehistoric Site	Eligible	D Y No Adverse Effect
48SU1005	Prehistoric Site	Not Eligible	N No Effect
48SU1006	Prehistoric Site	Eligible	D N No Adverse Effect
48SU1007	Prehistoric Site	Not Eligible	D N No Effect
48SU1008	Prehistoric Site*	Not Eligible	N No Effect
48SU1009	Prehistoric Site	Not Eligible	Y No Effect
48SU5064	Prehistoric Site	Eligible	D N No Effect
48SU6936	Prehistoric Site	Eligible	D Y No Adverse Effect

STANDARD SIGNED NOTIFICATION DOCUMENTING NHPA COMPLIANCE

PROJECT REVIEW UNDER SECTION 106

DBU Number: DBU WY 2010 534

Lead Agency Activities

Review Framework: State Protocol

Time Frame: SHPO 30 Day Review

Interested Parties: Copies of report sent to Eastern Shoshone and Northern Arapaho THPOs.

Date Accepted: 04/29/2010

Fiscal Year: 2010

Date Printed: 04/29/2010

Requirements and Stipulations

Discovery Plan

Stipulations: At the request of BLM, a qualified archaeologist will be present to monitor removal of Holocene age deposits between stations 1280+00 to approximately one mile east of the eastern project terminus (borrow within the r/w). Temporary fencing of contributing area of 48SU1006 and at 48SU937

Finding of Effect for Project

Lead Agency: No Adverse Effect

Notes: Proposed construction limited to non-contributing portions of several NRHP eligible sites.

Reviewer: Francis, Julie

 X (Initials)

Julie Francis
Certifying Official: Julie Francis

04/29/2010

Date Sent to SHPO (SHPO, Cheyenne)

ARTS, PARKS, HISTORY.

Wyoming State Parks & Cultural Resources

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

June 7, 2010

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

Re: A Class III Cultural Resource Survey of the Pinedale-Hoback Junction, Trappers Point Section, Wildlife Connectivity Project, US Highway 191, WYDOT project N132100, Sublette County, Wyoming (SHPO File # 0510JPL003)

Dear Dr. Francis:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced undertaking. We concur with your finding that sites 48SU350, 48SU937, 48SU1002, 48SU1004, 48SU1006, 48SU5064, and 48SU6396 are eligible for listing in the National Register of Historic Places and will not be adversely affected by the undertaking as planned. Additionally, we concur that sites 48SU962, 48SU1005, 48SU1007, 48SU1008, and 48SU1009 are not eligible for listing in the National Register of Historic Places.

At this time we can provide a final concurrence on the effect of the undertaking for all areas except the proposed fence line east of the Cora Y, and north of highway 187 (figure 1 from the OWSA report). We are unable to provide concurrence for that portion of the undertaking because the fence line has not yet been surveyed. We recommend that the proposed fence line be dropped from the undertaking at this point, and once the area has been surveyed you can submit the survey results as an addendum to this undertaking. At that point we will be happy to continue consultation with your office regarding eligibility and effect in relation to the proposed fence line.

This letter should be retained in your files as documentation of a SHPO concurrence with your determinations of eligibility and effect for the undertaking; except for the portion containing the above-mentioned fence line. Please refer to SHPO project #0510JPL003 on any future correspondence regarding this undertaking. If you have any questions, please contact John Laughlin at 307-777-3424.

Sincerely,



John P. Laughlin
Archaeologist/Senior Cultural Resources Specialist



Dave Freudenthal, Governor
Milward Simpson, Director