

# The impact to me would be:



I support an alternate route between Rock Springs and Green River.

Name: Rose Mosbey

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

## The Impact to me would be:

3 family members travel this stretch of I-80 to & from work. They are expected to report to work on time & they expect to return home within a reasonable amount of time. In addition, there are medical appointments & other appointments which are scheduled ahead. An alternate route would allow local traffic to travel without long delays.

1. Construction
2. Accidents
3. weather

These considerations will always cause delays without another route

# The impact to me would be:



I support an alternate route between Rock Springs and Green River.

Name: Danny Collins

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

## The Impact to me would be:

It would be really nice to have an alternate route to use to get to Rock Springs when an accident closes and/or backs up traffic on the Interstate. It would help lessen traffic on the Interstate in general. Having a second option to go back and forth would be great in general.

I support an alternate route between Rock Springs and Green River.

Name: *Aimee Elkan*  
Address: [REDACTED]  
Phone: [REDACTED]  
Email: [REDACTED]

The Impact to me would be:

I support an alternate route between Rock Springs and Green River.

Name: *Amy Breininger*  
Address: [REDACTED]  
Phone: [REDACTED]  
Email: [REDACTED]

The Impact to me would be:

*Less delay w/ weather + CONSTRUCTION*

I support an alternate route between Rock Springs and Greer River.

Name: Debbie Paoli-Scott

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

**The Impact to me would be:**

we so need an emergency route between the two towns. The hospital should always be available to both towns!

I support an alternate route between Rock Springs and Greer River.

Name: Susan Dansereau

Address: [REDACTED]

Phone: [REDACTED]

Email:

**The Impact to me would be:**

Ability to travel at a safe pace when not in a hurry.  
Ability to make it in a timely fashion during the summer season.  
Ability to avoid dangerous accidents during winter.

I support an alternate route between Rock Springs and Green River.

Name: Sheila Syvurd

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

The Impact to me would be:

Bank is in GR - need  
a clear road in all  
seasons  
Best friends are in  
GR - sat on Hwy 11  
this summer for hours!!

I support an alternate route between Rock Springs and Green River.

Name: Teresa Fletcher

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

The Impact to me would be:

As long as no big rigs can pass  
it.

I support an alternate route between Rock Springs and Green River.

Name: Ailene Elkin

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

**The Impact to me would be:**

I feel the alternate is imperative for GR + RS  
I would choose to drive the alternate route in  
severe weather + if there was a tow on the  
portion because I go to + from RS often. I am  
also concerned in case of an ambulance emergency  
to get to the hospital emergency room our GR  
only choice that is close  
Thank you

I support an alternate route between Rock Springs and Green River.

Name: Sheridan Norberg

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

**The Impact to me would be:**

We have a Four Sevens. During traffic backups we  
need to be able to get to the other side to get the roads. Pushing  
our way through the traffic backup is not fun. This is something  
we have had to do several times in the last few months because  
of road construction.  
I also have a mother that is 81. I don't + get her to the  
doctor every few weeks.

I support an alternate route between Rock Springs and Green River.

Name: Jim + Geneva Clark

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

**The Impact to me would be:**

Having an alternative Road between RS + GR would add a level of security knowing that if the interstate is closed, there is a way to still get to the Hospital. Also my mother is in an assisted living center in RS so if an emergency occurs I can still get there regardless of the interstate situation.

I support an alternate route between Rock Springs and Green River.

Name: Karie Collins

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

**The Impact to me would be:**

When the Interstate closes we could get back & forth from Green River & Rock Springs. Drivers that aren't comfortable driving the Interstate could still drive between the 2 towns. In the event of a major accident it would allow locals to get back & forth to work and to get major medical services, etc.

Representative Mark Baker  
Wyoming House of Representatives House District 60  
P.O. Box 998 • Green River, WY 82935



September 2, 2021

Tory L. Thomas, P.E.  
District Maintenance Engineer  
WYDOT District 3  
3200 Elk Street, Rock Springs

Dear Tory,

I support an alternate route between Green River and Rock Springs. Now is the time to include the project on the STIP. Recent construction at mile 97 on I-80 Eastbound illustrated the unique dilemma here in Sweetwater County.

Interstate 80 is the only paved road between the communities. A driver can utilize a state-highway from Green River to Little America and from Rock Springs to the Point of Rocks, yet there is no option between the communities.

The list of benefits to the traveling public and local population is exhaustive. The community of Green River is almost 12,000 people and we are isolated from 24/7 emergency care located in Rock Springs.

Two separate studies, one in 2008, prepared by Short Elliot and Henderson, Inc. and one in 2012, prepared by Inberg-Miller Engineers, can be utilized. The communities of Rock Springs and Green River deserve an alternate route that would allow the traveling public to traverse safely, without commercial truck pressure.

I look forward to the future discussion about Wyoming's transportation needs and I have included copies of some "Impact Cards" completed by local community members expressing support for an alternate route between the communities.

Sincerely,

A handwritten signature in blue ink that reads "Mark Baker".

Mark Baker

CC: Luke Reiner, WYDOT, Director  
Mark Gillett, WYDOT, Chief Engineer  
Phil Schmidt, Wyoming Transportation Commission, Chairman  
Wyoming Transportation Commissioners



Representative Mark Baker  
Wyoming House of Representatives House District 60  
P.O. Box 998 • Green River, WY 82935



September 2, 2021

Tory L. Thomas, P.E.  
District Maintenance Engineer  
WYDOT District 3  
3200 Elk Street, Rock Springs

Dear Tory,

I support the Flaming Gorge Way Corridor improvements proposed in the December 2020 Corridor Study. The study highlights the history, current use, potential issues and also proposes a number of upgrades to the area.

It is important to highlight that the Flaming Gorge Way is the alternate access for Interstate 80. For oversized and overweight loads that can not safely travel through the tunnels, Flaming Gorge Way is the option. The study identified that, "Many segments of water infrastructure in Downtown Green River, especially under Flaming Gorge Way, are aging to the point of failure and need replacement". Catastrophic failure is one overweight load away.

The study also noted:

1. The north sidewalk along Flaming Gorge Way is often elevated above the roadway, creating ADA challenges.
2. There are no intersections along the entire corridor that are fully ADA compliant.
3. The sidewalk is elevated over four feet in some locations, which require non-typical solutions.
4. The intersection with Uinta Drive is the only signalized intersection. All other intersections are stop-controlled.

As a State-Highway, it is important to include the needed upgrades in the STIP. Green River stands ready to cooperate with WYDOT improving transportation and we look forward to future discussions.

Sincerely,

A handwritten signature in blue ink that reads "Mark Baker".

Mark Baker

CC: Luke Reiner, WYDOT, Director  
Mark Gillett, WYDOT, Chief Engineer  
Phil Schmidt, Wyoming Transportation Commission, Chairman  
Wyoming Transportation Commissioners



# Comment Card

## WYDOT State Transportation Improvement Plan

Name: Robert Johnson

Address: [REDACTED]

Email: [REDACTED] Phone: [REDACTED]

Comments:

Thanks for providing this opportunity, and for  
answering my questions.

[Empty lined area for additional comments]

Thank you for your participation at this public open house. Please leave your form at the comment table or mail to: Stephanie Harsha, WYDOT, P.O. Box 1260, Rock Springs, WY 82902; or email at

[REDACTED]



# Comment Card

## WYDOT State Transportation Improvement Plan

Name: Scott D. Horn

Address: [REDACTED]

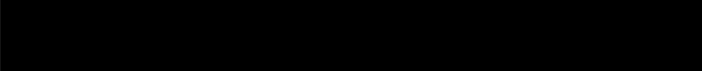
Email: [REDACTED] Phone: [REDACTED]

Comments:

The truck arrestor is a bad idea at the Wilson arrival location. I would suggest that you first reconsider the need for a 2<sup>nd</sup> arrestor. Secondly, if you need to do the 2<sup>nd</sup> arrestor find a location that does not add to safety issues and destroy our arrival experience and our community character. Travel Creek Ranch was your first alternative originally. WYDOT backed off this location because it would likely involve a legal battle. If you feel so strongly about it, take it to the courts. Do not add to safety issues and destroy the town of Wilson because it is easier for you to do.

Thank you and your staff for listening and taking my comments.

Thank you for your participation at this public open house. Please leave your form at the comment table or mail to: Stephanie Harsha, WYDOT, P.O. Box 1260, Rock Springs, WY 82902; or email at





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**Fwd: Friends of Pathways STIP comment**

3 messages



Fri, Sep 3, 2021 at 12:09 PM

**Bob Hammond, P.E.**

Resident Engineer  
WYDOT - Jackson, WY



----- Forwarded message -----

From: **Sam Petri** [Redacted]  
Date: Fri, Sep 3, 2021 at 11:21 AM  
Subject: Friends of Pathways STIP comment  
To: Bob Hammond [Redacted]

Hi Bob,

Sam Petri here from Friends of Pathways. It was nice to meet you and see you on Wednesday. Attached is FOP's comment on the STIP.

Thank you!

Sam

**Samuel Petri**  
*Communications & Advocacy Director*  
*Friends of Pathways*



E-Mail to and from me, in connection with the transaction

of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.

 **WYDOT.STIP.docx**  
39K

Fri, Sep 3, 2021 at 12:09 PM

**Bob Hammond, P.E.**

Resident Engineer  
WYDOT - Jackson, WY

----- Forwarded message -----

From: **Bob Hammond**  
Date: Fri, Sep 3, 2021 at 12:08 PM  
Subject: Re: Friends of Pathways STIP comment  
To: Sam Petri

Thanks Sam.

While this meeting the other night was for discussing the 6 year State Transportation Improvement Program (STIP), I will pass along your comment to the rest of the team that will work on this arrestor project. We are always willing to accept comments on future projects.

Please be aware that the traffic back up you are referencing, according to our data, is mainly a result of the signal at WY 22/390. With WYDOTs bridge replacement and intersection project, a new intersection design relieves that congestion. It is thought that there will not be traffic backed up through Wilson. Therefore, the scenario you describe will not be the case in the future.

Reasonable accommodation for vehicle, bike and pedestrian access through the site will be reviewed during the design phase which has not begun.

Feel free to comment on this project or others through me at any time. I appreciate your comments.

**Bob Hammond, P.E.**

Resident Engineer  
WYDOT - Jackson, WY

On Fri, Sep 3, 2021 at 11:21 AM Sam Petri wrote:

Hi Bob,

Sam Petri here from Friends of Pathways. It was nice to meet you and see you on Wednesday. Attached is FOP's comment on the STIP.

Thank you!

Sam

**Samuel Petri**

*Communications & Advocacy Director  
Friends of Pathways*



[Quoted text hidden]

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**Bob Hammond**

Tue, Sep 7, 2021 at 9:55 AM

Hello Sam,

The truck arrestor is part of the STIP. The STIP includes many projects over a 6 year period across the entire state. The Highway Commission approves the STIP every year. Throughout the year, the Districts continue to revise to bring to the Highway Commission the next year. Its a difficult balance for spending across the state taking into account pavement conditions, bridge conditions, future needs for communities and keeping a balanced budget with the limited funds available. The presentation last week was to show people the process, the needs, and how WYDOT is addressing them with the funds available. To keep a balanced budget, each project has a cost estimate for the work and any project that is added, moved or removed has to be accounted for and other projects adjusted. We have moved up the NEPA work on WY 22 at the request of the County. We have moved over projects around to accommodate that move. The current projection is that the needs very much outweigh the funding at this point.

WYDOT does have project specific public meetings to focus on each project. We have had public meetings on the arrestor as well as other projects. We do accept comment at any time on any project. Each comment is shared with the design team for that project to see how or if the information can be used to achieve the purpose and need of a project.

**Bob Hammond, P.E.**

Resident Engineer  
WYDOT - Jackson, WY

On Fri, Sep 3, 2021 at 2:54 PM Sam Petri [redacted] wrote:

Hi Bob,

9/7/2021

State of Wyoming Mail - Fwd: Friends of Pathways STIP comment

Thanks for your reply. So, is the truck arrestor not part of the STIP?

Thanks!

**Samuel Petri**  
*Communications & Advocacy Director*  
*Friends of Pathways*



[Quoted text hidden]

[Quoted text hidden]

PO Box 2062  
Jackson, WY 83001



Friday, September 3, 2021

Wyoming Department of Transportation

Re: Plans for new truck arrestor on Teton Pass

Dear Bob Hammond,

On behalf of Friends of Pathways (FOP) I am writing in regards to the planned truck arrestor on Teton Pass in Teton County, Wyoming, as seen in the State Transportation Improvement Plan.

Friends of Pathways (FOP) is well aware that the traffic backs up above the current proposed site of the truck arrestor. To remedy a potential disastrous situation where an out-of-control truck hits cars sitting in traffic before getting to the arrestor, we recommend moving the truck arrestor up the hill to a better location.

During construction of the truck arrestor, Friends of Pathways requests that the Wyoming Department of Transportation keep the pathway open, and then permanently realigns the pathway to a place as safe and accessible as the current pathway.

Thank you,

Samuel Petri  
Communication and Advocacy Director  
Friends of Pathways

*Friends of Pathways supports a vibrant community by promoting sustainable transportation and healthy recreation in Jackson Hole.*





## Teton County WYDOT - Comments

1 message

Benjamin Musser [REDACTED]

Wed, Sep 1, 2021 at 1:41 PM

Dear Stephanie,

As a long time resident of Wilson I have watched the evolution of Jackson Hole and have special interest in preserving community character while facilitating effective measures for transportation.

The current proposed location for the Truck arrestor is baffling. Please move the truck arrestor above Trail Creek to be more effective, preserve community character and not disrupt bike path at entrance to Wilson. Traffic during summer months can with regularity back up to far past where the arrestor is slated. This is also when most ill advised persons are crossing the pass who should not be doing so, find themselves taking the risk to save 30 minutes.

A round a bout at 390 and 22 intersection would be a great way to keep traffic moving but slow. Also much better for community character.

Reduce speed limit to 35mph between 390 and Wilson. People come barreling into Wilson and past the school at 50mph as they see a 45 mph sign and a mile later they are either in Wilson or at a light, it makes little sense to have the speed limit so high.

Build a bike path to connect the neighborhoods on the south side of Highway 22 with Stilson and Wilson.

An underpass at Wilson School just east for safe traverse is necessary.

A round-a-bout in front of Wilson School will help communicate slow speeds and keep traffic moving and preserve community character.

Make Jake brakes illegal. I'm baffled as to why Jake brakes are permitted in wilson but not in Jackson and other small towns across Wyoming.

Oppose expansion of Highway 22 to 4 lanes, which will encourage fast speeds, threaten wildlife, and hurt community character. This is a short term band aid to a problem which needs to be fixed from the core. The community as a whole can not sustain the numbers of people coming through Jackson. A 4 lane freeway demolishes community character, encourages faster speeds and threatens wildlife.

Best,  
Ben



## Comments on 2022-2027 STIP

1 message

Marylee White

Wed, Sep 1, 2021 at 12:05 PM

To:

Hello. Please include my comments on Teton County projects. Thank you.

STIP Comments

Tribal Trails

Design for the Tribal Trail Connector at Hwy 22 should be done in coordination with a rebuild design for the entire roadway from Jackson to Wilson. Every access point along Highway 22 lacks safety and function and solutions should be considered in a complete roadway redesign. A redesign for Highway 22 should be included in this STIP. Environmental considerations must be a top priority as expressed in the Teton County Comprehensive Plan including prioritizing public bus transit and ride sharing to reduce emissions, slower speeds to improve safety for drivers, multi-modal transit, and wildlife. Teton County wants to move people, not vehicles.

Highway 22

Environmental considerations must be a top priority as expressed in the Teton County Comprehensive Plan for a rebuild of Highway 22, Jackson to Wilson. The project design must prioritize public bus transit and ride sharing to reduce emissions, slower speeds to improve safety for drivers, multi-modal transit, and wildlife. Teton County wants to move people, not vehicles. The project plan should accommodate Bus Rapid Transit and a High Occupancy Vehicle lane. Sideroad access might best be accommodated by multiple roundabouts but modeling that is shared community-wide will determine the most environmentally sensitive solutions. This highway design should consider the impact of Transit Demand Management Plan and accommodate the tools it will require. Design for future transportation projects must consider transit demand throughout the region with an eye to our National Parks which must also embrace public transit. Teton County wants to move people not vehicles.

Snake River Bridge Rebuild

Residents who live on the west bank of the Snake River need mitigation measures put in place to ensure the best possible movement for transportation along the corridor during this project. A rapid bus transit lane could be used to encourage the use of public transit during the construction period and beyond. Pathway use must not be compromised by construction to allow bike transit for the many commuters who now rely on it. Modern tools to report traffic flow to users should be used. A full-on community response to traffic demand management should be employed.

Wilson

The BUILD Grant pays for many transportation improvements in Wilson. Add all BUILD funded Wilson improvements to STIP, including the Green Lane to Wilson pathway project and underpass bicycle and pedestrian facilities along both sides of WY-22 in Wilson; a separated pathway bridge on north side of Fish Creek, including safe highway crossings at Fall Creek Rd, Wilson Post Office, Second Street, and the HHR Intersection to the Wilson School. Extend east side Wilson 25mph zone to east of Second Street, add new 30mph zone from to east of HHR intersection, then back to 45mph.

A plan for reconstruction of Highway 22 from Jackson to Wilson should address access at the HHR Ranch Road and alignment of the intersections of West Street and Fall Creek Road.

Highway maintenance is needed in Wilson. Add Asphalt patch/overlay full width of road through Wilson, fill highway pot-holes, restripe with 11' lanes to provide friction for speed reduction.

Truck Arrestor

The selected option for a Wilson entry arrestor location is unsafe due to daily traffic back up well west of Wilson, which will render the truck arrestor frequently inaccessible. Restudy alternatives and include an option for "other preventative measures." Such measures would include higher fines for exceeding weight limits and enforcement, brake inspection options that are easily accessible to all drivers on both sides of the pass, year-round restrictions on trucks and trailers, or implement a permit system for truck and trailer use in the summer months. The truck arrestor at its current location also will have a negative impact on Wilson's community character.

Marylee White





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## WYDOT proposal for Wilson

1 message

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Richard Whalen

Tue, Aug 31, 2021 at 5:46 PM

To:

Dear Ms. Harsha - As a long-time resident of Wilson, and for illness reasons am unable to attend Wed's meeting, I would like to state my opposition to a proposed change that I'm sure WYDOT will ignore anyway.

The proposed truck arrester at the entrance of Wilson is a horrible answer to the problem of runaway trucks. It will forever change the nature of the "hamlet" of Wilson. Two cement walls at the entry of Wilson is abhorrent to the locals I have talked to. The only person I know who has been for this location is Bob Hamond, who has been convinced for years that this is the only solution.

Thankyou for your consideration,

Richard Whalen MD



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## Teton County WYDOT Plans - comments

1 message

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**Camille Obering** [REDACTED]

Tue, Aug 31, 2021 at 5:26 PM

To: [REDACTED]

Dear Stephanie, My comments below.

Move truck arrestor above Trail Creek to be more effective, preserve community character and not disrupt bike path at entrance to Wilson.

Round a Bout at 390 and 22 intersection to keep traffic moving but slow. Also better for community character.

Slow speeds down to 35mph between 390 and Wilson. People come barreling into Wilson and past the school at 50mph.

Build a bike path to connect the neighborhoods on the south side of Highway 22 with Stilson and Wilson.

An underpass at Wilson School for safe traverse is necessary.

A round-a-bout in front of Wilson School will help communicate slow speeds and keep traffic moving.

Make Jake brakes illegal.

Oppose expansion of highway 22 to 4 lanes, which will encourage fast speeds, threaten wildlife, and hurt community character.

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Camille Obering  
Camille Obering Fine Art, LLC  
Guesthouse  
[REDACTED]