



I-25/I-80
Interchange Project

I-25/I-80 INTERCHANGE

Finding of No Significant Impact



Finding of No Significant Impact

for the

I-25/I-80 Interchange

Laramie County, Wyoming

WYDOT Project Number I806212
FHWA—WYDOT—EA-20-01

Wyoming Department of Transportation
and
U.S. Department of Transportation
Federal Highway Administration

August 2020

The Federal Highway Administration (FHWA) has determined that the Preferred Alternative (which includes full replacement of both the Interstate (I)-25/I-80 and I-25/U.S. Highway 30 (Lincolnway) interchanges, lengthened merge and diverge areas, flyover ramps, auxiliary lanes, braided ramps, widening the curve along eastbound I-80 approaching the interchange, expanding the radius of remaining cloverleaf ramps, and variable message and new static signage) will have no significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) is based on the *Environmental Assessment for the I-25/I-80 Interchange, Laramie County* (FHWA—WYDOT—EA-20-01) (EA) and subsequent comments received during the public and agency review period, which have been independently evaluated by FHWA. FHWA has determined that the EA adequately and accurately discusses the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA.

Approved by:
Bryan Cawley, P.E.



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Division Administrator
Wyoming Division
Federal Highway Administration

Date



Statute of Limitations

The Federal Highway Administration (FHWA) may publish a notice in the Federal Register, pursuant to 23 United States Code Section 139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.



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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
CE	Categorical Exclusion
City	City of Cheyenne
EA	<i>Environmental Assessment for the I-25/I-80 Interchange, Laramie County</i>
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
Lincolnway	U.S. Highway 30
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer Systems
NEPA	National Environmental Policy Act of 1969
Project	Proposed I-25/I-80 and I-25/Lincolnway Interchange Improvement Project
USACE	U.S. Army Corps of Engineers
WDEQ	Wyoming Department of Environmental Quality
WGFD	Wyoming Game and Fish Department
WYDOT	Wyoming Department of Transportation



1.0 Introduction

The Wyoming Department of Transportation (WYDOT) has evaluated impacts associated with replacing both the Interstate (I)-25/I-80 and the I-25/U.S. Highway 30 (Lincolnway) interchanges. Improvements include lengthening merge and diverge areas, flyover ramps, auxiliary lanes, braided ramps, widening the curve along eastbound I-80 approaching the interchange, expanding the radius of remaining cloverleaf ramps, and adding variable message and new static signage. Impacts and measures to mitigate impacts are presented in the *Environmental Assessment for the I-25/I-80 Interchange, Laramie County* (EA) (WYDOT 2020b). The EA was made available for a 30-day public and agency review period that began on June 8, 2020, and ended on July 7, 2020.

The EA and this Finding of No Significant Impact (FONSI) comply with the National Environmental Policy Act (NEPA) and applicable laws, Executive Orders, and related requirements. In compliance with NEPA, an environmental analysis was conducted, impacts associated with the proposed improvements were assessed, and mitigation measures were identified, as presented in the EA. The environmental analysis conducted under the EA identified no significant impacts associated with the proposed project.

2.0 Purpose and Need

The purpose of this project is to improve safety and traffic flow; accommodate future traffic needs, particularly heavy truck volumes; and to support local development goals. The proposed project fully addresses the purpose and need.

3.0 Preferred Alternative

3.1 Description of Preferred Alternative

The Preferred Alternative would include full replacement of both the I-25/I-80 and I-25/Lincolnway interchanges. Lengthened merge and diverge areas, flyover ramps, auxiliary lanes, and braided ramps would be constructed. Additionally, the Preferred Alternative would widen the curve along eastbound I-80 approaching the interchange and expand the radius of the remaining cloverleaf ramps. Curves throughout the interchanges would be super-elevated, commonly known as a roadway banking. Both variable message and new static signage would be constructed.

To accommodate future traffic volumes and support local development, the Preferred Alternative would include bridge structures capable of accommodating three-lane roadway sections in each direction of I-25 and I-80. To support access with the surrounding roadway network, full movements would be maintained between the interchanges and along Lincolnway.

Improvements specific to each interchange are discussed in subsequent subsections. Improvements shared across both interchanges would include the following:

- Replacing 5 existing major roadway structures and constructing 13 new major roadway structures



FINDING OF NO SIGNIFICANT IMPACT

- Widening existing I-25 and I-80 to the inside to accommodate a proposed third lane in each direction of I-25 and I-80, making use of the existing 32-foot grassy median (Figure 3-1 and Figure 3-2). Accommodating this third lane and full-width shoulder also would require some widening to the outside of existing pavement
- Installing new culverts for the full length of the proposed roadway width and median drain inlets for roadway drainage.

Figure 3-1: Existing I-25 and I-80 Interstate Typical Sections

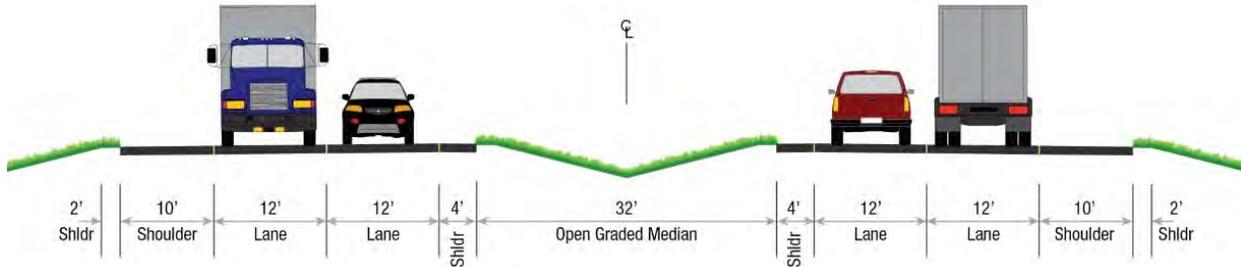
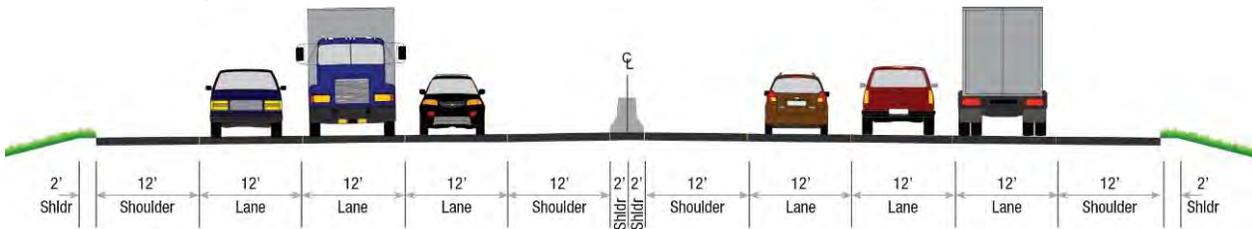


Figure 3-2: Proposed Ultimate I-25 and I-80 Interstate Typical Sections¹



Full access to and from both interchanges and Lincolnway would continue to be provided. The existing right-of-way widths at the I-80/I-25 interchange vary considerably because of the ramp alignments.

The following sections describe general improvements proposed at each of the two interchanges. Construction is anticipated to be delivered in phases, as discussed in Section 3.2.

I-25/I-80 Interchange

For the I-25/I-80 system-level interchange, the main elements of the Preferred Alternative would include the following:

- Replacing both the westbound-to-southbound and eastbound-to-northbound cloverleaf ramps with directional flyover ramps and increasing the radii of the two remaining loop ramps to meet modern design speeds and capacity requirements

¹ As described in Section 3.2, the project is anticipated to be constructed in phases. The inside median would be left open during the first three project phases (interim condition), with grading, pavement, and striping added in a subsequent phase to create the ultimate condition.



- Reconstructing the directional ramps in each of the four interchange quadrants to fit the new flyover ramp alignments
- Constructing two new structures over the Union Pacific Railroad
- Adding auxiliary lanes between ramps throughout the interchange
- Shifting the I-25 alignment 35 feet west and the I-80 alignment 35 feet south to reduce construction costs and duration, limit traffic disturbance during construction, and improve a known accident hotspot on eastbound I-80 when approaching the interchange.

I-25/Lincolnway Interchange

For the service-level interchange at I-25 and Lincolnway, the major elements of the Preferred Alternative would include the following:

- Removing the northbound I-25 off-ramp and southbound I-25 on-ramp
- Adding braided ramps to separate I-25/I-80 traffic from traffic accessing Lincolnway
- Creating new grade-separated ramp connections to a crossroad on a new structure over I-25; the crossroad will provide access between the interchange and Lincolnway

The resulting roadway design would consolidate the access between I-25 and Lincolnway to the eastern side of I-25. Direct Lincolnway access would be maintained both to and from I-25.

Figure 3-3: Preferred Alternative



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3.2 Phasing and Constructability

Introduction

The Preferred Alternative has been designed to be constructed in phases. The phases described here represent one approach to constructing the project. Future contractor(s), in cooperation with WYDOT, have flexibility to increase the number of phases by further dividing the project, and have the flexibility to reorder construction activities. Maintaining flexibility allows future construction contractors and WYDOT to align improvements with available construction funding and timing.

The phasing scheme discussed in the following sections proposed to construct the Preferred Alternative in three major phases—Phases A, B, and C. In addition, the I-25 and I-80 widening would be phased, with an interim condition of four lanes in each direction and an ultimate condition of six lanes in each direction, with the four-lane interim condition completed at the end of Phase C. The ultimate condition would occur in a later construction phase. Improvements built in the first three phases would accommodate the ultimate condition.

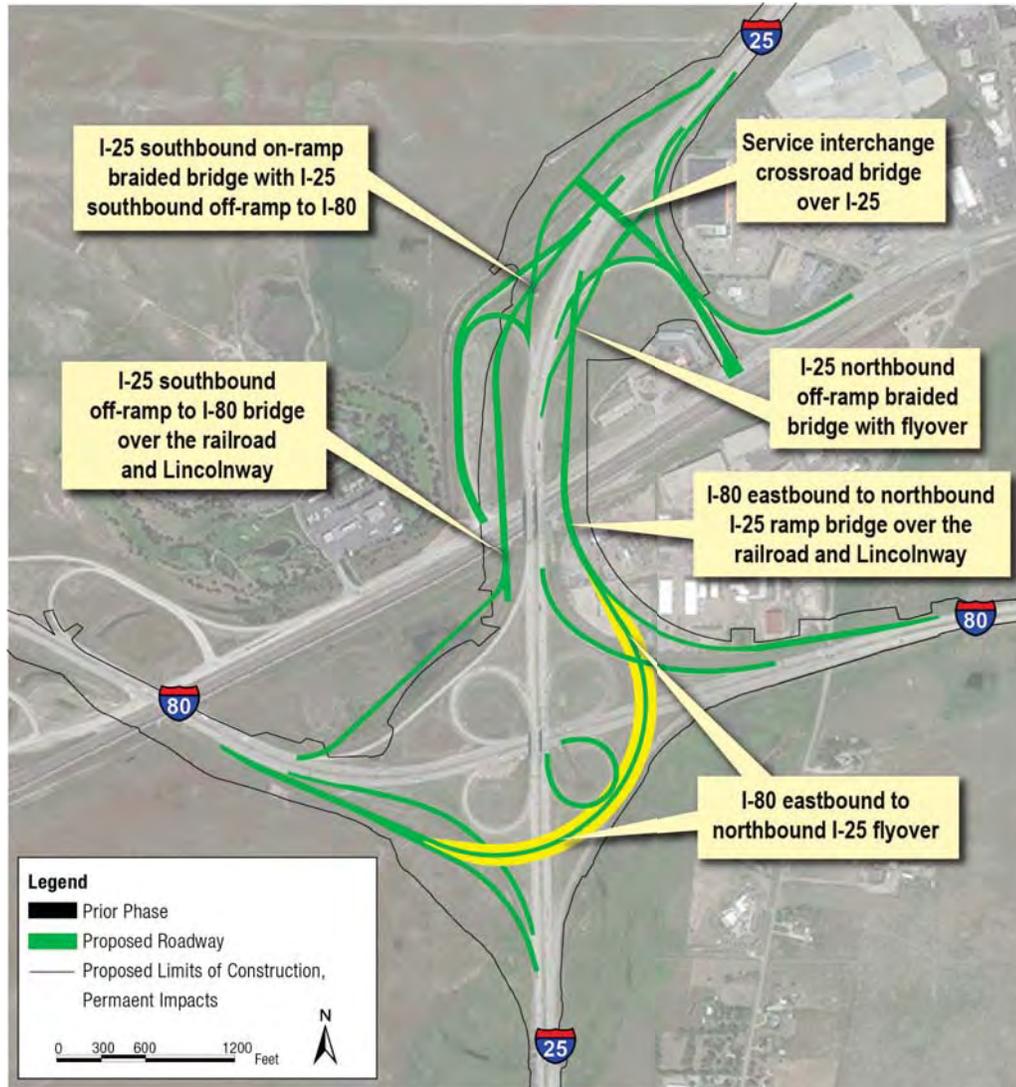
Each phase would function independently and provide stand-alone benefits, regardless of subsequent phases. Further, each phase could be left in place should funding not be available to complete subsequent phase(s). The major improvements and durations are detailed for each of the three phases in this section.

Construction Phase A

The first of three phases, Construction Phase A, would eliminate two existing weave points. The eastbound I-80 to northbound I-25 weave point would be eliminated by constructing an elevated flyover ramp. The weaving movement between Lincolnway to southbound I-25 on-ramp and I-25 southbound to I-80 westbound off-ramp would also be eliminated by constructing new bridges and braided ramps that separate interstate traffic from local traffic. Phase A would also include the construction of six major structures. Major structures included in Phase A are identified as callouts on Figure 3-4.

Phase A would include all the ramps and signals for the new elevated service interchange with Lincolnway. The new crossroad bridge over I-25 would extend southeast, connecting to a new stop-controlled intersection with Lincolnway. Signals would be added to the new intersection with Lincolnway when warranted. Temporary ramp tie-ins to and from Lincolnway to I-25 would last for 2 to 3 years. At the end of Phase A, three temporary tie-ins between ramps and I-80 would remain; four would remain on I-25. The approximate timeframe to complete Phase A construction is 3 years. Work likely would occur during warmer, construction seasons and cease during winter months.

Figure 3-4: Construction Phase A

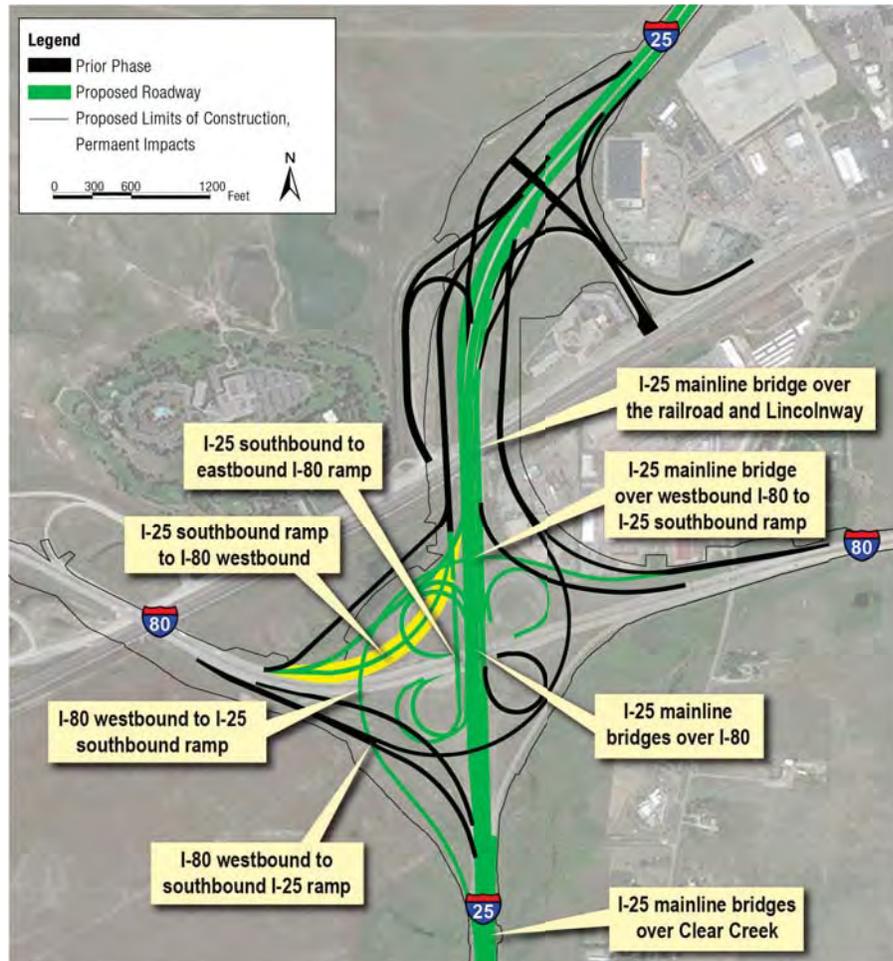


Construction Phase B

Phase B would further improve traffic operations by eliminating another weave area. The new eastbound I-80 to southbound I-25 ramp, which would go underneath I-25 and then elevate as it travels over I-80, would eliminate the existing weave at the center of the interchange between the I-25 southbound on- and off-ramps. The new ramp would separate interstate traffic from local traffic and would require the construction of 12 new major structures, with I-25 mainline bridges requiring two structures—one for each direction of travel. Major structures included in Phase B are identified as callouts on Figure 3-5. At end of Phase B, the service interchange ramps would be permanently tied in to I-25, and the temporary tie-ins would be eliminated. The I-25 bridges would be complete. The auxiliary lanes for ramps could also be accommodated. The approximate timeframe to complete Phase B construction is 3 years.



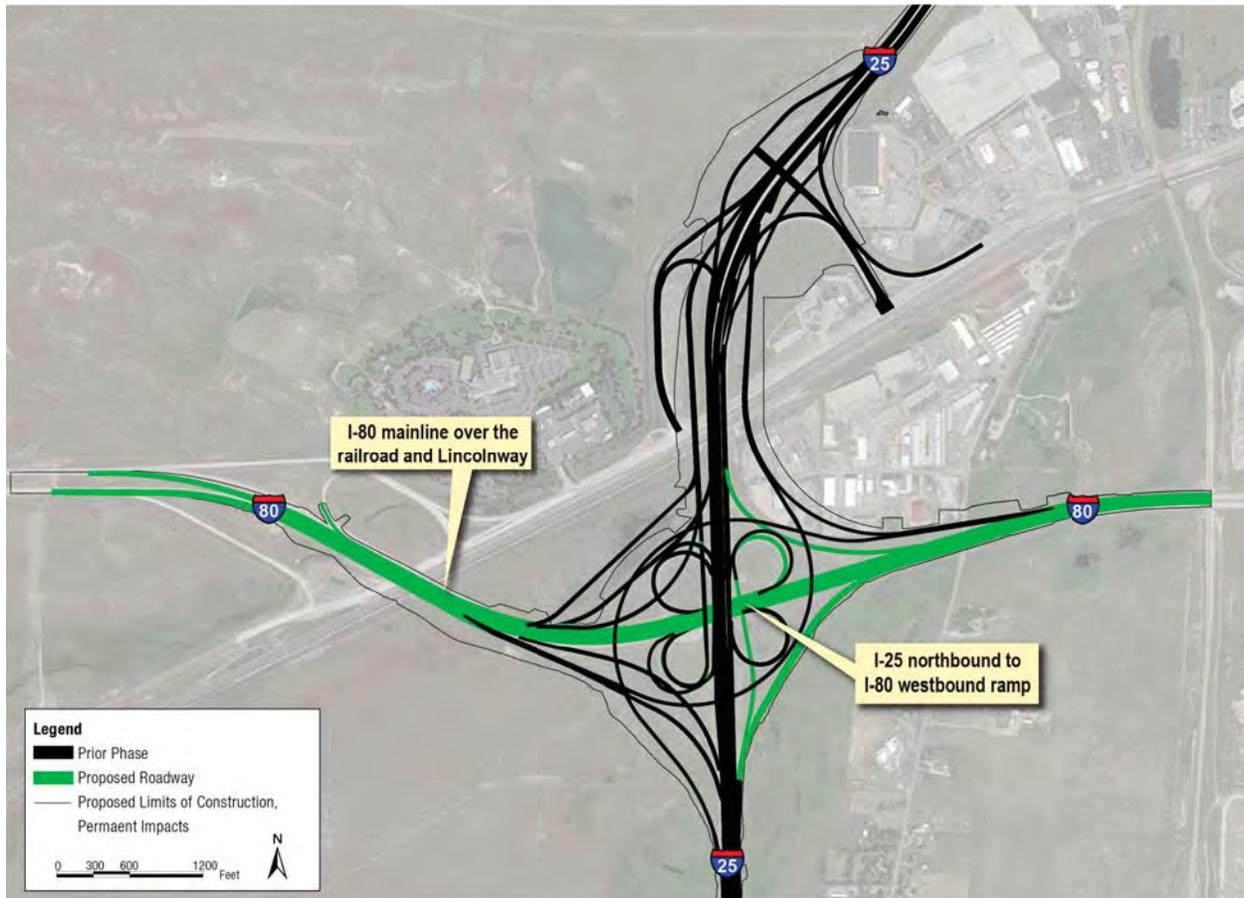
Figure 3-5: Construction Phase B



Construction Phase C

Phase C would complete all the I-25/I-80 ramp tie-ins and the minor (approximately 30-foot) shift of the I-80 mainline and curve realignment of I-80 west of the interchange. Three major structures would be constructed during this phase, with the I-80 mainline requiring a separate bridge in each travel direction. Major structures included in Phase C are identified as callouts on Figure 3-6. Phase C would complete all system interchange ramp tie-ins and the I-80 structures. The approximate timeframe to complete Phase C construction is 3 years.

Figure 3-6: Construction Phase C



4.0 Updates and Clarifications to the EA

4.1 EA Section 3.3 Economic Resources

Section 3.4 of the EA (WYDOT 2020b) notes that in January 2020, WYDOT completed a Categorical Exclusion (CE) (CE Number 20-1) to begin negotiations to acquire three parcels in the northeastern quadrant of the I-25/I-80 interchange that would be affected by the project and because they were for sale at that time. The completed CE is included as Appendix A to the EA.

As described in Section 4.2 of this FONSI, WYDOT is continuing to negotiate right-of-way acquisitions for these parcels. As a result, the Economic Resources section of the EA changes as follows:

Page 3-16 — Economic Resources, Impacts, Build Alternative: The following new paragraph is added after the first paragraph: WYDOT is working to relocate three businesses in the northeastern area of the I-25/I80 interchange to comparable properties in the same general area. Therefore, no change to the tax base is anticipated. This transfer of business



land uses to WYDOT right-of-way would not affect the City's ability to attract and retain businesses, or the area's overall economic climate. These parcels are not located in any of the business parks owned by Cheyenne LEADS.

4.2 EA Section 3.4 Right-of-Way

Page 3-18 — Right-of-Way, Impacts, Build Alternative: The following text at the end of the second paragraph is modified: The completed Categorical Exclusion is included as Appendix A to the EA. WYDOT is working to relocate three businesses in the northeastern area of the I-25/I80 interchange identified in CE 20-1 because of permanent acquisition of their parcels. WYDOT will seek to relocate these businesses to comparable replacement properties. ~~Should early right-of-way acquisitions occur,~~ WYDOT will comply with procedures set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (1989).

Page 3-22, Table 3-3, Map ID #3 is modified as follows: Change Permanent Acquisition (Acres) column from ~~2.35~~ to 6.93; change Temporary Construction Easement (Acres) column to delete ~~4.57~~.

Page 3-22, Table 3-3, Map ID #4 is modified as follows: Change Permanent Acquisition (Acres) column from ~~3.44~~ to 3.25.

Page 3-22, Table 3-3, Map ID #5 is modified as follows: Change Permanent Acquisition (Acres) column from ~~2.44~~ to 3.15; change Temporary Construction Easement (Acres) column to delete ~~4.00~~.

Page 3-22, Table 3-3, Acreage Totals is modified as follows: Change Permanent Acquisition (Acres) column from ~~32.34~~ to 38.07. Change Temporary Construction Easement (Acres) column from ~~33.95~~ to 28.38.

4.3 EA Section 3.5: Transportation and Traffic

Section 3.5 of the EA (WYDOT 2020b) notes that the Cheyenne Metropolitan Planning Organization (MPO) model was in the process of being updated for 2045, forecast volumes for the design year (2045) were not available at the time of the traffic analysis, and that a sensitivity analysis would be prepared once the new modal was available.

For this FONSI, a sensitivity analysis was conducted using the latest 2045 traffic to assess traffic growth between 2040 and 2045 (Appendix A). Year 2045 traffic volumes for the region and project area are forecasted to be lower than the 2040 volumes reported in the EA. Therefore, the proposed interchange configurations can be expected to operate with acceptable levels of service under year 2045 peak hour traffic volume forecasts.

4.4 EA Section 3.7: Noise

Section 4.3 discusses the updated 2045 traffic volumes. The *Traffic Noise Analysis Report for the I-25/I-80 Interchange Project* (WYDOT 2020c) prepared for the EA (WYDOT 2020b) noted that a sensitivity analysis would be conducted using these new volumes to determine changes



to the traffic noise analysis and conclusions. Because forecasted 2045 volumes are lower than the estimated 2045 volumes used for the noise analysis, this sensitivity analysis is not needed.

4.5 EA Section 3.9 Wetlands and Waters of the U.S

In support of the EA (WYDOT 2020b), WYDOT prepared the *Aquatic Resources Inventory Report for the I-25/I-80 Interchange Project* (2020a) for the project study area. WYDOT submitted the draft report to the U.S. Army Corps of Engineers (USACE) in February 2020, along with the request for a jurisdictional determination. USACE's field review of the *Aquatic Resources Inventory Report* resulted in an increase to the amount of wetlands and waters of the U.S. within the study area. WYDOT received an approved jurisdictional determination in June 2020 (Appendix B). In its review, the USACE made some changes to the delineation that warrant updates to the EA that are described below.

Page 3-49, Existing Conditions, Paragraph 1 is modified as follows: Wetlands and other waters mapped within the study area total approximately 32.36 acres. These consist of 27 palustrine emergent (PEM) and 4 palustrine scrub-shrub (PSS) wetlands, 4 open water features, ~~and 1 perennial channel, and 2 intermittent channels.~~ These resources are described in the following sections. Figure 3-17 identifies potentially jurisdictional delineated wetlands and other waters within the study area. Details can be found in the *Aquatic Resources Inventory Report* prepared for WYDOT in February 2020 (EA Appendix A).

Page 3-51, Existing Conditions, Paragraph 1 through 3 are modified as follows: PEM wetlands within the study area total ~~31.26~~ 31.46 acres. Dominant herbaceous species in these wetlands include narrowleaf cattail (*Typha angustifolia*), three-square (*Schoenoplectus pungens*), soft-stem club-rush (*S. tabernaemontani*), Baltic rush (*Juncus balticus*), reed canary grass (*Phalaris arundinacea*), coastal salt grass (*Distichlis spicata*), and fox-tail barley (*Hordeum jubatum*). PSS wetlands within the study area total 0.17 acre. Dominant shrub species in these wetlands include narrowleaf willow (*Salix exigua*) and peachleaf willow (*S. amygdaloides*). Open water within the study area totals 0.82 acre. Two open water features are stock ponds with fringe PEM and/or PSS wetlands. The other two open water features are found within PEM wetlands. Approximately 0.12 acre (330 linear feet) of perennial channel was mapped within the study area. This channel, Crow Creek, crosses underneath I-25 at the northern end of the study area. Approximately 17,973 linear feet of intermittent channel was mapped within the study area, consisting of the Clear Creek drainage (8,777 linear feet) and a large drainage to the north (9,916 linear feet).

The study area includes two large wetland complexes: the Clear Creek drainage in the south and a large unnamed drainage in the north. The Clear Creek drainage is an intermittent channel exhibiting no flowing water but with a defined ordinary high water mark and persistent wetland vegetation within the banks. This drainage flows south to north on the southwestern side of I-25, crosses east under I-25, and meanders northeast through a large wet meadow complex. This drainage crosses north under I-80 and continues northeast beyond the study area until its confluence with Crow Creek. This wetland complex has high plant species diversity, and is predominantly PEM wetland, with two areas of open water.

The large unnamed drainage in the north is an intermittent channel exhibiting no flowing water but with a defined ordinary high water mark and persistent wetland vegetation within the banks. This drainage enters the study area just north of Lincolnway, crosses under I-80



through a reinforced concrete culvert, and continues east then north along southbound I-25. It crosses I-25 through a large box culvert just north of the Lincolnway interchange and continues north along northbound I-25 before flowing into Crow Creek. Several small ditch wetlands connect to this drainage on the northeastern side of the Lincolnway interchange. This unnamed drainage is predominantly a narrowleaf cattail marsh (PEM), with two small areas of PSS wetland. Crow Creek flows west to east under I-25 at the northern end of the study area. The remaining wetlands within the study area consist of stock ponds and their fringing wetlands, and several small PEM wetlands interspersed among the on- and off-ramps. These wetlands are dominated by fox-tail barley and Baltic rush.

Page 3-52, Table 3-9 is modified as follows: Add Potentially Jurisdictional Temporary Impacts 800 linear feet. Add Potentially Jurisdictional Permanent Impacts 630 linear feet.

Page 3-52, Build Alternative, Paragraphs 2 and 3 are modified as follows:

The Build Alternative would impact PEM wetlands only and intermittent channels. Potentially jurisdictional wetland impacts are associated with the two major wetland/intermittent channel complexes discussed previously. Potentially isolated wetlands impacted by the Build Alternative include numerous wetlands associated with on- and off-ramps and several small wetlands north of Clear Creek in the southwestern quadrant.

Most permanent impacts to potentially jurisdictional wetlands and other waters would result from reconfiguring the Lincolnway service interchange. Other permanent impacts to potentially jurisdictional and isolated wetlands would occur because of the following:

- The various ramps and flyovers connecting the two interstates
- The I-25 realignment over Clear Creek
- The realignment and widening of the I-80 mainline
- Permanent tie-ins at all interchanges

Page 3-53, Mitigation, Paragraph 3 is modified as follows: Compensatory mitigation is required for unavoidable impacts to replace the loss of wetland and aquatic resource functions in the watershed. Compensatory mitigation is defined as “the restoration, establishment, enhancement, and/or in certain circumstances, the preservation of wetlands, streams or other aquatic resources for the purpose of offsetting unavoidable adverse impacts” (EPA 2020a). Per USACE coordination, a compensatory mitigation ratio of 1.5:1 for federally jurisdictional PEM wetlands is anticipated for this Project. This would include mitigation for impacts to intermittent channels with PEM wetlands within their banks (Clear Creek drainage and unnamed drainage to the north).

5.0 Summary of Impacts and Mitigation Measures

Table 5-1 summarizes impacts associated with the Preferred Alternative, including both long-term impacts and short-term construction impacts. It presents measures that WYDOT has identified to mitigate environmental impacts resulting from the Preferred Alternative. These impacts and mitigation measures reflect updates presented in Section 4.0 of this FONSI.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
Land Use	<ul style="list-style-type: none"> • Would meet transportation needs and goals • Consistent with local land use goals • Conversion of 32 acres of undeveloped land zoned for light-industrial use to transportation use 	<ul style="list-style-type: none"> • For property acquisition, WYDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Socio-economics	<ul style="list-style-type: none"> • Benefit to community facilities from increased connectivity to surrounding communities • Temporary roadway congestion during construction, noise and emissions from construction equipment, fugitive dust from earthmoving activities, temporary detours, and out-of-direction travel 	<ul style="list-style-type: none"> • During construction, WYDOT or its contractor will coordinate with local businesses, first responders, and state patrol as necessary to minimize construction-related impacts. Construction activities, detours, and access changes will be advertised to reduce unexpected impacts or delays to roadway users, including the general public, emergency services, and first responders.
Economic Resources	<ul style="list-style-type: none"> • Would result in minor changes to traffic patterns through the I-25/I-80 and I-25/Lincolnway interchanges 	<ul style="list-style-type: none"> • No mitigation is required.
Right-of-Way	<ul style="list-style-type: none"> • Temporary construction easements (28.38 acres), permanent easements (0.25 acre), and permanent acquisition (38.07 acres) from 18 properties surrounding the interchange 	<ul style="list-style-type: none"> • WYDOT will conduct right-of-way acquisitions and relocations in accordance with the Uniform Act and its Right-of-Way Manual.
Transportation and Traffic	<ul style="list-style-type: none"> • Would accommodate the forecasted traffic growth • Underlying safety needs addressed by reconfigured intersections • Minor changes to existing traffic patterns 	<p>During construction, WYDOT or its contractor will implement the following measures to minimize impacts to the traveling public:</p> <ul style="list-style-type: none"> • Develop a detailed traffic control plan. • Maintain traffic flow during peak travel times by minimizing lane closures, if possible. • Schedule full closures of I-25 and I-80 to nighttime hours for closures exceeding 1 hour in duration. • Maintain access to businesses and residences located along Lincolnway and Southwest Drive at all times. • Proactively communicate with residents, businesses, first responders, and the



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
		<p>traveling public ahead of lane closures and mainline closures through social media, advanced signage, and other direct engagement strategies throughout construction.</p> <ul style="list-style-type: none"> • Coordinate construction sequencing, timing, and detours with Wyoming Highway Patrol, the City of Cheyenne (the City), and Laramie County to minimize impacts to residents and traffic, including first responders. • No long-term mitigation is required.
Air Quality and Climate Change	<ul style="list-style-type: none"> • Improved traffic conditions and reduced congestion; more traffic free flow and reduced air pollutants 	<ul style="list-style-type: none"> • No long-term mitigation is necessary as no permanent impacts are expected. • To mitigate potential temporary air quality emissions, WYDOT or its contractor will adhere to the Wyoming Air Quality Standards and Regulations Chapter 3: General Emissions Standards, Section 2f(i): Fugitive Dust, construction/demolition activities. • Best management practices will be implemented during construction to reduce any temporary air pollutants.
Noise	<ul style="list-style-type: none"> • No noise-sensitive receptors would approach or exceed noise abatement criteria • No substantial noise increase of 15 A-weighted decibels over existing conditions for noise-sensitive receptors 	<ul style="list-style-type: none"> • No mitigation is required.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
Water Resources and Water Quality	<ul style="list-style-type: none"> • Increased runoff from net increase of 14.9 acres of impervious surface • Two new water quality ponds • Existing culverts replaced and/or extended to match new roadway template • Approximately 1,100 feet of the unnamed tributary to Crow Creek realigned approximately 200 feet northwest to accommodate new roadway slopes • No long-term impacts to water quality 	<ul style="list-style-type: none"> • During construction, the contractors will be required to adhere to measures outlined in the Large Construction General Permit, including specific measures to protect water quality during construction. • No long-term mitigation is required.
Wetlands and Waters of the U.S.	<ul style="list-style-type: none"> • Estimated 5.75 acres and 630 linear feet of permanent impacts to wetlands or other waters from fill because of interstate widening, new ramps, and embankment • Estimated 3.77 acres and 800 linear feet of temporary impacts from construction of temporary ramps and roads, grading, and other construction-related activities 	<ul style="list-style-type: none"> • Wetlands temporarily impacted by construction will be restored to previous conditions and revegetated with a native seed mix approved by WYDOT. • Total wetland acreage lost to permanent impacts will be mitigated and replaced at a minimum ratio of 1.5 to 1. • WYDOT will work with USACE to determine an appropriate strategy for wetland mitigation. • Wetland mitigation options will be evaluated based on constructability, cost, and technical requirements. A mitigation proposal package will be submitted for approval by USACE as part of the Section 404 permitting process. • WYDOT and its contractors will comply with all Section 404 permit conditions.
Floodplains	<ul style="list-style-type: none"> • Minor floodplain encroachment because of widening I-25 at Clear Creek floodplain crossing (milepost 8.4), but no rise to base flood elevation. • No negative impacts to any floodplain or floodway resources 	<ul style="list-style-type: none"> • WYDOT or its contractor will obtain a floodplain development permit from the Laramie County Planning and Development Office before the start of construction.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
Vegetation and Noxious Weeds	<ul style="list-style-type: none"> • Conversion of disturbed and naturally vegetated areas to pavement or other permanent features • Minimal short-term impacts to natural vegetation, as most of the landscape is previously disturbed • Potential establishment of noxious and invasive species because of land disturbance, potentially resulting in loss or degradation of native vegetation and landscapes 	<ul style="list-style-type: none"> • WYDOT’s contractor will reclaim disturbed ground with a seed mix composed of species appropriate to site conditions, as developed by the WYDOT agronomist. • WYDOT’s contractor will comply with Sections 207 and 806 of WYDOT’s Standard Specifications for Road and Bridge Construction (2010) to avoid the spread of noxious weeds.
Wildlife and Fisheries	<ul style="list-style-type: none"> • Minor impacts to wildlife habitat because of previously disturbed vegetated landscapes • Short-term construction impacts from removing vegetation and topsoil to construct roads, slopes, and bridges • Potential impacts to migratory birds, including disturbance or displacement-related impacts on nesting or migrating near construction areas if construction occurs during breeding or migration seasons • Potential impacts to general wildlife species from construction noise, ground disturbance, and increased human presence, but these species would likely disperse to adjacent available habitats 	<ul style="list-style-type: none"> • WYDOT’s contractor will reclaim disturbed ground with a seed mix composed of species appropriate to site conditions, as developed by the WYDOT agronomist. • No long-term mitigation is required.
Threatened and Endangered Species	<ul style="list-style-type: none"> • No impact to species covered under the Endangered Species Act 	<ul style="list-style-type: none"> • No mitigation is required.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
Soils and Geology	<ul style="list-style-type: none"> No adverse impact from soil excavation and importation to remaining soils or underlying geology Impacts to project design, cost, and construction because of certain soil characteristics 	<ul style="list-style-type: none"> During the final design phase of the project, WYDOT will incorporate appropriate measures to avoid and minimize project impacts from soils. Deep foundations may be required at structure locations and will be evaluated on an individual basis.
Visual Resources	<ul style="list-style-type: none"> Substantial visual changes primarily from placing fill and elevating structures over the height of existing elements, and construction of new wind walls Short-term impacts from views of heavy work equipment, building materials, and demolition activities during construction Short-term impacts from views of temporary material staging areas 	<ul style="list-style-type: none"> Areas disturbed during construction will be revegetated in a manner that is consistent with adjacent landscape features. Native and indigenous species will be used for revegetation. Project designers will work with the City to incorporate design elements identified for Community Gateways and Landscape Gateways, to help uphold the City's vision for these areas.
Cultural Resources	<ul style="list-style-type: none"> No adverse effects to historic properties and no impacts to prehistoric resources 	<ul style="list-style-type: none"> If project changes occur that would result in subsurface impacts to undisturbed land in the Clear Creek floodplain, archaeological testing will be conducted for this portion of the APE before construction to identify potentially buried prehistoric archaeological sites. If cultural materials are discovered during construction, work in the area will stop immediately; WYDOT and a Wyoming State Historic Preservation Officer will be contacted; and the materials will be evaluated by an archaeologist or historian who meets the Secretary of the Interior's Professional Qualifications standards, per Federal Register Volume 48 Number 22716 dated September 1983. No mitigation is required.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
<p>Hazardous Materials</p>	<ul style="list-style-type: none"> Of the 23 hazardous materials sites within the study area, little to no impact to 11 sites, possible future impact to 12 sites based on historical activities and proximity to the proposed construction footprint 	<ul style="list-style-type: none"> As right-of-way needs are determined, WYDOT will assess the need for additional investigations on a property-by-property basis based on the potential risks previously discussed. If, during construction, conditions are discovered that may indicate contamination in soil (e.g., petroleum odor, sheen), WYDOT or its contractor may conduct further sampling and analysis. Because of the presence of metals in areas where dewatering may occur, WYDOT or its contractor may characterize generated water to determine handling and disposal procedures. The remediation of dewatering effluent may be necessary before discharge. To address the uncertainty regarding subsurface conditions and groundwater in the vicinity of the study area, WYDOT or its contractor will prepare a health and safety plan and hazardous materials management plan to respond to any hazardous materials or waste that may be potentially encountered. WYDOT or its contractor will implement best management practices during construction in accordance with the Wyoming Department of Environmental Quality (WDEQ) and the WYDOT <i>Pollution Controls and Best Management Practices for Storm Water During Construction Field Guide</i> (n.d.).
<p>Parks and Recreation Resources</p>	<ul style="list-style-type: none"> Temporary closure of the Lincolnway sidewalk during construction 	<ul style="list-style-type: none"> Connectivity of the Lincolnway sidewalk will be maintained during construction through measures such as temporary crosswalks with signage, flaggers, or temporary signals. The sidewalk will be restored toward the end of each construction phase.
<p>Farmland and Grazing Lands</p>	<ul style="list-style-type: none"> No impacts to important farmland (none in study area) 	<ul style="list-style-type: none"> No mitigation is required.



Table 5-1: Summary of Impacts and Mitigation Measures for the Preferred Alternative

Resource	Impact	Mitigation Measure
Utilities	<ul style="list-style-type: none"> Conflicts with utilities and new roadway elements in some areas within existing and new right-of-way; individual utility impacts determined once further design completed 	<ul style="list-style-type: none"> WYDOT will continue close coordination with utility companies throughout the project, including through the final design process when utility conflicts will be defined in detail. Utility owners relocating their respective utilities would complete their own environmental reviews and clearances for the new utility locations. Utility owners would acquire needed right-of-way or easements for the relocation of their respective utility. Existing WYDOT utilities would be relocated as needed when in conflict with the project design.
Cumulative Impacts	<ul style="list-style-type: none"> Permanent impacts to potentially jurisdictional and isolated wetlands; no adverse cumulative impacts to wetlands when combined with the acres of past and present mitigation 	<ul style="list-style-type: none"> No mitigation is required.

6.0 Permits Required

The permits listed here may be required to construct the Preferred Alternative. Required permits will be obtained prior to start of construction:

- Clean Water Act CWA Section 401 Water Quality Certificate:** This permit is issued by the WDEQ and is required for impacts to waterways before a Section 404 Permit can be authorized (see below).
- Construction Access Permits:** are required for temporary access needs outside the construction project limits.
- Easement permits:** are required for construction, slope modification, and utilities.
- Clean Water Act Section 404 Permit:** This permit is issued by the USACE who, with the U.S. Environmental Protection Agency, regulates the discharge of dredged and fill materials into waters of the U.S. through this permit program.
- Municipal Separate Storm Sewer Systems (MS4) Permit:** The study area is partially within the City’s MS4 boundary, and the project will comply with the City’s MS4 permit requirements and water quality guidelines identified in the City’s *Unified Development Code*.



- **Large Construction General Permit:** This permit is issued by the WDEQ. During construction, the contractors will be required to adhere to measures outlined in this permit, including specific measures to protect water quality during construction. These measures require implementation of a stormwater pollution prevention plan in compliance with the National Pollution Discharge Elimination System.
- **Floodplain Development Permit:** This permit is obtained through the Laramie County Planning and Development Office before construction start when floodplain encroachment may occur.

7.0 EA Availability and Review

The EA (WYDOT 2020b) was made available for a 30-day public and agency review period from June 8, 2020, through July 7, 2020. The review period for agencies and tribes was extended to July 15, 2020, to make sure their comments were captured. The EA was provided electronically on the project website (www.I25I80.com), and hard copies were available for public review at two locations in Cheyenne, Wyoming, at the offices of the WYDOT Headquarters Environmental Service Department and the Cheyenne MPO. WYDOT investigated other locations to place EA hard copies, but most traditional viewing locations, including local libraries and the Federal Highway Administration (FHWA) Division office, were closed because of the COVID-19 pandemic.

An in-person public hearing is traditionally held during an EA review period. However, WYDOT decided to use an online virtual public meeting format in the interest of public safety because of the ongoing COVID-19 pandemic. The intent of the virtual public meeting was to provide the same information and opportunity for discussion and comment as an in-person hearing would have provided. The virtual public meeting was accessible and functional on a variety of electronic devices, including mobile devices.

Methods used to announce the availability of the EA, review period, and virtual public hearing are listed below. The announcements included WYDOT project manager contact information for those without internet access. Copies of the notices are provided in Appendix C.

- Advertisement placed in the *Casper Star Tribune* on June 8 through June 14, 2020.
- Advertisement placed in the *Wyoming Tribune Eagle* on June 7 and June 10, 2020.
- Facebook Event page
- Press release emailed to the following:
 - City of Cheyenne government offices (City Council, Mayor’s Office, Board of Public Utilities, Public Works Department, MPO, Police Department, Fire Department)
 - Laramie County government offices (County Commissioners, County Public Works Department, County Emergency Management Coordinator, Sheriff’s Department)
 - Representatives, clerks, and mayors of small towns in Laramie County (Albin, Burns, Pine Bluffs, etc.)
 - Representatives of the F. E. Warren Air Force Base
 - State representatives and senators for legislative districts located in Laramie County



- The following media outlets:
 - *The Wyoming Tribune Eagle* (Cheyenne Newspaper)
 - Wyoming Public Radio
 - Cheyenne radio station KGAB
 - Cheyenne news station KGWN
- Wyoming Trucking Association representatives
- Various WYDOT and Wyoming Highway Patrol employees and departments.
- Printed copies of the project summary fact sheet and comment form were provided in both English and Spanish and distributed to three community centers near the project area. While all these materials were available on the project website, print copies were provided based on 2018 U.S. Census data, which indicated a few communities within the project area had a lower percentage of households without internet access than the Laramie County average. The print copies discussed were distributed to three community centers:
 - Pioneer Park Center
1331 Talbot Court
Cheyenne, Wyoming 82001
 - David R. Romero Youth Activity and Community Center
1317 Parsley Blvd.
Cheyenne, Wyoming 82007
 - Cheyenne Neighborhood Facility (Activity Center)
3121 Carey Ave.
Cheyenne, Wyoming 82001

The 1-week extended EA review period (ending July 15, 2020) for agencies and tribes was announced via an email sent to agency and tribal representatives on July 1, 2020 (Appendix C).

The virtual public meeting was conducted through the project website (www.I25I80.com) from June 29 through July 1, 2020 (meeting materials are available in Appendix D). It included a tour through a virtual meeting room where online attendees could sign in and move around a virtual room with information boards and a narrated slide presentation (see view of the virtual meeting room in Figures 7-1, 7-2, and 7-3). Attendees could select boards and zoom in to view them, and select icons to leave a voicemail, email comments, obtain an address to mail comments, or complete an online comment form. The virtual public event was well attended; approximately 148 individual visitors viewed the virtual meeting room and spent on average 25 minutes exploring the room. Of the 148 virtual room visitors, over 11 percent visited the room more than once. Seventeen users signed into the public meeting's virtual room, with two members of the public signing in twice, likely because they visited the meeting room more than once.



Figure 7-1: Virtual Event Welcome Page

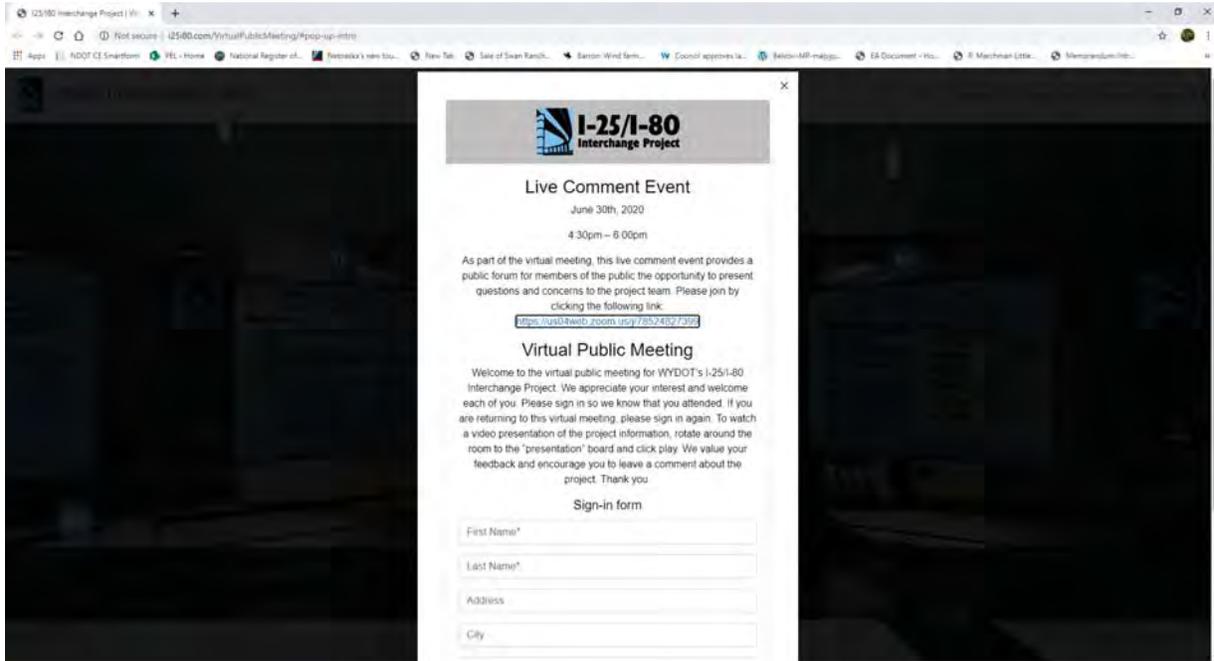


Figure 7-2: View of the Virtual Public Event Room

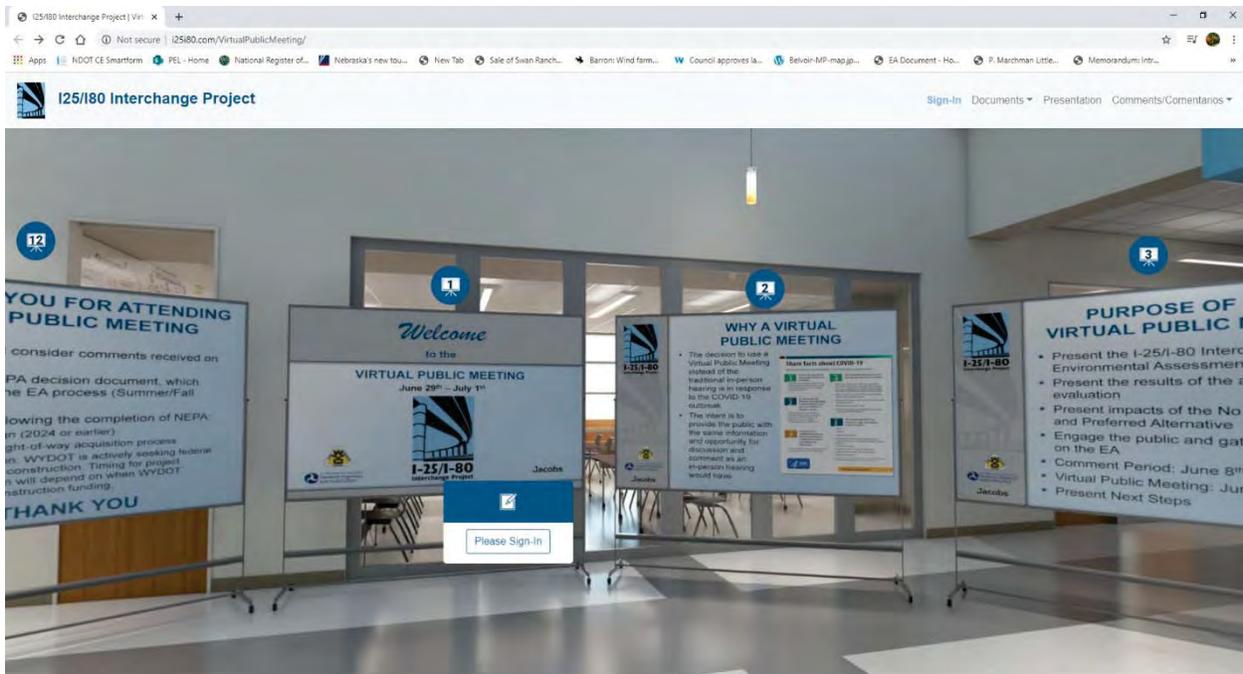
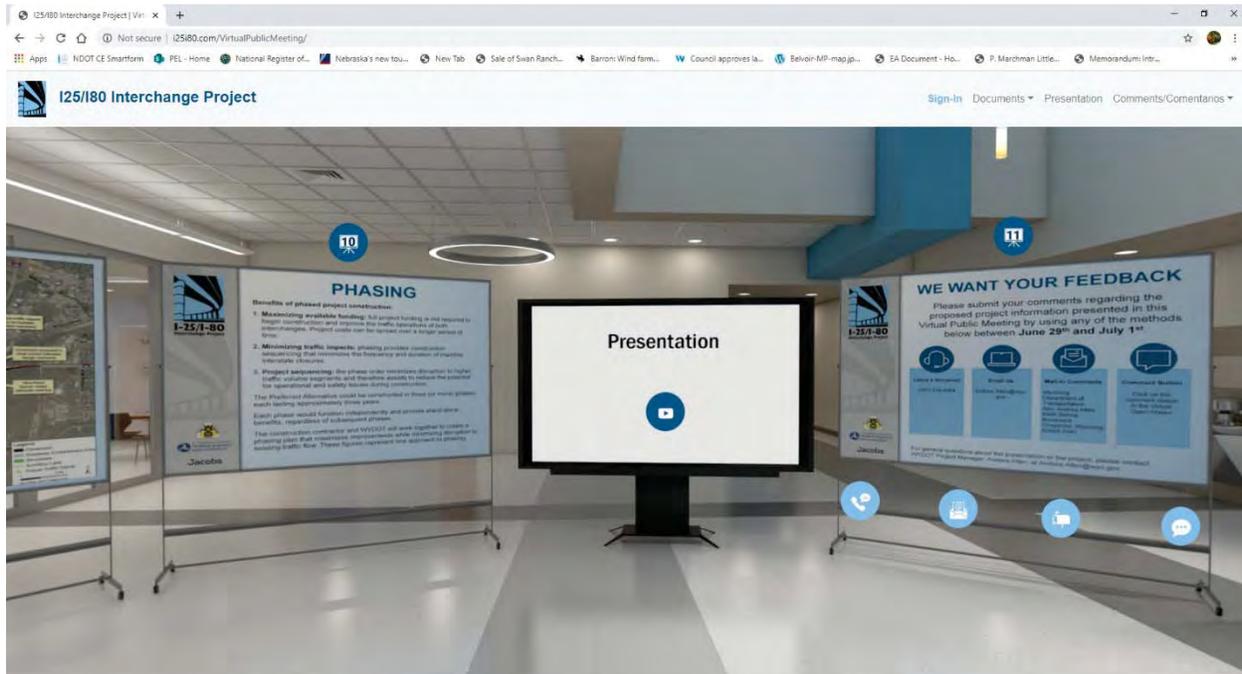


Figure 7-3: Additional View of Virtual Public Hearing Room



The following information was provided at the virtual public hearing:

- Purpose of the meeting
- Study background
- Project purpose and need
- Summary of the environmental process
- Alternatives review process
- Environmental resource considerations
- Impacts to key environmental resources within the study area, including hazardous materials, wetlands and waters of the U.S., right-of-way, and visual resources
- Transportation impacts
- Summary of impacts to other resources
- Description of the Preferred Alternative
- Project construction phasing
- Request for feedback

The project website provided a link to submit comments on the EA in both Spanish and English. In addition, a live comment event was held through the project website on June 30, 2020, from 4:30 p.m. to 6:00 p.m. This provided an opportunity for members of the public to provide their questions and concerns to the project team. Attendees could select the live event link at the appointed time and participate in a live video conference meeting with project team members. The live comment event was included in announcements for the EA and virtual public hearing. Three members of the public participated in the live comment event. Project team members, which included representatives from FHWA and WYDOT, presented project information and answered questions. Two comments and concerns were



received during the live event, which are included in comment summaries in Section 8.1 and provided in Appendix E.

8.0 Summary of EA Comments

Public, agency, and tribal EA comments received during the EA review period are summarized in the following sections. Individual comments and responses are provided in Appendix E.

8.1 Public Comments

During the EA review period, five public comments were received. Three comments were submitted using the comment form and are recorded and responded to in Table 8-1. The two comments recorded during the live comment event and their responses are documented in Table 8-2.

Table 8-1: Comments Forms and Responses

Comment	Response
<p>One traffic issue I see that I feel needs addressed is for heavy/slow moving vehicles coming off of I25 NB to I80WB will still have to slow down to less than 30 mph to navigate that cloverleaf and then make the climb over the bridge for the railroad tracks. It's not unusual to see semis still traveling less than 50 mph at the highest point of the railroad bridge in good weather. I feel a flyover or raising the I25 overpasses even more to allow this traffic to flow under 25, but over I 80 and merge at a safer angle. Especially if Walmart semi traffic continues or expands for the business park in the future.</p>	<p>When WYDOT began studying the I-25/I-80 interchange in 2008, it considered constructing flyover ramps for all the interchange movements, represented by Alternative IV in the Interchange Study (WYDOT 2008). Alternative IV was not recommended as the I-25/I-80 interchange design because it resulted in unacceptable right-of-way, environmental, and implementation issues. Early on in the NEPA process, WYDOT validated the findings of the Interchange Study with stakeholders (see Section 2.2 of the EA).</p> <p>The Preferred Alternative improves the safety and efficiency of the all the interchange movements for passenger vehicles and heavy trucks. The alternative will remove the existing cloverleaf I-25/I-80 interchange, increase the curve radii for the remaining loop ramps, and reconstruct the roadway sections to meet modern interstate design standards. The expanded loop movements also tie into auxiliary lanes extending from the I-80 merge areas to more than 2,000 feet in either direction depending on which direction of I-80 the vehicle is merging. The auxiliary lanes substantially extend the merge area, minimizing the speed differential for merging traffic. The Preferred Alternative facilitates the safe and efficient movement of vehicles and heavy trucks, and accommodates projected traffic volumes through 2045.</p>



Table 8-1: Comments Forms and Responses

Comment	Response
Please remove the two proposed cloverleaf on-ramps. Especially the I25 NB to I80 WB. Such a potential hazard mixing slow moving on ramp traffic and I80 traffic. Flyovers for all ramps (similar to E470 and I25 interchange near Broomfield) are preferred.	See response to previous comment.
I am in favor of the project. It looks very promising and safe. This is Good for Cheyenne and Wyoming as a whole. Great JOB.	Thank you for taking time to provide comments.

Table 8-2: Live Comment Event Public Comments

Comment	Response
I live immediately off of the Randall Pershing exit. It is very difficult to take the exit ramp from I 80 West Bound to I 25 north bound, the exit and on ramps are the same. It is also very difficult take the exit off of I 25 south to I 80 westbound. It is difficult during the day and very very dangerous at night or in the snow or rain. I am hopeful that this redesign will resolve those danger points.	No response was necessary. The commenter's question was answered after review of the presentaion.
About how long will construction take and how will traffic be routed during the construction?	At this stage, we are estimating three phases that would take approximately 3 years each. Our plan at this point is to move the alignment of I-25 west to allow construction of the new design while maintain current traffic flow. Details on traffic control during construction are provided in the EA, Section 3.5, Impacts.

8.2 Agency and Tribal Comments

One response to the EA was provided by the Wyoming Game and Fish Department (WGFD). WGFD reiterated that the EA accounted for their recommendations regarding pronghorn critical range. WGFD had no additional comments pertaining to the EA. A copy of the WGFD response is provided in Appendix E.



9.0 References

- Wyoming Department of Transportation (WYDOT). 2008. *I-80/I-25 Interchange Study*. Prepared by CH2M HILL. November.
http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Public%20Affairs/research%20reports/I-25_I-80_Interchange_Report_070108.pdf
- Wyoming Department of Transportation (WYDOT). 2020a. *Aquatic Resources Inventory Report for the I-25/I-80 Interchange Project*. May.
- Wyoming Department of Transportation (WYDOT). 2020b. *Environmental Assessment for the I-25/I-80 Interchange, Laramie County*. May.
- Wyoming Department of Transportation (WYDOT). 2020c. *Traffic Noise Analysis Report for the I-25/I-80 Interchange Project*. May.
- Wyoming Department of Transportation (WYDOT). n.d. *Pollution Controls and Best Management Practices for Storm Water During Construction Field Guide*.
<http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Construction/WYDOT%20Storm%20Water%20Field%20Guide%204-6-11.pdf>



Appendix A Traffic Sensitivity Memo



Memorandum

Project: I-25/I-80 Interchange, WYDOT Project No. WXXX9500

Author: Wyoming Department of Transportation

Date: July 23, 2020

Subject: Traffic Sensitivity Assessment

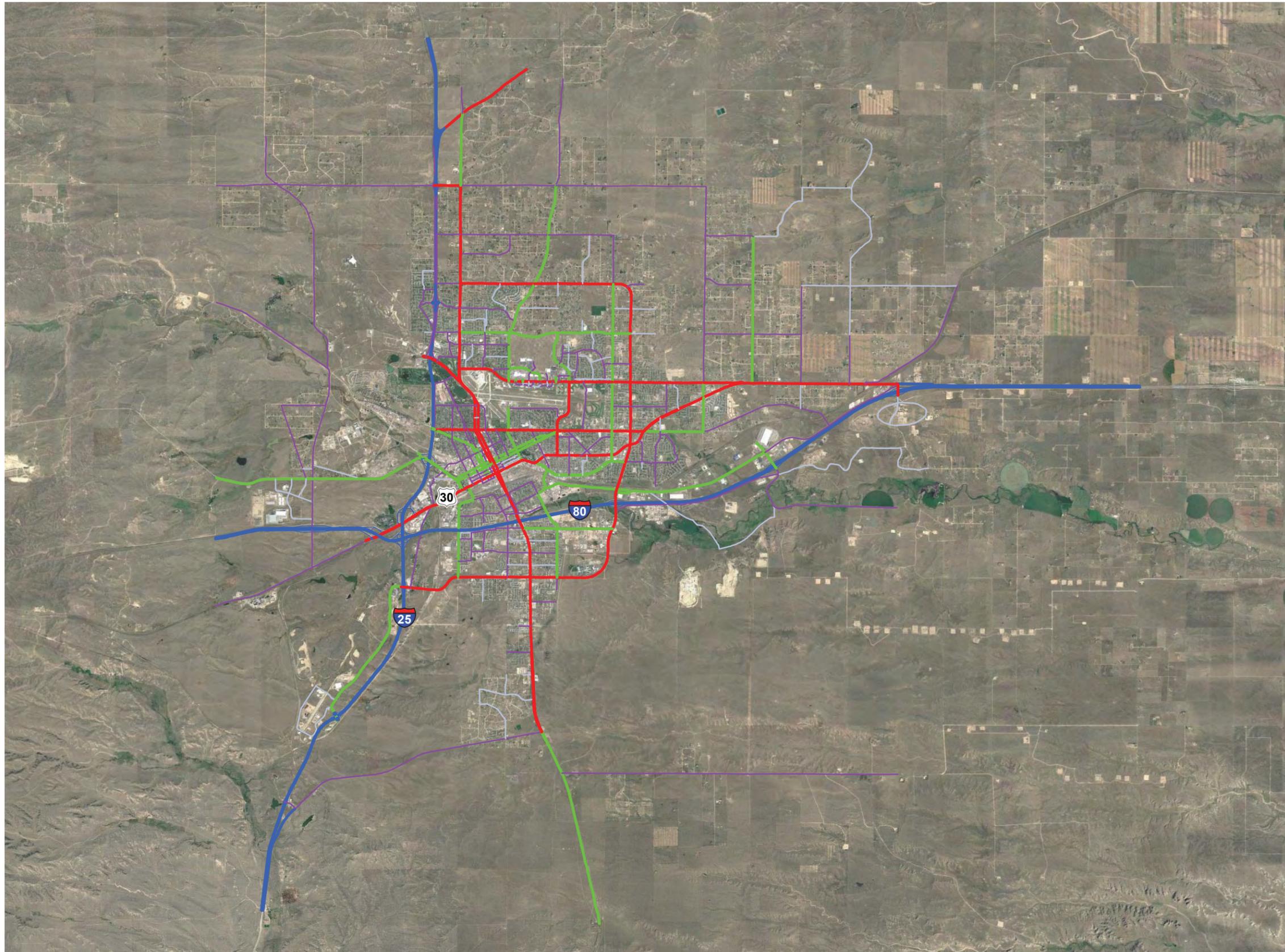
Introduction

In 2019, Wyoming Department of Transportation (WYDOT) initiated an environmental assessment and design effort for the first two phases of the 2008 recommended alternative, which include the system interchange between Interstate 25 (I-25) and Interstate 80 (I-80) and the service interchange between I-25 and U.S. Highway 30 (Lincolnway). This effort included traffic forecasting for use in assessing the existing and future traffic operations with and without implementation of the recommended alternative, and for use in the air quality and noise modeling conducted as part of the environmental assessment. The forecasting was completed with the City of Cheyenne Metropolitan Planning Organization's (MPO's) travel demand model that had a horizon year of 2040. During the environmental assessment and design effort, the MPO updated their travel demand model to the horizon year of 2045. Thus, the final task in the traffic forecasting effort for the I-25 and I-80 interchange project was to conduct a sensitivity analysis with year 2045 forecasted traffic volumes.

The purpose of this memorandum is to document the traffic sensitivity analysis completed for the following objectives:

1. Execute the travel demand model with the new land use projections provided by the MPO to forecast future year 2045 traffic volumes.
2. Determine if the proposed interchange configurations can be expected to provide acceptable levels of service in the peak hours for the year 2045 traffic volume projections.
3. Determine if the year 2045 traffic volume forecasts would change the conclusions developed from the previous analysis completed with year 2040 forecasts.

The Cheyenne Model is a database of land use characteristics, expected future roadway network improvements, and travel behavior used to forecast future regional traffic volumes. As **Exhibit 1** shows, the model area encompasses the City of Cheyenne and neighboring areas that have high levels of interactions with Cheyenne. The Cheyenne Model was last updated in 2014 with model existing year set and calibrated to 2010 Census and employer-level information. The existing year for the current model is 2010, and the model is still calibrated to 2010 Census and employer-level information.



LEGEND

Roadway Classifications

- Collector
- Interstate
- Local
- Minor Arterial
- Principal Arterial
- Ramp

Note: The Model Network includes only links shown in color on this map.

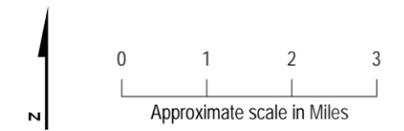


Exhibit 1. Model Network Area
WYDOT I-80/I-25 Interchange
Cheyenne, Wyoming



Methodology

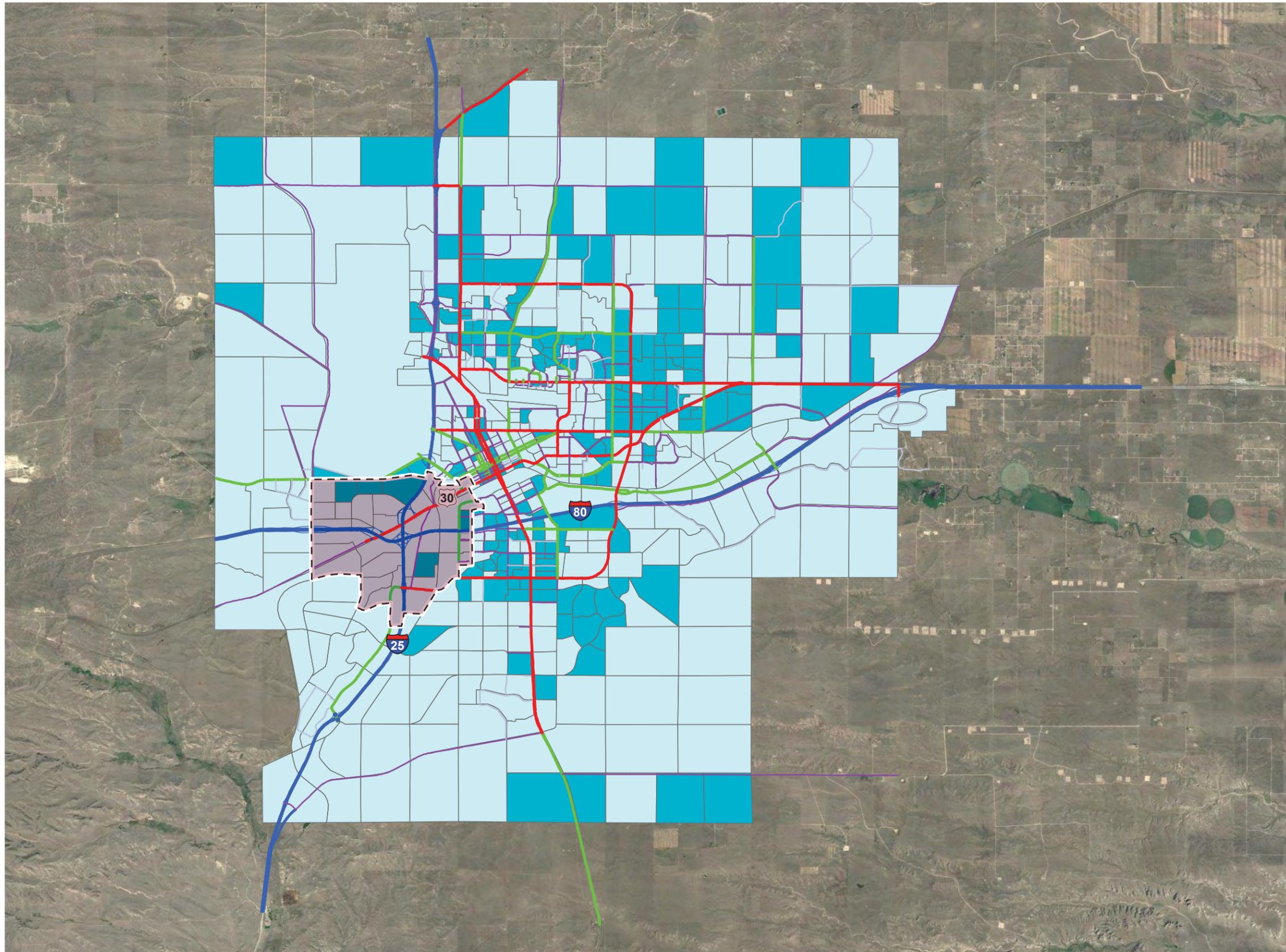
The methodology to complete this sensitivity assessment was based on comparing the year 2040 MPO model representing previously adopted land use forecasts and the year 2045 model representing new land use projections provided by the MPO. The year 2045 projected freeway and ramp traffic volumes were compared to the year 2040 volumes projected for the previous analysis to examine the associated impacts. The following steps describe the specific methodology used:

- Review and compare land use forecasts from the previously adopted data and the updated data provided by the MPO.
- Obtain traffic volume plots from the models representing the year 2040 and year 2045 conditions.
- Determine the differences between the 2040 and 2045 raw model volumes.
- Post-process the year 2045 raw model volumes following the Transportation Research Board National Cooperative Highway Research Program Report 765 (2014) process, similar to the methodology used in the previous analysis to post-process the year 2040 raw model volumes.
- Compare the growth estimates between the traffic projections for years 2040 and 2045.

Land Use Forecast Comparison

The MPO provided the updated data for the household and employment projections. The 2045 data was reviewed and compared to the previously used 2040 data in two ways: at the Traffic Analysis Zone (TAZ) level for those TAZs contributing to traffic on the roads within the study area, and at the TAZ level for those outside of the study area within the rest of the model area. **Exhibits 2** and **3** show the MPO model area stratified into TAZs. The TAZs within the boundary line are those that contribute to traffic on roads within the project study area and are hereafter referred as study area. The lighter-colored TAZs in **Exhibits 2** and **3** show that most in the study area have lower housing and employment projections for 2045 when compared to the 2040 data. The following are the key conclusions from the comparison of the two datasets:

1. The overall housing and employment projection for the Cheyenne Model area for year 2045 is lower than the year 2040 projection.
2. Development is now projected for different locations within the MPO model area than was anticipated by the previous model and household/employment data. The shift in growth projections away from the project area to other locations within the MPO model area explains the impacts of the new TAZ data to travel through and within the project area.
3. The lower growth projection for the study area TAZs is reflected in the growth increase projected for TAZs that contribute traffic to roads outside of the study area. This traffic would not travel through the study area.



LEGEND

- Study Area
- TAZ Boundary

Household Change

- 1080 - 0
- 1 - 550

Roadway Classifications

- Collector
- Interstate
- Local
- Minor Arterial
- Principal Arterial
- Ramp

Note: The Model Network includes only links shown in color on this map.

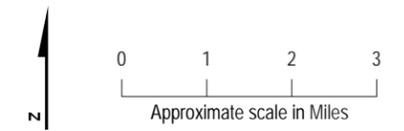
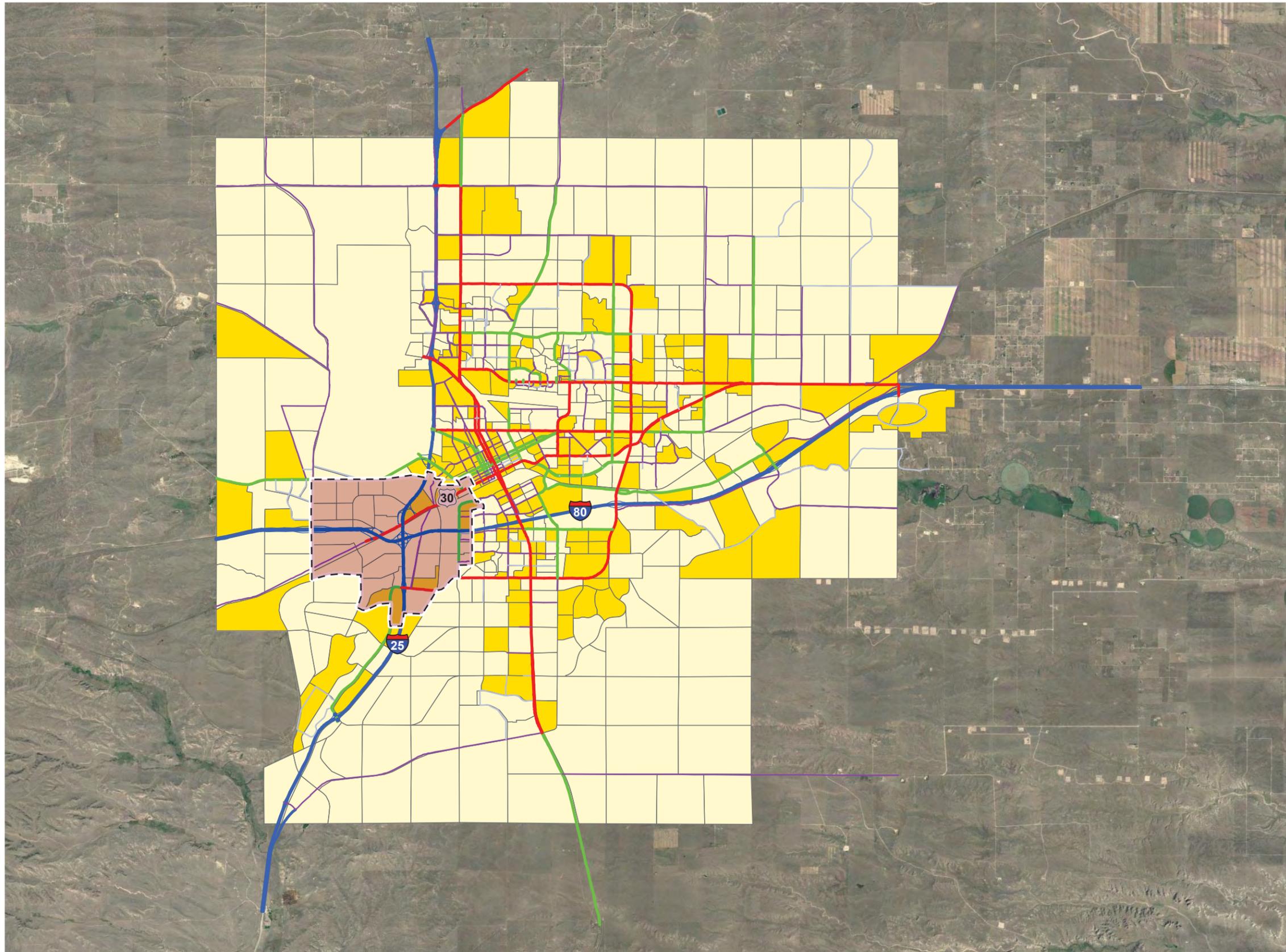


Exhibit 2. Change in Households by TAZ
(2045 – 2040)
WYDOT I-80/I-25 Interchange
Cheyenne, Wyoming



LEGEND

- Study Area
- TAZ Boundary
- Employment Change**
- 450 - 0
- 1 - 450
- Roadway Classifications**
- Collector
- Interstate
- Local
- Minor Arterial
- Principal Arterial
- Ramp

Note: The Model Network includes only links shown in color on this map.

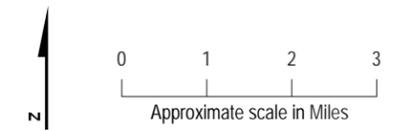


Exhibit 3. Change in Employment by TAZ
(2045 – 2040)
WYDOT I-80/I-25 Interchange
Cheyenne, Wyoming



Table 1 compares the values for the 2040 and 2045 housing and employment projections. In general, the lower values for 2045 indicate that less growth is now projected overall for the Cheyenne area in the future. For TAZs within the study area, the housing projection is about 30 percent lower and the employment projection about 35 percent lower than previously projected in the 2040 model. These lower values result in fewer trips originating from and destined to TAZs within the study area. Some of the employment gain between 2040 and 2045 in TAZs outside of the study area reflects the loss within the study area.

Table 1. Household and Employment Data Projections for 2040 and 2045

2040		2045		Difference (2045 – 2040)		Percent Difference (2045 -2040)	
Households	Employment	Households	Employment	Households	Employment	Households	Employment
<i>City of Cheyenne MPO Region Totals</i>							
58,554	59,162	55,148	58,136	-3,406	-1,026	-6%	-2%
<i>Outside of Study Area Totals</i>							
56,611	52,814	53,804	53,971	-2,807	1,157	-5%	2%
<i>I-25 and I-80 Interchange</i>							
1,943	6,348	1,344	4,165	-599	-2,183	-31%	-34%

Observations From Model Comparison

The raw traffic volumes extracted from the year 2045 Cheyenne Model for the freeways and ramps within the study area were post-processed using the same methodology as applied to the year 2040 raw model volumes. **Table 2** summarizes these post-processed traffic volumes. In general, study area traffic forecasts for year 2045 are lower than the year 2040 traffic forecasts from the previous analysis for daily and peak hours.

The year 2045 traffic forecasts are about 35 percent lower for I-25 segments north and south of the I-25/I-80 interchange and about 25 percent lower for I-80 segments east and west of the interchange, when compared with the 2040 daily and peak hour traffic forecasts. Although the percent reduction varies among all the interchange ramps, the 2045 daily and peak hour ramp volumes are generally around 15 percent lower than the 2040 forecasts. At the I-25 and Lincolnway interchange, the I-25 segments north and south of the interchange forecast a daily and peak hour volume 30 percent lower than the 2040 forecasts. The 2045 traffic forecasts for Lincolnway are about 32 percent lower for peak hours and about 45 percent lower for daily than the 2040 forecasts. The 2045 forecasts for the ramps at this interchange are about 33 percent lower for peak hours and 45 percent lower for daily volumes than the 2040 forecasts.



A review of the new land use projections for the 2045 traffic forecasts and the previously adopted land use projections for the 2040 traffic forecasts documented in the *Environmental Assessment for the I-25/I-80 Interchange* (Jacobs 2020) indicates lower development assumptions for 2045 as compared to 2040 within the entire model area, and particularly within the study area. This change in growth assumptions was taken into consideration by the MPO to develop the 2045 forecast and reflects in the lower housing and employment numbers for the model area.

As documented in the *Environmental Assessment* (Jacobs 2020), the proposed interchange configurations are expected to accommodate the year 2040 peak hour volumes shown in **Table 2**. Because the 2045 forecasts are lower, it is assumed the proposed project would accommodate the year 2045 peak hour demand volumes with acceptable levels of service. Through discussions with WYDOT, it was determined that the operations analyses completed for the year 2040 forecasts do not need to be completed with year 2045 peak hour forecasts to confirm this assumption.

Table 2. Post-Processed Daily and Peak Hour Traffic Volume Projections for 2040 and 2045

Location	Facility Type	2040 Traffic Volumes			2045 Traffic Volumes		
		Daily	a.m. Peak Hour	p.m. Peak Hour	Daily	a.m. Peak Hour	p.m. Peak Hour
<i>I-25 and I-80 Interchange</i>							
I-25 south of interchange	Mainline	56,450	3,830	4,460	36,850	2,375	3,105
I-25 north of interchange	Mainline	33,400	2275	2560	20,750	1,280	1,700
I-80 west of interchange	Mainline	36,800	2180	2995	25,500	1,515	2,245
I-80 east of interchange	Mainline	41,450	2845	3590	33,100	2,310	3,075
Eastbound I-80 to southbound I-25	Ramp	5,450	260	470	3,050	200	255
Eastbound I-80 to northbound I-25	Ramp	1,250	100	120	1,250	105	120
Westbound I-80 to southbound I-25	Ramp	6,000	445	490	4,800	400	400
Westbound I-80 to northbound I-25	Ramp	3,500	530	430	3,850	550	450
Northbound I-25 to eastbound I-80	Ramp	6,800	435	570	5,450	275	505
Northbound I-25 to westbound I-80	Ramp	4,800	415	370	2,800	220	245
Southbound I-25 to eastbound I-80	Ramp	2,150	195	235	2,500	205	260
Southbound I-25 to westbound I-80	Ramp	2,300	165	170	1,900	110	165



Table 2. Post-Processed Daily and Peak Hour Traffic Volume Projections for 2040 and 2045

Location	Facility Type	2040 Traffic Volumes			2045 Traffic Volumes		
		Daily	a.m. Peak Hour	p.m. Peak Hour	Daily	a.m. Peak Hour	p.m. Peak Hour
<i>I-25 and Lincolnway Interchange</i>							
I-25 south of interchange	Mainline	33,300	2,280	2,625	20,650	1,300	1,770
I-25 north of interchange	Mainline	42,850	3,180	3,575	32,050	2,340	2,840
Lincolnway west of interchange	Mainline	6,350	320	600	3,350	215	370
Lincolnway middle of interchange	Mainline	5,600	465	680	2,450	310	460
Lincolnway east of interchange	Mainline	12,800	805	1,115	8,650	550	835
Southbound I-25 to Lincolnway	Ramp	3,100	265	155	2,400	180	125
Northbound I-25 to Lincolnway	Ramp	3,550	370	240	1,500	140	150
Lincolnway to southbound I-25	Ramp	3,250	115	345	1,650	90	195
Lincolnway to northbound I-25	Ramp	4,050	130	425	2,650	120	295
Lincolnway west of I-80	Mainline	3,500	235	375	1,200	160	195
<i>I-25 and College Drive Interchange</i>							
Southbound I-25 to College Drive	Ramp	11,000	580	845	8,550	500	630
College Drive to northbound I-25	Ramp	11,250	915	780	9,300	630	675

Conclusions

The traffic forecast development and comparison documented within this memorandum confirms that the proposed interchange configurations can be expected to operate with acceptable levels of service under year 2045 peak hour traffic volume forecasts. This memorandum also confirms that the new 2045 travel demand model and associated traffic projections do not change the conclusions made based on the previous analysis and documented in the *Environmental Assessment* (Jacobs 2020).

References

Jacobs Engineering Group Inc. (Jacobs). 2020. *Environmental Assessment for the I-25/I-80 Interchange*. WYDOT Project Number I806212. May.

Transportation Research Board. 2014. *Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. National Cooperative Highway Research Program Report 765.

<http://www.trb.org/Main/Blurbs/170900.aspx>



Appendix B Jurisdictional Determination



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
WYOMING REGULATORY OFFICE
2232 DELL RANGE BOULEVARD, SUITE 210
CHEYENNE WY 82009-4942

June 19, 2020

Scott Gamo, PhD
Environmental Services Engineer
Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340

Dear Dr. Gamo:

This letter is a geographic jurisdictional determination (JD) in response to a request we received on February 24, 2020, for an approved jurisdictional determination (AJD) on Crow Creek and Clear Creek associated with the proposed I-25/I-80 Interchange Project (WYDOT Project I806212). The review area is located in southwest Cheyenne within Sections 1, 2, 3, 10, 11, 12 and 14, Township 13 North, Range 67 West, and Sections 35 and 36, Township 14 North, Range 67 West, Laramie County, Wyoming, 6th Principle Meridian (Lat. 41.113819N; Long.-104.850900W).

The U.S. Army Corps of Engineers (Corps) regulates the placement of dredged and fill material into waters of the United States in accordance with Section 404 of the Clean Water Act (33 U.S.C. 1344). The term "waters of the United States" has been broadly defined by statute, regulation, and judicial interpretation to include all waters that were, are, or could be used in interstate commerce such as streams, reservoirs, lakes and adjacent wetlands. The Corps regulations are published in the *Code of Federal Regulations* as 33 CFR Parts 320 through 332. Information on Section 404 program requirements in Wyoming can be obtained from our web site at <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Wyoming.aspx>

Based on our evaluation of the project's *I-25/I-80 Interchange Aquatic Resources Inventory (ARI) Report, Revision 1*, prepared by Jacobs Engineering Group Inc., dated May 2020, as well as aerial imagery of the area, and a site visit conducted by Ms. Paige Wolken of this office and Ms. Deb Ferguson of WYDOT, we have identified the following aquatic resources within the Review Area (as displayed on the attached map): Crow Creek, an unnamed tributary to Crow Creek, Clear Creek, and associated wetlands, as well as various adjacent and isolated wetlands within the interchange area.

On June 5, 2007, our Headquarters in Washington D.C. (HQUSACE) implemented guidance that requires an evaluation and coordination procedure before exerting jurisdiction over many streams and wetlands. The guidance was based primarily on a ruling by the U.S. Supreme Court on June 19, 2006, in the case of *Rapanos et ux., et al. v. United States* (Nos. 04-1034 and 04-1384). We initiated coordination with the U.S. Environmental Protection Agency (USEPA) on May 22, 2020. No comment was provided by the USEPA, Region 8 as of June 11, 2020. **Therefore, waters identified as Crow Creek and abutting wetlands, unnamed tributary to Crow Creek and abutting wetlands, and Clear Creek and abutting wetlands within the review area, as depicted in the attached AJD tables and attached map titled "Overview**

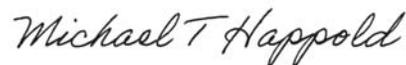
Figure Possible Wetlands and Waters of the U.S.”, meet the definition of waters of the United States under 33 CFR Part 328.3(a). The waters identified as isolated wetlands and adjacent wetlands with no significant nexus to a traditional navigable water (TNW) do not meet the definition of waters of the United States.

In the March 28, 2000, edition of the *Federal Register* (Vol. 65, No. 60), the Corps implemented an administrative appeals process for jurisdictional determinations. This letter and enclosed form serve as an approved jurisdictional determination. Wyoming Department of Transportation and other affected parties can appeal this determination to the Northwestern Division Appeals Review Officer, Melinda Larsen, using the enclosed *Notification of Administrative Appeal Options and Process and Request for Appeal* form. Section I Part D of the form explains the appeal procedure. Please complete Section II if you disagree with this determination and send it to Ms. Larsen at the address on the form prior to **August 18, 2020**, or forfeit the right to an administrative appeal.

As a result of this analysis, a Department of the Army authorization is required for construction activities in all waters associated with the jurisdictional waters within the review area, because the activities would result in discharges of dredged or fill material into waters of the United States. This determination does not eliminate requirements to obtain any other applicable federal, state, tribal, or local permits.

This determination is valid for a period of 5 years, until **June 19, 2025**. Thank you for your interest in cooperating with requirements of the U.S. Army Corps of Engineers' regulatory program. Please contact Paige Wolken by email at Paige.M.Wolken@usace.army.mil or by phone (307) 772-2300 and reference file NWO-2019-00709 if you have any questions.

Sincerely,



Michael T. Happold
Program Manager
Wyoming Regulatory Office

Enclosures

Copies Furnished:

Eric Hargett, Wyoming Department of Environmental Quality
Deb Ferguson, Wyoming Department of Transportation
Jim O. Clarke, Jacobs Engineering Group, Inc., Jim.Clarke@jacobs.com

The Omaha District, Regulatory Branch, Wyoming Regulatory Office is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete a Customer Service Survey found on our web site <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Wyoming.aspx>



Appendix C Environmental Assessment and Public Meeting Notices



Press Release



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

Wyoming Department of Transportation

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



Virtual Meeting on I-25/I-80 Interchange Scheduled/Environmental Assessment Available

The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) will be hosting a virtual public meeting to review the Environmental Assessment (EA) for the I-25/I-80 Interchange Project beginning June 29th and ending July 1st, 2020. As part of the virtual meeting, a live comment event will also occur June 30th beginning 4:30 pm and ending at 6:00 pm for members of the public to present questions and concerns in front of their peers and the project team. In addition to soliciting input and comments on the EA, the virtual public meeting also will provide information on project history, transportation needs for the project, and WYDOT's anticipated next steps. To access the virtual public meeting, please visit the project website at the following web address during the time period indicated above: <http://www.i25i80.com/>. You may visit the website any time between the scheduled times to access the virtual public meeting content.

The Environmental Assessment document is currently available for public review and comment. It can be found online at: <http://www.i25i80.com/>. It is also available for viewing at WYDOT Headquarters and the Cheyenne Metropolitan Planning Organization.

All comments must be received during the 30-day comment period (June 8th through July 7th). After the 30-day comment period, WYDOT and FHWA will review comments received before issuing a final decision on the EA. Responses to comments will be included in the decision document and posted on the project website.

The I-25/I-80 interchange is a transportation focal point that facilitates the movement of people and goods on a local, regional, and national level. With no major improvements made since its construction in the 1960s, the interchange needs to be brought up to current interstate safety and mobility standards. The project proposes a full replacement of the existing I-25/I-80 interchange, as well as a full replacement of the I-25/ Lincolnway interchange because of its proximity to the I-25/I-80 interchange.

The purpose of the project is to improve safety, accommodate future traffic volumes, and support local development.

Public involvement is a critical component of the process required by NEPA, or the National Environmental Policy Act. NEPA helps agencies to integrate environmental values into their decision making processes by considering the environmental impacts of the proposed actions. For more information about NEPA, visit www.epa.gov/compliance/nepa.

If you do not have internet access or have general questions regarding the proposed project or the virtual meeting, please contact Andrea Allen, WYDOT Project Manager, at 307-777-4135, or Andrea.Allen@wyo.gov.

For immediate release

###

For more information concerning WYDOT activities, contact Andrea Allen, WYDOT Project Manager, (307) 777-4135.



Postcard



**I-25/I-80
Interchange Project**

I-25/I-80 INTERCHANGE PROJECT
Virtual Public Meeting • June 29th through July 1st
Wyoming Department of Transportation
<http://www.i25i80.com/>



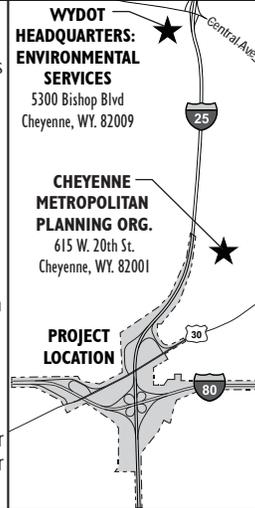
The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) announce the availability of the I-25/I-80 Interchange Environmental Assessment (EA) for public review and comment. The EA analyzes impacts from proposed improvements from replacement of the I-25/I-80 and I-25/Lincolnway interchanges.

The EA will be available for public review and comment from June 8th through July 7th on the project website <http://www.i25i80.com/>; hard copies of the EA are available for viewing at WYDOT Headquarters and the Cheyenne Metropolitan Planning Organization.

WYDOT will also be hosting a virtual public meeting beginning June 29th through July 1st, with a live comment event occurring June 30th between 4:30 pm and 6:00 pm. To access the virtual public meeting, visit the following web address during the time period indicated above: <http://www.i25i80.com/>. In addition to soliciting input and comments on the EA, the virtual public meeting will provide information on project history, transportation needs for the project, and WYDOT's anticipated next steps.

Comments must be received on or before July 7th. After which, WYDOT and FHWA will review the comments before issuing a final decision. Responses to comments received during the 30-day comment period will be included in the decision document and posted on the project website.

If you do not have internet access or have general questions regarding the proposed projects or the virtual meeting, please contact Andrea Allen, WYDOT Project Manager, at 307-777-4135, or Andrea.Allen@wyo.gov.





Agency Announcement

From: [Clarke, Jim O.](#)
To: Anderson.Carol@epa.gov; mary.hopkins@wyo.gov; astrid.martinez@wy.usda.gov; paige_wolken@usace.army.mil; mike.t.happold@usace.army.mil; mark_sattelberg@fws.gov; Scott.Smith@wyo.gov; mary.flanderka@wyo.gov; rob.gibson@wyo.gov; bridget.hill@wyo.gov; darwin.stclair@e-shoshone.com; wiferrisiii@yahoo.com; teanna.limpy@chevennenation.com; publicaffairs@sbtribes.com; jenifer.scoggin@wyo.gov; todd.parfitt@wyo.gov
Cc: [Scott Gamo](#); [Nick Hines](#); [Bonds, Bob \(FHWA\)](#); [Andrea Allen](#); [Wencel, Carrie](#); [Woolley, George/DEN](#); [Eversoll, Tim/DEN](#)
Subject: Environmental Assessment (EA) for the I-25/I-80 Interchange Project
Date: Wednesday, July 1, 2020 4:25:41 PM

Good Afternoon,

WYDOT and the Federal Highway Administration (FHWA) announced the availability of the

Environmental Assessment (EA) for the I-25/I-80 Interchange Project on June 8th, 2020, for a 30-day public comment review. The EA and supporting appendices can be accessed through the following link: http://www.i25i80.com/EA_Docs.html. Because of concerns regarding COVID-19, WYDOT is sponsoring a [Virtual Public Meeting](#) that began June 29th and is scheduled to end today, July 1st, 2020. A live public comment effort (held via Zoom) occurred yesterday evening. We encourage you to peruse the virtual meeting space, which will remain available until July 9th, 2020, for project information and summarized results from the EA.

WYDOT also encourages you to review the EA and asks that you provide comments by July 15th. If your agency or tribe requires more review time, please let us know. If you have general questions regarding the proposed project, please contact Andrea Allen, WYDOT Project Manager, at 307-777-4135, or Andrea.Allen@wyo.gov or myself using the contact information below.

Thanks,

Jim

Jim O. Clarke, AICP

Jacobs

Senior Project Manager | Environmental Sciences and Planning

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From: [Jordan Achs](#)
To: [Clarke, Jim O.](#)
Cc: [Tim Morton](#); [Woolley, George/DEN](#); [Wencel, Carrie](#); [Andrea Allen](#)
Subject: [EXTERNAL] Contact list for email regarding I-25/I-80 EA
Date: Wednesday, July 1, 2020 10:50:39 AM

Good morning,

Tim asked me to forward you the list of people I emailed the EA availability notice to:

- Cheyenne city government
 - City council
 - Mayor's office
 - Board of Public Utilities
 - Public Works Department
 - Metropolitan Planning Organization
 - Police Department
 - Fire Department
- Laramie County government
 - County Commissioners
 - County Public Works Department
 - County Emergency Management Coordinator
 - Sheriff's Department
- Representatives/Clerks/Mayors of small towns in Laramie County (e.g. Albin, Burns, Pine Bluffs, etc.)
- Representatives with F. E. Warren Air Force Base
- State representatives/senators for the legislative districts located within Laramie County
- Media
 - The Wyoming Tribune Eagle (Cheyenne Newspaper)
 - Wyoming Public Radio
 - Cheyenne radio station KGAB
 - Cheyenne news station KGWN
- A representative with the Wyoming Trucking Association
- Various WYDOT and WY Highway Patrol employees/departments

This is the same list I sent virtual meeting notices and reminders to.

I can forward you the email itself if you'd like; I BCC'd the recipients, though, so it may not show the above list. If you need more specific names, emails, etc. just let me know.

I also have proof of publication from the two newspaper ads if you'd like me to scan and send those to you.

Thank you,

Jordan Achs

District 1 Public Relations Specialist
Wyoming Department of Transportation
Laramie, Wyoming
O: 307-745-2142
C: 307-369-3881

jordan.achs@wyo.gov

District Facebook: [WYDOT1](#)

District Twitter: [@WYDOT1](#)

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.

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.



Newspaper Publications

*** Proof of Publication ***

Casper Star-Tribune
P.O. Box 80, Casper, WY 82602-0080, ph 307-266-0500

AFFIDAVIT OF PUBLICATION

STATE OF WYOMING)
COUNTY OF NATRONA)

I, the undersigned, being a person in the employ of the Casper Star-Tribune, a newspaper published in CASPER, NATRONA COUNTY, WYOMING, and, knowing the facts herein set forth do so solemnly swear that a copy of the notice as per clipping attached was printed and published

Daily

Weekly

In the regular and entire issue of said newspaper, and not in any supplement thereof, for 7 Consecutive Days Weeks

commencing with issue dated June 8, 2020
ending with issue dated June 14, 2020

WYDOT

Jordan Achs

3411 S. 3RD ST.

LARAMIE WY 82070

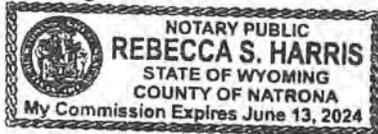
ORDER NUMBER 66465

Ami Bowman
Signed

Subscribed in my presence and sworn to before me this

15th day of June 2020

Rebecca S. Harris



Section: Legal Notices

Category: 940 Public Meetings

PUBLISHED ON: 06/08/2020, 06/09/2020, 06/10/2020, 06/11/2020,
06/12/2020, 06/13/2020, 06/14/2020

TOTAL AD COST: 835.75

FILED ON: 6/15/2020



I-25/I-80 INTERCHANGE PROJECT

Virtual Public Meeting • June 29th through July 1st

Wyoming Department of Transportation

<http://www.i25i80.com/>



I-25/I-80 Interchange Project

The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) announce the availability of the I-25/I-80 Interchange Environmental Assessment (EA) for public review and comment. The EA analyzes impacts from proposed improvements from replacement of the I-25/I-80 and I-25/Lincolnway interchanges.

The EA will be available for public review and comment from June 8th through July 7th on the project website <http://www.i25i80.com/>; hard copies of the EA are available for viewing at WYDOT Headquarters and the Cheyenne Metropolitan Planning Organization.

WYDOT will also be hosting a virtual public meeting beginning June 29th through July 1st, with a live comment event occurring June 30th between 4:30 pm and 6:00 pm. To access the virtual public meeting, visit the following web address during the time period indicated above: <http://www.i25i80.com/>. In addition to soliciting input and comments on the EA, the virtual public meeting will provide information on project history, transportation needs for the project, and WYDOT's anticipated next steps.

Comments must be received on or before July 7th. After which, WYDOT and FHWA will review the comments before issuing a final decision. Responses to comments received during the 30-day comment period will be included in the decision document and posted on the project website.

If you do not have internet access or have general questions regarding the proposed projects or the virtual meeting, please contact Andrea Allen, WYDOT Project Manager, at 307-777-4135, or Andrea.Allen@wyo.gov.





Appendix D Public Meeting Materials



Project Summary Fact Sheet

I-25/I-80 INTERCHANGE PROJECT

www.i25i80.com | i25.i80interchange@gmail.com



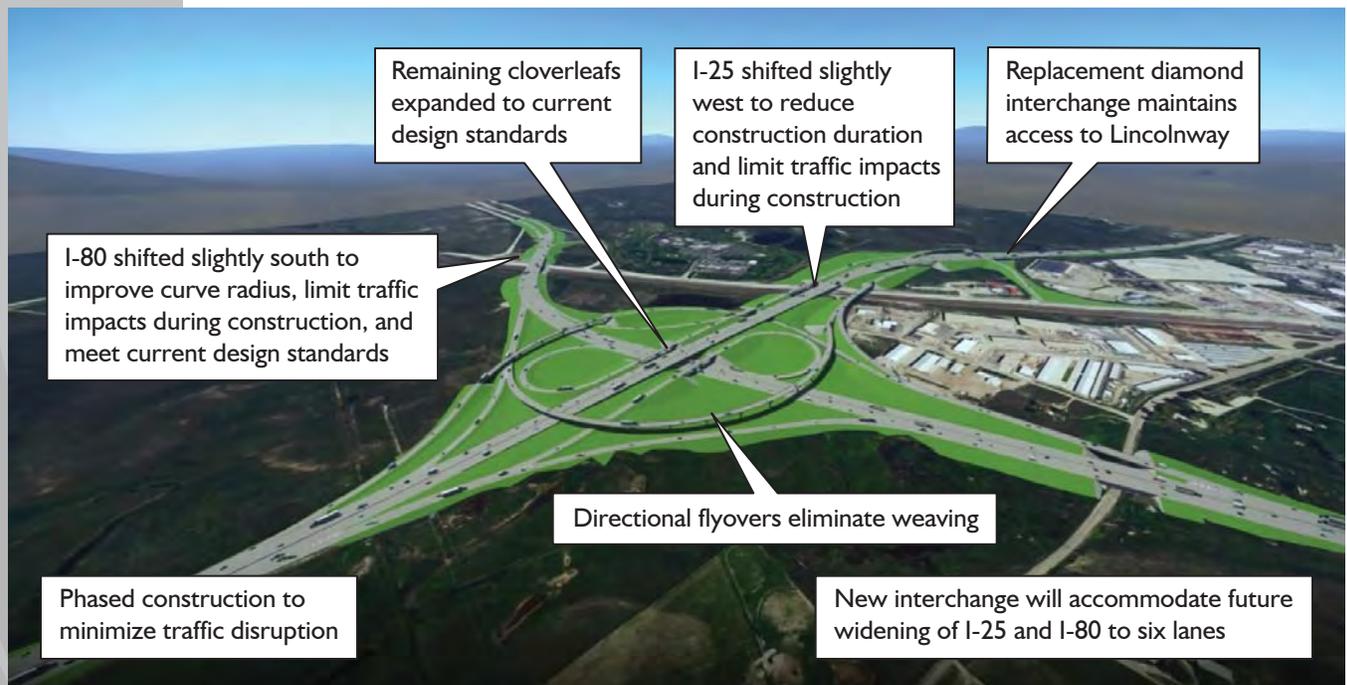
I-25/I-80 Interchange Project

What is the I-25/I-80 Interchange Project?

The project would reconfigure and replace the I-25/I-80 and I-25/Lincolnway interchanges. The purpose of the project is to improve safety and traffic flow, accommodate future traffic volumes, and support local development.

Why does WYDOT want to replace the interchanges?

High crash rates, operational deficiencies, and increasing travel demands of passenger vehicles and heavy trucks underscore the need for this project. Originally constructed in the 1950s and 1960s, the I-25/I-80 interchange is outdated when compared to modern interstate design standards.



What is the new interchange going to look like?

- Thirteen new bridge structures to support the new interchange configuration
- Elevated flyover ramps to replace the existing tight loop ramps
- Increased diameter of remaining loop ramps
- Lengthened acceleration, deceleration, and merge lengths
- Auxiliary lanes to further reduce weaving
- Ramps between I-25/I-80 and I-25/Lincolnway to separate interstate traffic from local traffic



I-25/I-80 Interchange Project

I-25/I-80 INTERCHANGE PROJECT

What's the schedule of the project?

The Environmental Assessment (EA) evaluating the potential environmental and social impacts of the proposed action was completed and signed by WYDOT and FHWA. Preliminary design plans have also been completed. The EA is now posted on the project website (i25i80.com) for public review and comment. Following the 30-day comment period, FHWA and WYDOT will consider public input and issue a final decision in summer/fall of 2020 on whether the project can move forward. Final design is anticipated to occur before 2024.

What public outreach will be occurring?

The EA will be available for public review and comment from June 8th through July 7th. All comments must be received by July 7th.

WYDOT and FHWA will also be hosting a virtual public meeting to review the EA beginning June 29th and ending July 1st, 2020. As part of the virtual meeting, a live comment event will also occur June 30th from 4:30 pm to 6:00 pm for members of the public to provide comments on the project and EA, and ask questions of the project team.

To view the EA or attend the virtual public meeting, please visit the project website: <http://i25i80.com/>

Hard copies of the EA are available for viewing at these locations:

WYDOT Headquarters 5300 Bishop Blvd. Cheyenne, WY 82009	Cheyenne Metropolitan Planning Org. 615 W. 20th St. Cheyenne, WY 82001
---	--

How can you comment on the EA?

Public comments can be submitted from June 8th through July 7th by the following methods:

- Voicemail: (307) 316-4984
- Email: Andrea.Allen@wyo.gov
- Mail-in Comments:
Wyoming Dept. of Transportation
Attn: Andrea Allen
5300 Bishop Blvd.
Cheyenne, WY 82008-3340

For general questions about the project, please contact WYDOT Project Manager, Andrea Allen, at Andrea.Allen@wyo.gov

How will construction affect traffic?

WYDOT is committed to minimizing traffic impacts during construction. As part of the project, the I-25 alignment will be shifted slightly to the west and the I-80 alignment will be shifted to the south. These shifts will minimize construction duration and allow existing traffic flow to be maintained. Preliminary construction phasing can be viewed on the project website.



PROYECTO DEL INTERCAMBIO DE I-25/I-80

www.i25i80.com | i25.i80interchange@gmail.com



I-25/I-80
Interchange Project

¿Qué es el Proyecto del Intercambio de I-25/I-80?

El proyecto va a reconfigurar y reemplazar los intercambios de I-25/I-80 y I-25/Lincolnway. El propósito del proyecto es mejorar la seguridad y el flujo del tráfico, acomodar los volúmenes futuros de tráfico y ayudar al desarrollo local.

¿Por qué WYDOT quiere reemplazar los intercambios?

La necesidad de este proyecto se enfoca en la cantidad alta de accidentes, deficiencias operacionales y el incremento en la demanda de viajes de automóviles y camiones pesados. El intercambio de I-25/I-80 fue originalmente construido entre los años 1950s y 1960s, por lo cual el mismo no está a la par con los estándares de diseño de interestatales modernos.



¿Cómo se va a ver el nuevo intercambio?

- Trece nuevas estructuras de puentes para soporte de la nueva configuración del intercambio
- Pasos elevados en rampas para reemplazar las rampas de círculo cerrado existentes
- Aumento del diámetro de las rampas de círculo cerrado remanentes
- Alargamiento del espacio para aceleración, deceleración y combinación
- Carriles auxiliares para reducir aún más el entretejido del tráfico
- Las rampas entre I-25/I-80 y I-25/Lincolnway separarán el tráfico de la interestatal del tráfico local



PROYECTO DEL INTERCAMBIO DE I-25/I-80

¿Cuál es el itinerario del proyecto?

La Evaluación Ambiental (EA, por sus siglas en inglés) que evaluó los posibles impactos ambientales y sociales de la acción propuesta fue completado y firmado por WYDOT y FHWA. Los planes de diseño preliminares también se completaron. La EA está disponible en la página de Internet del proyecto (i25i80.com) para revisión y comentarios del público. Luego del período de comentarios de 30 días, FHWA y WYDOT considerarán las opiniones del público y tomarán una decisión final en el verano/otoño de 2020 sobre si el proyecto puede proceder. El diseño final se anticipa que ocurra antes de 2024.

¿Cómo se llevará a cabo la participación pública?

La EA estará disponible para revisión y comentarios del público desde el 8 de junio hasta el 7 de julio. Todos los comentarios deberán recibirse para el 7 de julio.

WYDOT y FHWA también llevarán a cabo una reunión pública virtual para revisar la EA comenzando el 29 de junio y terminando el 1 de julio de 2020. Como parte de la reunión virtual, también ocurrirá un evento de comentarios en vivo el 30 de junio de 4:30 pm a 6:00 pm para que los miembros del público provean sus comentarios sobre el proyecto y la EA, y le hagan preguntas al equipo del proyecto.

Para ver la EA o ser parte de la reunión pública virtual, por favor visite la página de Internet del proyecto: <http://i25i80.com/>

Copias impresas de la EA están disponibles para revisión en las siguientes localizaciones:

WYDOT Headquarters
(Oficina Central)
5300 Bishop Blvd.
Cheyenne, WY 82009

Cheyenne Metropolitan Planning Org.
(Org. de Planificación)
615 W. 20th St.
Cheyenne, WY 82001

¿Cómo la construcción afectará al tráfico?

WYDOT está comprometido con minimizar los impactos al tráfico durante la construcción. Como parte del proyecto, el alineamiento de I-25 será movido un poco hacia el oeste y el alineamiento de I-80 será movido hacia el sur.

Estos cambios minimizarán la duración de la construcción y permitirán que el flujo existente del tráfico se mantenga. Las fases preliminares de la construcción están disponibles y pueden ser vistas en la página de Internet del proyecto.

¿Cómo puedes comentar sobre la EA?

Los comentarios del público pueden ser sometidos desde el 8 de junio hasta el 7 de julio a través de los siguientes métodos:

- Correo de voz: (307) 316-4984
- Correo electrónico: Andrea.Allen@wyo.gov
- Comentarios por correo regular:
Wyoming Dept. of Transportation
Attn: Andrea Allen
5300 Bishop Blvd.
Cheyenne, WY 82008-3340

Para preguntas generales acerca del proyecto, favor contactar a la Gerente del Proyecto de WYDOT, Andrea Allen, a Andrea.Allen@wyo.gov





Comment Sheet

I-25/I-80 Interchange Project



June 8th - July 7st, 2020
COMMENT FORM

Thank You for visiting the virtual public meeting for the I-25/I-80 Interchange Project.

This public meeting is your opportunity to review information presented in the May 2020 Environmental Assessment (EA) prepared for the project and to provide your comments on the EA or your thoughts in order to help us more thoroughly understand what is important to the community so that we can better address these points as we move forward.

Please legibly state your name and any comments you may have below.

Name:

General Comment(s):

Did you find the virtual format beneficial?

Any suggestions to improve the virtual format?

When finished please submit your comment(s) via the project website at <http://www.i25i80.com/>, or, if you would like to complete it later, you can mail or email it to Andrea.Allen@wyo.gov. To mail, simply fold it and affix postage on the reverse side (it is pre-addressed to reach the proper contact). Should you wish to phone in your comment, please call the following number: (307) 316-4984. Please clearly state your name and any comments you have. ***All comments must be postmarked by July 7th, 2020.*** Thank you for your input.

I-25/I-80 Interchange Project



June 8th - July 7st, 2020
COMMENT FORM

Fold here

Fold here

Return Address:

Place
Stamp
Here

**Wyoming Dept. of Transportation
5300 Bishop Blvd.
Cheyenne, WY. 82009
Attn: Andrea Allen**

Proyecto del Intercambio de I-25/I-80



8 de junio-7 de julio de 2020
HOJA DE COMENTARIOS

Doble aquí

Doble aquí

Dirección del Remitente:

Coloque
Sello
Aquí

**Wyoming Dept. of Transportation
5300 Bishop Blvd.
Cheyenne, WY. 82009
Attn: Andrea Allen**



Virtual Public Meeting Sign-in Sheet

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84300185	Andrea	Allen	784 Cliffs Road	Cheyenne	WY	82007	andreagwen@live.com
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19047234	Gail	White	1949 Road 219	Cheyenne	WY	82009	gailwhite74@gmail.com
15708010	Ryan	Shields	5300 Bishop	Cheyenne	WY	82009	ryan.shields@wyo.gov
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Virtual Public Meeting Room Boards

Welcome

to the

VIRTUAL PUBLIC MEETING

June 29th – July 1st



I-25/I-80
Interchange Project



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WHY A VIRTUAL PUBLIC MEETING

- The decision to use a Virtual Public Meeting instead of the traditional in-person hearing is in response to the COVID-19 outbreak. 
- The intent is to provide the public with the same information and opportunity for discussion and comment as an in-person hearing would have.



Share facts about COVID-19

Know the facts about coronavirus (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

FACT 2 For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.



FACT 4 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- When in public, wear a cloth face covering that covers your mouth and nose.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

FACT 5 You can help stop COVID-19 by knowing the signs and symptoms, which can include:

- Fever
- Cough
- Shortness of breath

Seek medical attention immediately if you or someone you love has emergency warning signs, including:

- Trouble breathing
- Persistent pain or pressure in the chest
- New confusion or not able to be woken
- Bluish lips or face

This list is not all inclusive. Please consult your medical provider for any other symptoms that are severe or concerning.

[cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)

PURPOSE OF THIS VIRTUAL PUBLIC MEETING

- Present the I-25/I-80 Interchange Environmental Assessment (EA)
- Present the results of the alternatives evaluation
- Present impacts of the No Build Alternative and Preferred Alternative
- Engage the public and gather comments on the EA
- Comment Period: June 8th - July 7th
- Virtual Public Meeting: June 29th - July 1st
- Present Next Steps





I-25/I-80 Interchange Project

I-25/I-80 INTERCHANGE STUDY BACKGROUND

In 2008, WYDOT completed a study for the I-25/I-80 interchange to identify safety, traffic, and environmental issues.

The study included a robust alternatives evaluation process that ultimately recommended that the existing cloverleaf interchange be replaced with an improved design that will increase safety, accommodate future traffic demands, and support Cheyenne's development.

In 2019, WYDOT initiated an Environmental Assessment under the National Environmental Policy Act. Through the EA process, the project team revisited and validated the Interchange Study recommendations before optimizing the proposed interchange improvements based on updated traffic, land use, and environmental conditions.



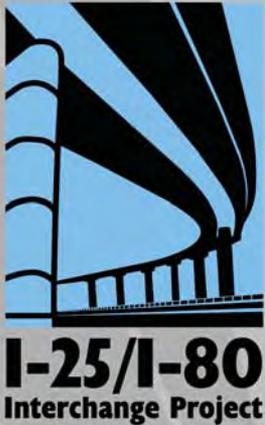
PROJECT PURPOSE AND NEED

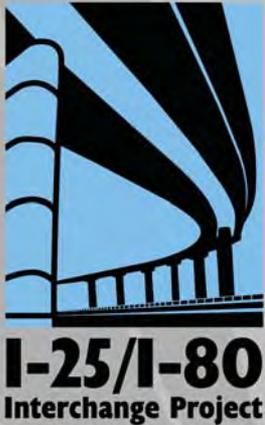
The purpose of the I-25/I-80 Interchange Project is to:

- Improve traffic flow and safety
- Accommodate future traffic needs, particularly heavy truck volumes
- Support local development goals outlined in regional transportation and land use plans

Specific transportation needs include:

- Reduce deficiencies that contribute to crashes
 - » Acceleration and deceleration lengths for highway exits and entrances are inadequate
 - » Weaving conflicts exist between loop ramps
 - » Ramp curvature is tight
 - » Steep grades are difficult for trucks to maneuver
- Improve traffic operations
 - » Traffic is expected to nearly double throughout the study area
 - » As traffic volumes increase some roadways will become congested and operate at poor levels of service





I-25/I-80
Interchange Project

ENVIRONMENTAL PROCESS

An Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA).

INITIATE STUDY

- Collect data on existing conditions
- Document need for improvements
- Begin collecting environmental data
- Identify issues and concerns
- Develop preliminary purpose and need

CONDUCT SCOPING

- Continue to collect environmental data
- Conduct outreach with public and agencies
- Continue identifying issues and concerns
- Refine Purpose and Need

DEFINE AND EVALUATE ALTERNATIVES

- Continue to collect data on existing conditions
- Document need for improvements
- Continue collecting environmental data
- Continue identifying issues and concerns
- Define and refine alternatives to be evaluated in EA

PREPARE EA

- Evaluate impacts of alternatives
- Identify preferred alternative
- Identify mitigation measures

CIRCULATE EA FOR REVIEW

- WE ARE HERE**
- Provide EA to public and agencies (30-day review)
 - Receive comments

PREPARE FINAL DECISION DOCUMENT

- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision



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ALTERNATIVES REVIEW PROCESS



Identify Needs and Key Issues

I-25/I-80 INTERCHANGE STUDY (PREVIOUS STUDY)



Interchange Study Alternatives Evaluation



Recommended Alternative

- The EA streamlined the alternatives analysis process by validating the Interchange Study alternatives process and Recommended Alternative
- The Environmental Assessment compares the Build Alternative and the No Build Alternative

I-25/I-80 INTERCHANGE PROJECT (CURRENT STUDY)



Validate Interchange Study

Impact Evaluation

- The Preferred Alternative best meets the existing needs by:
 - » improving the safety of the I-25/I-80 and I-25/Lincolnway interchanges for all users
 - » improving traffic flow and efficiency
 - » supporting future economic growth in the Cheyenne and surrounding area



Preferred Alternative
★
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ENVIRONMENTAL RESOURCE CONSIDERATIONS



I-25/I-80
Interchange Project

Legend

-  Project Area
-  Railroads

N



not to scale



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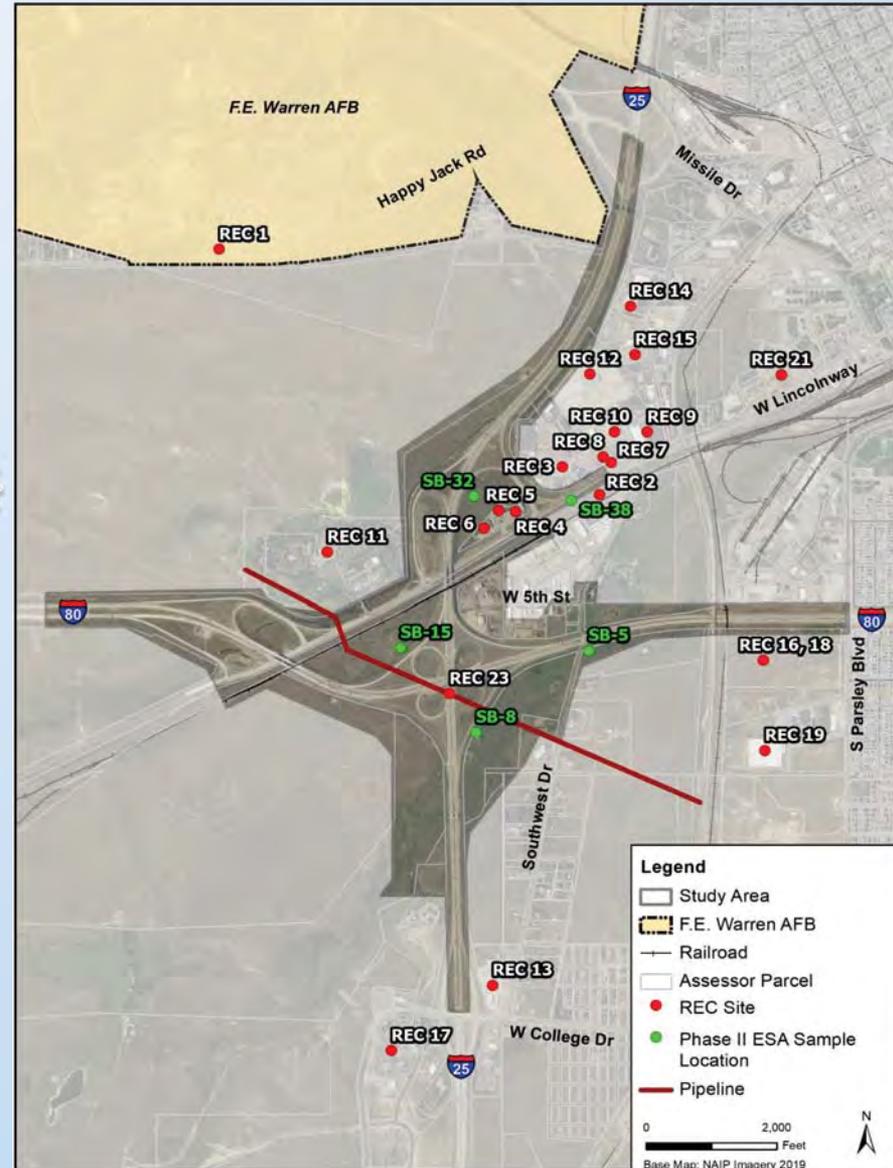


I-25/I-80
Interchange Project

HAZARDOUS MATERIALS

The project team analyzed the project area for hazardous materials that could impact the project.

- Of the 23 sites identified in the analysis, no sites were found to have a high potential to impact the project.
- During the geotechnical investigation drilling, soils potentially contaminated with petroleum were noted in the NE project quadrant, however, additional borings in the same areas did not reveal the presence of any environmental contamination.
- Additional hazardous materials investigation has occurred at the early acquisition properties in the northwest corner of the project. No contamination was found.
- The contractor will implement measures during construction in accordance with the state requirements and best practices to limit the potential for a hazardous materials release.
- If contaminated soil or groundwater is encountered during construction it will be properly characterized, treated, and/or disposed in accordance with a materials management plan.



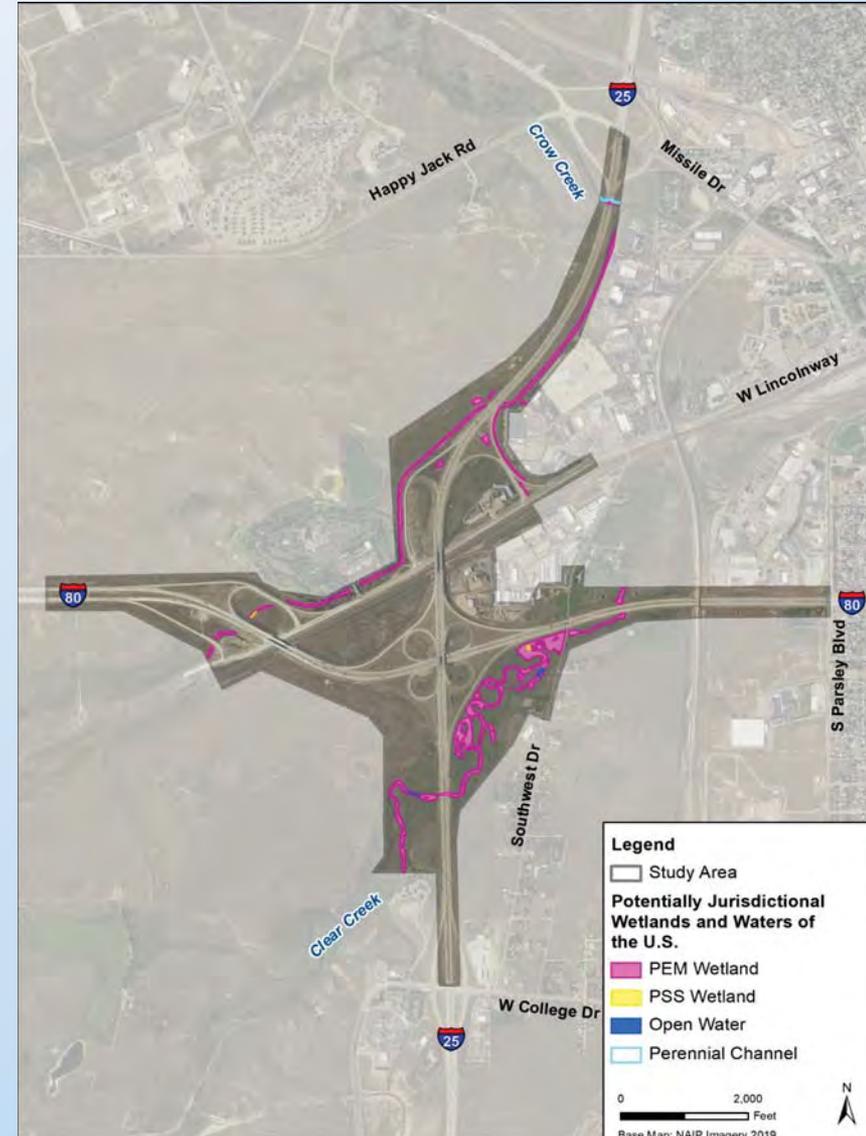
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I-25/I-80 Interchange Project

WETLANDS AND WATERS OF THE U.S.

- Two large wetland complexes were mapped in the project, one along Clear Creek and the other along Crow Creek
- Permanent impacts to wetlands along Clear Creek will be avoided through the construction of a retaining wall
- The project maintains the natural channel bottom where Clear Creek crosses I-25
- Approximately 1.8 acres of permanent impacts to wetlands would occur to construct the project
- Temporarily impacted wetlands would be restored to pre-project conditions
- WYDOT will work closely with USACE to mitigate for wetland impacts and to permit the project through the Clean Water Act



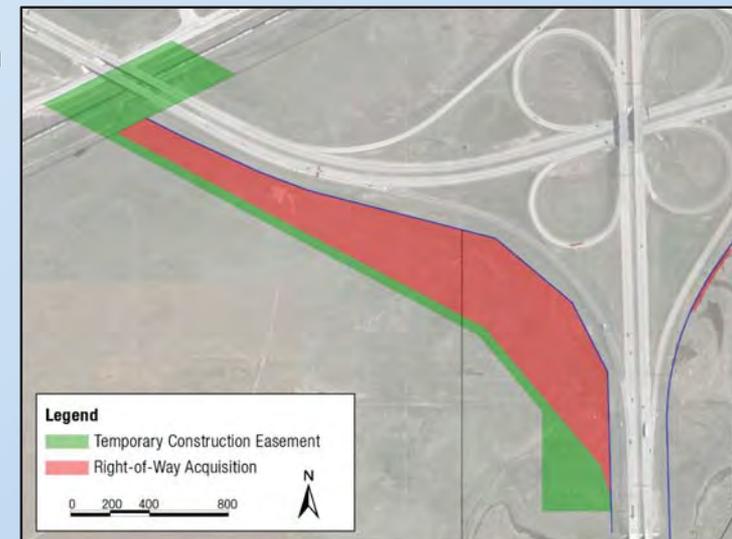
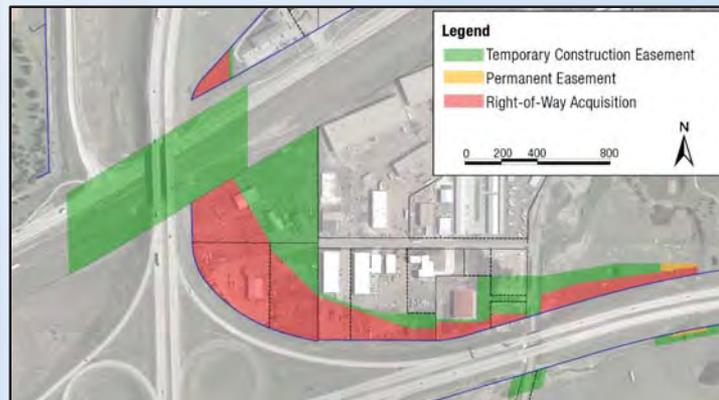
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RIGHT-OF-WAY

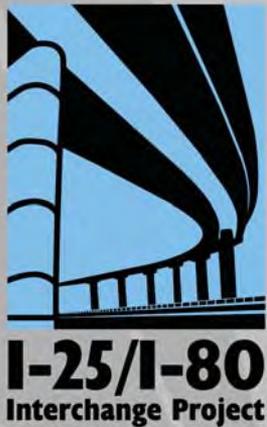
To accommodate the new interchange configuration, the Preferred Alternative would require temporary construction easements, permanent easements, and right-of-way acquisition from properties surrounding the interchange.

- In total, 18 properties would be impacted
- WYDOT completed a separate NEPA clearance for the early acquisition of two properties that were already for sale in the northeast project quadrant
- Several business relocations are required*
- All property acquisition must comply with WYDOT's right-of-way policy and the federal Uniform Act



*early acquisition and business relocations are in progress, cleared under a separate Categorical Exclusion document (WYDOT 20-1 PN I806213)





VISUAL RESOURCES

- The existing visual character is predominantly urban and transportation-focused
- New roadway fills, elevated flyovers, and retaining walls would make the interchanges more visible to viewers in some areas around the interchange and to travelers along I-80, I-25, and Lincolnway
- In some areas, views of the interchange are blocked by landscaping features
- The visual elements (e.g., ramps, signs, pavement, etc.) associated with the Preferred Alternative would be consistent with the type of transportation features currently in place



Looking East toward I-25 from Little America Hotel and Resort



VISUAL RESOURCES



Looking West toward I-25 from Residential Area on Southwest Drive



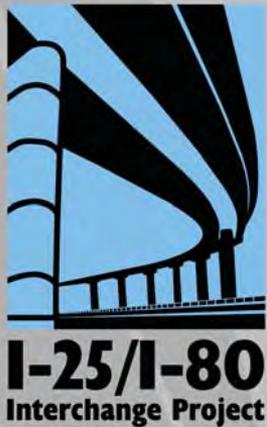
The existing visual setting includes signage, infrastructure, pavement, and other transportation related features



TRANSPORTATION

- The Preferred Alternative reconfigures how vehicles and trucks move through the I-25/I-80 and I-25/Lincolnway interchanges, improving safety and mobility.
- Braided ramps reduce the number of weave points and separate interstate traffic from local traffic.
- Auxiliary lanes throughout the interchanges further reduce weaving.
- Increased curve radius meet modern design standards.
- Increased acceleration and deceleration lengths to perform lane changes.
- New bridge structures accommodate future growth of both I-25 and I-80 to three lanes in each direction. New lighting and intelligent transportation system (ITS) infrastructure.





TRANSPORTATION

- The Preferred Alternative results in minor changes to travel patterns and travel times.
- Slightly longer travel would result from the access changes at Lincolnway. The Build Alternative also would increase travel distance because of the longer ramps that would meet modern design standards. Overall, increases in travel times from the Build Alternative to and from businesses along Lincolnway, from I-25 and I-80, would be less than 2 minutes.



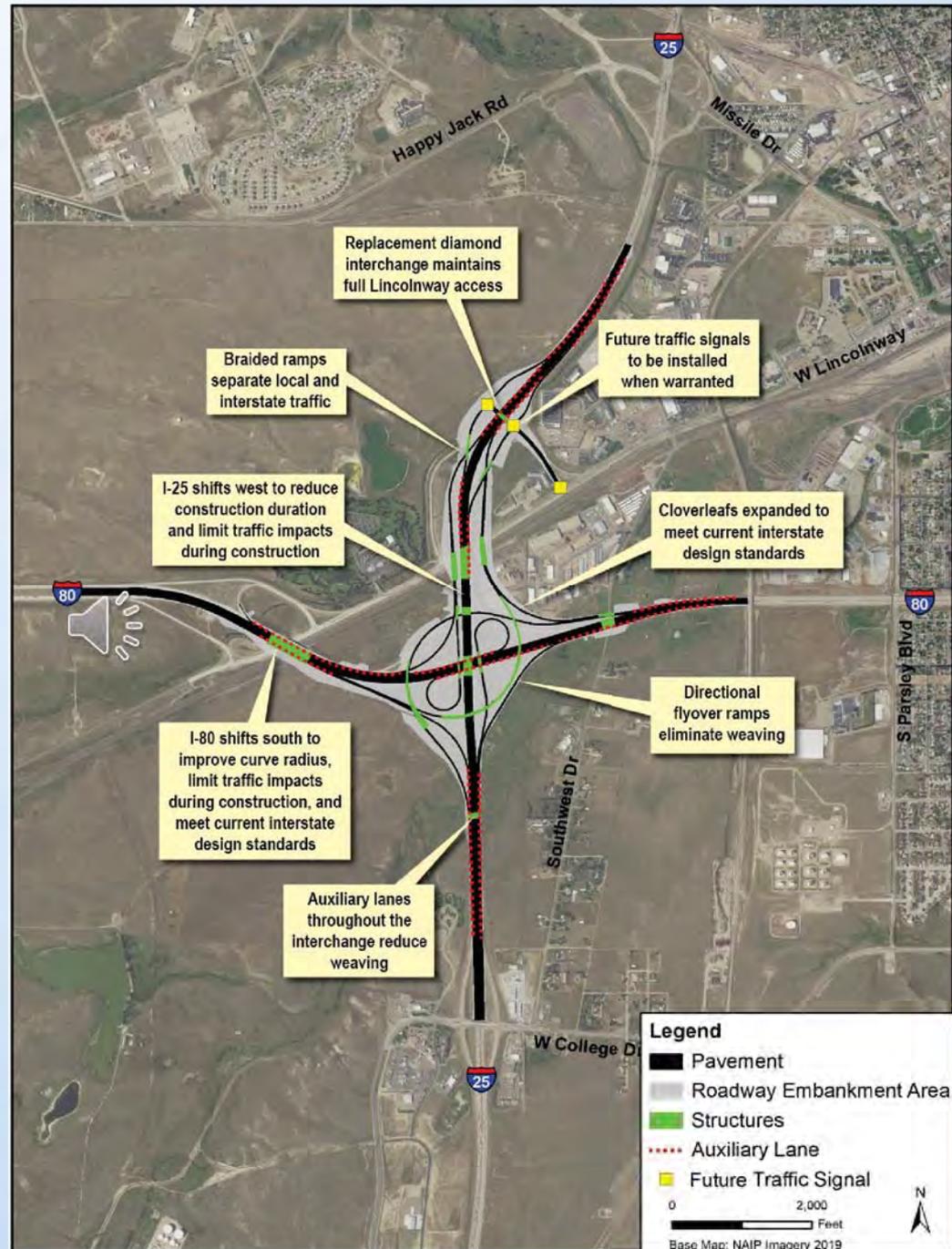
- All the existing direct access movements between I-25 and I-80, and Lincolnway and I-25 are maintained.
- Indirect access from Lincolnway to eastbound I-80 via the I-25/I-80 interchange is eliminated.



PREFERRED ALTERNATIVE



I-25/I-80 Interchange Project



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I-25/I-80 Interchange Project

- The EA evaluated and compared the Preferred Alternative impacts against a No Build Alternative. Although the No Build Alternative would have little to no environmental impact, it fails to address the needs to improve traffic and safety conditions.

PREFERRED ALTERNATIVE IMPACTS*

Resource	Preferred Alternative Impacts
Land Use	<ul style="list-style-type: none"> Meets transportation needs and goals Consistent with local land use goals 32 acres of undeveloped land converted to transportation use
Socio-economics	<ul style="list-style-type: none"> Community facilities benefit from increased community connectivity Short-term roadway congestion during construction, noise and emissions from construction equipment, fugitive dust from earthmoving activities, temporary detours, and out-of-direction travel
Economic Resources	<ul style="list-style-type: none"> Minor traffic patterns changes through the I-25/I-80 and I-25/Lincolnway interchanges
Right-of-Way	<ul style="list-style-type: none"> Temporary construction easements (33.95 acres), permanent easements (0.25 acre), and right-of-way acquisition (32.34 acres) from 18 properties surrounding the interchange
Transportation and Traffic	<ul style="list-style-type: none"> Accommodates forecasted traffic growth Underlying safety needs addressed by reconfigured intersections Minor changes to existing traffic patterns
Air Quality and Climate Change	<ul style="list-style-type: none"> Reduced air pollutants.
Noise	<ul style="list-style-type: none"> No substantial noise increase of 15 dBA over existing conditions for noise-sensitive receptors
Water Resources and Water Quality	<ul style="list-style-type: none"> Net increase of 14.9 acres of impervious surface Two new water quality ponds Existing culverts replaced and/or extended to match new roadway template Approximately 1,100 feet of the unnamed tributary to Crow Creek realigned approximately 200 feet northwest No long-term impacts to water quality
Wetlands and Waters of the U.S.	<ul style="list-style-type: none"> Estimated 5.75 acres of permanent impacts to wetlands or other waters Estimated 3.77 acres of temporary impacts during construction

* No impacts or adverse effects would occur to the following resources: threatened and endangered species, cultural or prehistoric resources, or farmland and grazing land.





PREFERRED ALTERNATIVE IMPACTS*

Resource	Preferred Alternative Impacts
Floodplain	<ul style="list-style-type: none"> Minor floodplain encroachment at Clear Creek floodplain crossing (MP 8.4), but no rise to base flood elevation. No negative impacts to floodplains or floodways
Vegetation and Noxious Weeds	<ul style="list-style-type: none"> Conversion of previously disturbed and naturally vegetated areas to pavement or other permanent features Potential establishment of noxious and invasive species due to land disturbance, potentially resulting in loss or degradation of native vegetation and landscapes
Wildlife and Fisheries	<ul style="list-style-type: none"> Minor impacts to wildlife habitat because of previously disturbed vegetated landscapes Short-term construction impacts from removing vegetation and topsoil to construct roads, slopes, and bridges Potential disturbance or displacement-related impacts on nesting or migrating birds if construction occurs during breeding or migration seasons Potential impacts to general wildlife species from construction noise, ground disturbance, and increased human presence, but these species would likely disperse to adjacent available habitats
Soils and Geology	<ul style="list-style-type: none"> No adverse impact from soil excavation and importation to remaining soils or underlying geology Impacts to project design, cost, and construction because of certain soil characteristics
Visual Resources	<ul style="list-style-type: none"> Substantial visual changes primarily from placing fill and increasing the height of existing elements, and construction of new wind walls Short-term impacts from views of heavy work equipment, building materials, demolition activities, and material staging areas during construction
Hazardous Materials	<ul style="list-style-type: none"> Little to no impact to 11 sites, possible future impact to 12 sites based on historical activities and proximity to the proposed project
Parks and Recreation Resources	<ul style="list-style-type: none"> Temporary closure of the Lincolnway sidewalk during construction
Utilities	<ul style="list-style-type: none"> Utility conflicts with new roadway elements within existing and new right-of-way; individual utility impacts determined with further design
Cumulative Impacts	<ul style="list-style-type: none"> Potential permanent impacts to jurisdictional and isolated wetlands; no adverse cumulative impacts to wetlands with past and present mitigation

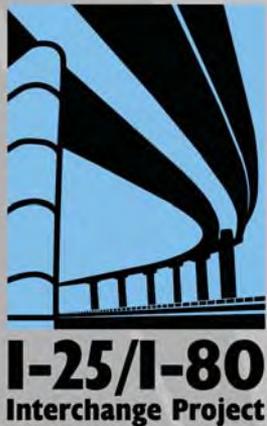
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PHASING

Benefits of phased project construction:

- 1. Maximizing available funding:** full project funding is not required to begin construction and improve the traffic operations of both interchanges. Project costs can be spread over a longer period of time.
- 2. Minimizing traffic impacts:** phasing provides construction sequencing that minimizes the frequency and duration of mainline interstate closures.
- 3. Project sequencing:** the phase order minimizes disruption to higher traffic volume segments and therefore assists to reduce the potential for operational and safety issues during construction.

The Preferred Alternative could be constructed in three (or more) phases, each lasting approximately three years.

Each phase would function independently and provide stand-alone benefits, regardless of subsequent phases.

The construction contractor and WYDOT will work together to create a phasing plan that maximizes improvements while minimizing disruption to existing traffic flow. These figures represent one approach to phasing.





I-25/I-80 Interchange Project

PHASING

Phase A

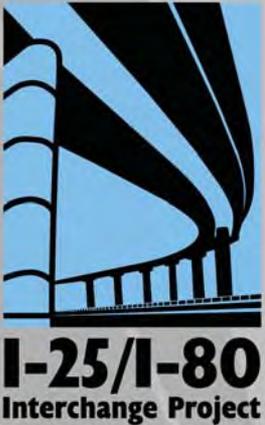


Phase B



Phase C





WE WANT YOUR FEEDBACK

Please submit your comments regarding the proposed project information presented in this Virtual Public Meeting by using any of the methods below between **June 29th** and **July 1st**.



Leave a Voicemail

(307) 316-4984



Email Us

Andrea.Allen@wyo.gov



Mail-in Comments

Wyoming
Department of
Transportation
Attn: Andrea Allen
5300 Bishop
Boulevard
Cheyenne, Wyoming
82009-3340



Comment Button

Click on the
comment button
in the Virtual
Open House



For general questions about the presentation or the project, please contact WYDOT Project Manager, Andera Allen, at Andrea.Allen@wyo.gov.



I-25/I-80
Interchange Project

THANK YOU FOR ATTENDING THE PUBLIC MEETING

Next Steps:

- Review and consider comments received on the EA
- Prepare NEPA decision document, which concludes the EA process (Summer/Fall 2020) 
- Activities following the completion of NEPA:
 - » Final Design (2024 or earlier)
 - » Continue right-of-way acquisition process
 - » Construction: WYDOT is actively seeking federal funding for construction. Timing for project construction will depend on when WYDOT secures construction funding.



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THANK YOU



Virtual Meeting Presentation Narration Transcript





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Medical care is important. Please contact your medical provider for any other symptoms that are worse or concerning.

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- The intent is to provide the public with the same information and opportunity for discussion and comment as an in-person hearing would have.

With the unique circumstance of the Covid-19 outbreak and our commitment to protecting public health during this national emergency, WYDOT is conducting this virtual public meeting to avoid in person contact. At this time the virtual format will replace the Public Meeting. This presentation will cover the same information WYDOT would have shared during a traditional in-person Public Meeting. However, the comment process will be different. Details on how to comment and submit you questions will be covered later in this presentation. All project information can be found on the WYDOT website at www.I25I80.com.



I-25/I-80
Interchange Project



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PURPOSE OF THIS VIRTUAL PUBLIC MEETING

- Present the I-25/I-80 Interchange Environmental Assessment (EA)
- Present the results of the alternatives evaluation
- Present impacts of the No Build Alternative and Preferred Alternative
- Engage the public and gather comments on the EA
- Comment Period: June 8th - July 7th
- Virtual Public Meeting: June 29th - July 1st
- Present Next Steps

This virtual public meeting has been convened by the Wyoming Department of Transportation. It is being held to receive and consider comments from the public regarding the I-25/I-80 Interchange Project. The purpose of this virtual public meeting is to present the Environmental Assessment, discuss the results of the alternatives analysis, relay potential impacts of the No Build Alternative and the Preferred Alternative, engage the public in project discussion, collect comments on the EA for consideration, and finally, to present next steps in the project's development.



I-25/I-80
Interchange Project



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I-25/I-80 INTERCHANGE STUDY BACKGROUND

In 2008, WYDOT completed a study for the I-25/I-80 interchange to identify safety, traffic, and environmental issues.

The study included a robust alternatives evaluation process that ultimately recommended that the existing cloverleaf interchange be replaced with an improved design that will increase safety, accommodate future traffic demands, and support Cheyenne's development.

In 2019, WYDOT initiated an Environmental Assessment under the National Environmental Policy Act. Through the EA process, the project team revisited and validated the Interchange Study recommendations before optimizing the proposed interchange improvements based on updated traffic, land use, and environmental conditions.



Building off the 2008 Interchange Study, in 2019 WYDOT initiated the EA under the National Environmental Policy Act. Through the EA process, WYDOT refined and optimized the interchange improvements.



PROJECT PURPOSE AND NEED

The purpose of the I-25/I-80 Interchange Project is to:

- Improve traffic flow and safety
- Accommodate future traffic needs, particularly heavy truck volumes
- Support local development goals outlined in regional transportation and land use plans

Specific transportation needs include:

- Reduce deficiencies that contribute to crashes
 - » Acceleration and deceleration lengths for highway exits and entrances are inadequate
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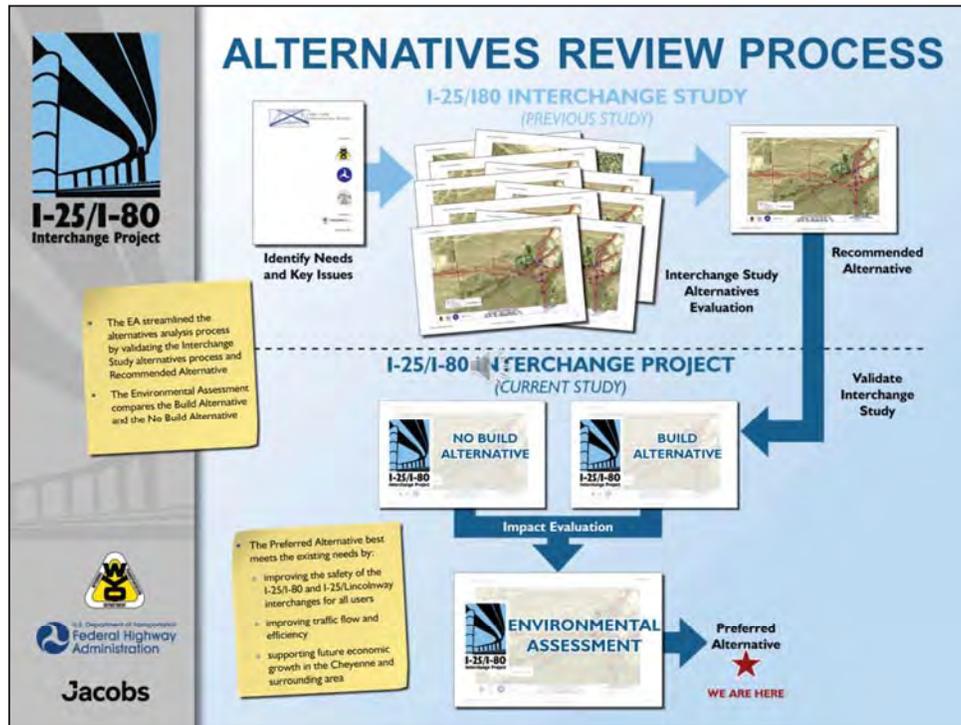

The project's purpose and need is the explanation for why a project should be implemented and represents the foundation that the rest of the project is built on. Replacing the I-25/I-80 and I-25/Lincolnway interchanges is needed to improve traffic flow and safety, to accommodate future traffic volumes, and to support local development into the future.

The I-25/I-80 and I-25/Lincolnway interchanges were designed and constructed in the 1960s and do not meet modern interstate design standards. Sub-standard deceleration and acceleration lengths, tight ramp curves, and short weave areas make navigating the interchanges more difficult. Forty percent of the vehicles travelling through the I-25/I-80 interchange are heavy trucks; ten times the national average. The high volume of heavy trucks can make navigating the interchange more difficult for passenger vehicles.

By 2040, traffic volumes through the interchanges are projected to double. Without interchange improvements, the roadways will become more congested and traffic flow will deteriorate. The new interchanges will ensure the safe and efficient flow of goods and people to and from destinations in Cheyenne and throughout Wyoming.



The Environmental Assessment, or EA, was prepared in accordance with the National Environmental Policy Act, which we'll be referring to as NEPA. This slide presents the process followed in completing this EA. We are currently at the second to last stage, circulating the EA for review. The purpose of this stage is to engage you, the public, and collect your comments for consideration as we move to the last stage, preparing the final decision document.



The alternatives review process for the I-25/I-80 Interchange built off analysis WYDOT completed as part of the 2008 I-25/I-80 Interchange Study. WYDOT validated and incorporated the previous alternatives analysis completed in the 2008 study into the EA. The EA evaluated the potential social and environmental impacts of the Build Alternative and the No Build Alternative, and resulted in the identification of the Preferred Alternative. This Preferred Alternative will be discussed in detail later in this presentation.



This section summarizes impacts to key environmental resources evaluated in the EA document. The study area consists of area required for the new interchanges, including the areas that would be needed for construction.



I-25/I-80
Interchange Project



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HAZARDOUS MATERIALS

The project team analyzed the project area for hazardous materials that could impact the project.

- Of the 23 sites identified in the analysis, no sites were found to have a high potential to impact the project.
- During the geotechnical investigation drilling, soils potentially contaminated with petroleum were noted in the NE project quadrant, however, additional borings in the same areas did not reveal the presence of any environmental contamination.
- Additional hazardous materials investigation has occurred at the early acquisition properties in the northwest corner of the project. No contamination was found.
- The contractor will implement measures during construction in accordance with the state requirements and best practices to limit the potential for a hazardous materials release.
- If contaminated soil or groundwater is encountered during construction it will be properly characterized, treated, and/or disposed in accordance with a materials management plan.



Twenty-three potential hazardous materials sites were identified during the analysis. However, none of the sites were determined to have a high potential to impact the project. During construction, the contractor will implement best management practices to limit the potential for a hazardous materials release.



I-25/I-80
Interchange Project



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WETLANDS AND WATERS OF THE U.S.

- Two large wetland complexes were mapped in the project, one along Clear Creek and the other along Crow Creek
- Permanent impacts to wetlands along Clear Creek will be avoided through the construction of a retaining wall
- The project maintains the natural channel bottom where Clear Creek crosses I-25
- Approximately 1.8 acres of permanent impacts to wetlands would occur to construct the project
- Temporarily impacted wetlands would be restored to pre-project conditions
- WYDOT will work closely with USACE to mitigate for wetland impacts and to permit the project through the Clean Water Act



Legend

- Study Area
- ◻ Potentially Jurisdictional Wetlands and Waters of the U.S.
- ◻ PEM Wetland
- ◻ PSS Wetland
- ◻ Open Water
- ◻ Perennial Channel

Two large wetland complexes were mapped along Clear Creek and Crow Creek. To minimize impacts to wetlands, the project design includes retaining walls to reduce the amount of fill in sensitive wetland areas. WYDOT will continue to coordinate closely with the US Army Corps of Engineers to minimize impacts to wetlands throughout the complete project lifecycle, including final design, permitting, and construction.



I-25/I-80
Interchange Project



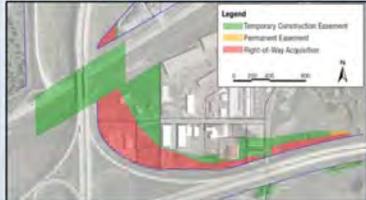
U.S. Department of Transportation
Federal Highway Administration



RIGHT-OF-WAY

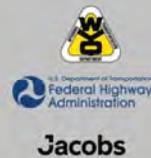
To accommodate the new interchange configuration, the Preferred Alternative would require temporary construction easements, permanent easements, and right-of-way acquisition from properties surrounding the interchange.

- In total, 18 properties would be impacted
- WYDOT completed a separate NEPA clearance for the early acquisition of two properties that were already for sale in the northeast project quadrant
- Several business relocations are required*
- All property acquisition must comply with WYDOT's right-of-way policy and the federal Uniform Act


*early acquisition and business relocations are in progress, cleared under a separate Categorical Exclusion document (WYDOT 20-1 PN 1806213)

To accommodate the new interchange configuration of the Preferred Alternative, temporary construction easements, permanent easements, and right-of-way would be required. In total, 18 properties would be impacted. Several business relocations would be required, and have been initiated through an early acquisition process. All right-of-way acquisitions will comply with WYDOT's right-of-way policy and the Uniform Act.



VISUAL RESOURCES

- The existing visual character is predominantly urban and transportation-focused
- New roadway fills, elevated flyovers, and retaining walls would make the interchanges more visible to viewers in some areas around the interchange and to travelers along I-80, I-25, and Lincolnway
- In some areas, views of the interchange are blocked by landscaping features
- The visual elements (e.g., ramps, signs, pavement, etc.) associated with the Preferred Alternative would be consistent with the type of transportation features currently in place



Looking East toward I-25 from Little America Hotel and Resort

The new interchanges require new roadway fills, elevated flyovers, and retaining walls. As a result, the new interchanges would be slightly more visible to Interstate travelers and viewers from some of the nearby properties. However, even with these additional elements the visual of the Preferred Alternative would largely mimic what exists today.



VISUAL RESOURCES



Looking West toward I-25 from Residential Area on Southwest Drive



The existing visual setting includes signage, infrastructure, pavement, and other transportation related features





TRANSPORTATION

- The Preferred Alternative reconfigures how vehicles and trucks move through the I-25/I-80 and I-25/Lincolnway interchanges, improving safety and mobility.
- Braided ramps reduce the number of weave points and separate interstate traffic from local traffic.
- Auxiliary lanes throughout the interchanges further reduce weaving.
- Increased curve radius meet modern design standards.
- Increased acceleration and deceleration lengths to perform lane changes.
- New bridge structures accommodate future growth of both I-25 and I-80 to three lanes in each direction. New lighting and intelligent transportation system (ITS) infrastructure.




The Preferred Alternative reconfigures how vehicles and trucks move through the I-25/I-80 and I-25/Lincolnway interchanges. With the incorporation of braided ramps, auxiliary lanes, increase curve radius, and an increase to the acceleration and deceleration lanes both safety and mobility of the system will be improved. Looking toward future growth, both the I-25 and I-80 new bridge structures would accommodate three lanes in each direction. New lighting and intelligent transportation system infrastructure included in the project will improve driver communication and awareness, and improve WYDOT's ability to manage the interchanges in harmony with emerging technologies.



I-25/I-80
Interchange Project

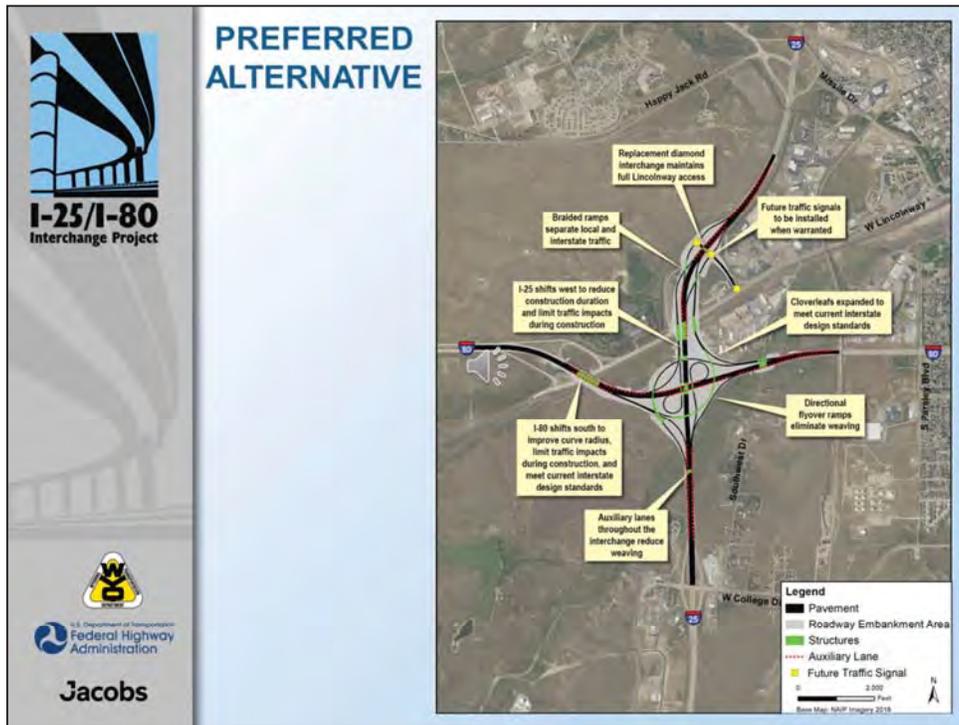


TRANSPORTATION

- The Preferred Alternative results in minor changes to travel patterns and travel times.
- Slightly longer travel would result from the access changes at Lincolnway. The Build Alternative also would increase travel distance because of the longer ramps that would meet modern design standards. Overall, increases in travel times from the Build Alternative to and from businesses along Lincolnway, from I-25 and I-80, would be less than 2 minutes.
- All the existing direct access movements between I-25 and I-80, and Lincolnway and I-25 are maintained.
- Indirect access from Lincolnway to eastbound I-80 via the I-25/I-80 interchange is eliminated.



The new interchange configurations would result in minor changes to travel patterns and travel times. All the existing direct accesses between I-25, I-80, and Lincolnway would remain. However, indirect access to I-80 eastbound via I-25 from Lincolnway would be eliminated. The minor changes in travel patterns and increased travel distance due to longer ramps result in travel time increases of less than 2 minutes.



The Preferred Alternative has been designed to directly address the safety and traffic flow needs identified earlier in this presentation. The key features of the Preferred Alternative include:

- Replacing two of the four tight loop ramps with elevated flyovers to reduce the number of weave points and improve traffic flow
- Increasing the curve radius of the two remaining loop ramps to meet current interstate design standards
- Adding auxiliary lanes throughout the interchange to further reduce the number of weave points
- Constructing braided ramps between the interchanges to separate interstate traffic from local traffic, which improves traffic flow and reduces weaving
- Slightly shifting I-25 and I-80 to improve curve radius, limit impacts to traffic during construction, and reduce the duration of construction



I-25/I-80 Interchange Project

The EA evaluated and compared the Preferred Alternative impacts against a No Build Alternative. Although the No Build Alternative would have little to no environmental impact, it fails to address the needs to improve traffic and safety conditions.




PREFERRED ALTERNATIVE IMPACTS*

Resource	Preferred Alternative Impacts
Land Use	<ul style="list-style-type: none"> Meets transportation needs and goals Consistent with local land use goals 32 acres of undeveloped land converted to transportation use
Socio-economics	<ul style="list-style-type: none"> Community facilities benefit from increased community connectivity Short-term roadway congestion during construction, noise and emissions from construction equipment, fugitive dust from earthmoving activities, temporary detours, and out-of-direction travel
Economic Resources	<ul style="list-style-type: none"> Minor traffic patterns changes through the I-25/I-80 and I-25/Lincolnway interchanges
Right-of-Way	<ul style="list-style-type: none"> Temporary construction easements (33.95 acres), permanent easements (0.25 acre), and right-of-way acquisition (32.34 acres) from 18 properties surrounding the interchange
Transportation and Traffic	<ul style="list-style-type: none"> Accommodates forecasted traffic growth Underlying safety needs addressed by reconfigured intersections Minor changes to existing traffic patterns
Air Quality and Climate Change	<ul style="list-style-type: none"> Reduced air pollutants.
Noise	<ul style="list-style-type: none"> No substantial noise increase of 15 dBA over existing conditions for noise-sensitive receptors
Water Resources and Water Quality	<ul style="list-style-type: none"> Net increase of 14.9 acres of impervious surface Two new water quality ponds Existing culverts replaced and/or extended to match new roadway template Approximately 1,100 feet of the unnamed tributary to Crow Creek realigned approximately 200 feet northwest No long-term impacts to water quality
Wetlands and Waters of the U.S.	<ul style="list-style-type: none"> Estimated 5.75 acres of permanent impacts to wetlands or other waters Estimated 3.77 acres of temporary impacts during construction

* No impacts or adverse effects would occur to the following resources: threatened and endangered species, cultural or prehistoric resources, or farmland and grazing land.

The EA evaluated and compared the Preferred Alternative impacts against a No Build Alternative. Although the No Build Alternative would have little to no environmental impact, it fails to address the needs to improve traffic and safety conditions. The next two slides summarize the social and environmental impacts of the Preferred Alternative.



**I-25/I-80
Interchange Project**

• The EA evaluated and compared the Preferred Alternative impacts against a No Build Alternative. Although the No Build Alternative would have little to no environmental impact, it fails to address the needs to improve traffic and safety conditions.



Jacobs

PREFERRED ALTERNATIVE IMPACTS*

Resource	Preferred Alternative Impacts
Floodplain	<ul style="list-style-type: none"> Minor floodplain encroachment at Clear Creek floodplain crossing (MP 8.4), but no rise to base flood elevation. No negative impacts to floodplains or floodways
Vegetation and Noxious Weeds	<ul style="list-style-type: none"> Conversion of previously disturbed and naturally vegetated areas to pavement or other permanent features Potential establishment of noxious and invasive species due to land disturbance, potentially resulting in loss or degradation of native vegetation and landscapes
Wildlife and Fisheries	<ul style="list-style-type: none"> Minor impacts to wildlife habitat because of previously disturbed vegetated landscapes Short-term construction impacts from removing vegetation and topsoil to construct roads, slopes, and bridges Potential disturbance or displacement-related impacts on nesting or migrating birds if construction occurs during breeding or migration seasons Potential impacts to general wildlife species from construction noise, ground disturbance, and increased human presence, but these species would likely disperse to adjacent available habitats
Soils and Geology	No adverse impact from soil excavation and importation to remaining soils or underlying geology impacts to project design, cost, and construction because of certain soil characteristics
Visual Resources	<ul style="list-style-type: none"> Substantial visual changes primarily from placing fill and increasing the height of existing elements, and construction of new wind walls Short-term impacts from views of heavy work equipment, building materials, demolition activities, and material staging areas during construction
Hazardous Materials	Little to no impact to 11 sites, possible future impact to 12 sites based on historical activities and proximity to the proposed project
Parks and Recreation Resources	<ul style="list-style-type: none"> Temporary closure of the Lincolnway sidewalk during construction
Utilities	Utility conflicts with new roadway elements within existing and new right-of-way; individual utility impacts determined with further design
Cumulative Impacts	Potential permanent impacts to jurisdictional and isolated wetlands; no adverse cumulative impacts to wetlands with past and present mitigation

* No impacts or adverse effects would occur to the following resources: threatened and endangered species, cultural or prehistoric resources, or farmland and grazing land.



PHASING

Benefits of phased project construction:

1. **Maximizing available funding:** full project funding is not required to begin construction and improve the traffic operations of both interchanges. Project costs can be spread over a longer period of time.
2. **Minimizing traffic impacts:** phasing provides construction sequencing that minimizes the frequency and duration of mainline interstate closures.
3. **Project sequencing:** the phase order minimizes disruption to higher traffic volume segments and therefore assists to reduce the potential for operational and safety issues during construction.

The Preferred Alternative could be constructed in three (or more) phases, each lasting approximately three years.

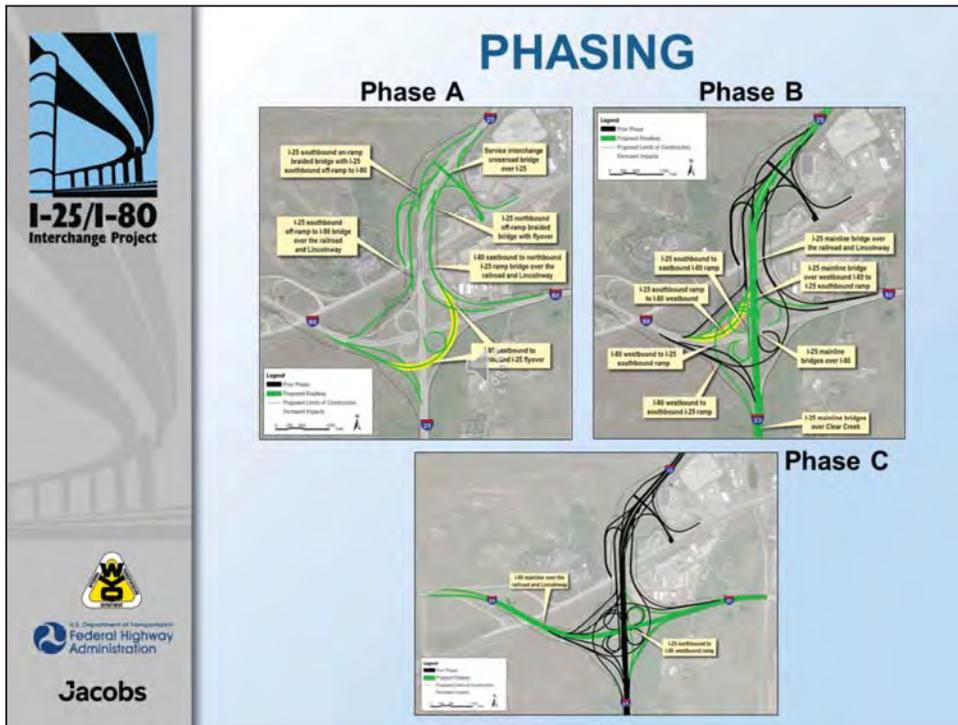
Each phase would function independently and provide stand-alone benefits, regardless of subsequent phases.

The construction contractor and WYDOT will work together to create a phasing plan that maximizes improvements while minimizing disruption to existing traffic flow. These figures represent one approach to phasing.




The Preferred Alternative has been designed to be constructed in phases. Phased project construction provides multiple benefits. First, available funding can be maximized as full project funding is not required for construction to begin and project cost can be spread over a longer period of time. Second, phasing minimizes traffic impacts, decreasing the frequency and duration of mainline interstate closures. And finally, project sequencing reduces the occurrence of operational and safety issues that could arise from prolonged disruption of the transportation system in high volume areas.

The Preferred Alternative is expected to be constructed in at least three phases, each lasting approximately three years. Each phase would function independently and provide stand alone benefits to the transportation system.



As mentioned in the previous slide, the project could be completed in at three phases, although this is subject to change. Please take a moment to review the various improvements each phase could include.



WE WANT YOUR FEEDBACK

Please submit your comments regarding the proposed project information presented in this Virtual Public Meeting by using any of the methods below between **June 29th** and **July 1st**.

 Leave a Voicemail (307) 316-4984	 Email Us Andrea.Allen@wyo.gov	 Mail-in Comments Wyoming Department of Transportation Attn: Andrea Allen 5300 Bishop Boulevard Cheyenne, Wyoming 82009-3340	 Comment Button Click on the comment button in the Virtual Open House
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For general questions about the presentation or the project, please contact WYDOT Project Manager, Andera Allen, at Andrea.Allen@wyo.gov.




Following this virtual public meeting, WYDOT will proceed into the final stage of the environmental clearance process and begin preparation of the decision document. Your statements and comments will be addressed in the decision document and will be given full consideration in the decision to move the project into the final design, permitting, and construction phases. Comments can be submitted in a number of ways:

You can leave a verbal comment via voicemail by calling (307) 316-4984, submit a written comment via email to Andrea.Allen@wyo.gov or submit a written comment via mail to the Wyoming Department of Transportation, Attention Andrea Allen, 5300 Bishop Boulevard, Cheyenne Wyoming, 82009-3340. You can also submit your comment by attending the virtual open house and clicking on the comment button, filling out the form, and clicking the submit button.

All comments must be received or post marked by July 7th of this year, to be part of the official public meeting record. Thank you for your participation in the I-25/I-80 Project virtual public meeting.



I-25/I-80
Interchange Project



U.S. Department of Transportation
Federal Highway Administration



Jacobs

THANK YOU FOR ATTENDING THE PUBLIC MEETING

Next Steps:

- Review and consider comments received on the EA
- Prepare NEPA decision document, which concludes the EA process (Summer/Fall 2020)
- Activities following the completion of NEPA:
 - » Final Design (2024 or earlier)
 - » Continue right-of-way acquisition process
 - » Construction: WYDOT is actively seeking federal funding for construction. Timing for project construction will depend on when WYDOT secures construction funding.

THANK YOU

Following this public meeting and comment period, WYDOT will be reviewing all comments and taking them into consideration as we prepare the NEPA decision document, which will conclude the NEPA process. Following the completion of the NEPA process, the following activities will occur:

- Final design will be developed.
- The right-of-way acquisition process will continue

And finally, the project would be constructed. WYDOT is currently seeking federal funding to complete the interchange project, but the timing for construction has not yet been determined as funding first needs to be secured.

Once again we'd like to thank you for attending the virtual public meeting. And please, don't forget to submit your comments should you have any.

Thank you.



Welcome to WYDOT's I-25/I-80 Interchange Project Virtual Public Meeting. We're excited to have you attend. In addition to watching this presentation, please remember to sign in, if you haven't already, and leave us any comments you might have regarding the project.



Appendix E Public and Agency Comments on the Environmental Assessment



Virtual Public Meeting Comments

Public Comment Form

The public comment period, June 8th through July 7th, is your opportunity to review information presented in the May 2020 Environmental Assessment (EA) prepared for the project and to provide your comments on the EA or your thoughts in order to help us more thoroughly understand what is important to the community so that we can better address these points as we move forward. Please enter your email address and submit any comments you may have below.

Email address *

mikewjacob@gmail.com

General Comment(s): *

One traffic issue I see that I feel needs addressed is for heavy/slow moving vehicles coming off of I25 NB to I80WB will still have to slow down to less than 30 mph to navigate that cloverleaf and then make the climb over the bridge for the railroad tracks. It's not unusual to see semis still traveling less than 50 mph at the highest point of the railroad bridge in good weather. I feel a flyover or raising the I25 overpasses even more to allow this traffic to flow under 25, but over I 80 and merge at a safer angle. Especially if Walmart semi traffic continues or expands for the business park in the future.

Did you find the virtual format beneficial?

Yes

Any suggestions to improve the virtual format?

No

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Public Comment Form

The public comment period, June 8th through July 7th, is your opportunity to review information presented in the May 2020 Environmental Assessment (EA) prepared for the project and to provide your comments on the EA or your thoughts in order to help us more thoroughly understand what is important to the community so that we can better address these points as we move forward. Please enter your email address and submit any comments you may have below.

Email address *

michael.humphrey.cole@gmail.com

General Comment(s): *

Please remove the two proposed cloverleaf on-ramps. Especially the I25 NB to I80 WB. Such a potential hazard mixing slow moving on ramp traffic and I80 traffic. Flyovers for all ramps (similar to E470 and I25 interchange near Broomfield) are preferred.

Did you find the virtual format beneficial?

Any suggestions to improve the virtual format?

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Google Forms

Public Comment Form

The public comment period, June 8th through July 7th, is your opportunity to review information presented in the May 2020 Environmental Assessment (EA) prepared for the project and to provide your comments on the EA or your thoughts in order to help us more thoroughly understand what is important to the community so that we can better address these points as we move forward. Please enter your email address and submit any comments you may have below.

Email address *

japtrs@hotmail.com

General Comment(s): *

I am in favor of the project. It looks very promising and safe. This is Good for Cheyenne and Wyoming as a whole. Great JOB.

Did you find the virtual format beneficial?

Yes

Any suggestions to improve the virtual format?

None.

This content is neither created nor endorsed by Google.

Google Forms



Live Comment Event Comments

I-25/I-80 Interchange Project
Live Comment Event
June 30th, 2020
4:30pm – 6:00pm
Instant Message Documentation

Wendy Lowe: I live immediately off of the Randall Pershing exit. It is very difficult to take the exit ramp from I 80 West Bound to I 25 north bound, the exit and on ramps are the same. It is also very difficult take the exit off of I 25 south to I 80 westbound. It is difficult during the day and very very dangerous at night or in the snow or rain. I am hopeful that this redesign will resolve those danger points.

Wendy Lowe: thank you, I had not seen the presentation. It seems to improve these flows.

Keren Meister-Emerich: About how long will construction take and how will traffic be routed during the construction?

AALLEN1: At this stage, we are estimating three phases that would take approximately 3 years each. Our plan at this point is to move the alignment of I-25 west to allow construction of the new design while maintain current traffic flow.

AALLEN1: Move not more, typo

Keren Meister-Emerich: thanks

Keren Meister-Emerich: This looks great!



Agency Responses



WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006

Phone: (307) 777-4600 Fax: (307) 777-4699

wgfd.wyo.gov

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RICHARD LADWIG
DAVID RAEI
MIKE SCHMID

July 8, 2020

WER 14225.01
Jacobs Engineering Group Inc.
Environmental Assessment for the
I-25/I-80 Interchange Project
Laramie County

Jim O. Clarke, AICP
Senior Project Manager
Environmental Sciences and Planning
Jacobs Engineering Group Inc.
9191 South Jamaica Street
Englewood, CO 80112
Jim.clarke@jacobs.com

Dear Mr. Clarke,

The staff of the Wyoming Game and Fish Department (Department) has reviewed the Environmental Assessment (EA) for the I-25/I-80 Interchange Project located in Laramie County. The EA accounts for the Department's recommendations regarding pronghorn crucial range, as provided in our scoping letter, dated May 15, 2019. We have no additional concerns pertaining to this EA.

Thank you for the opportunity to comment. If you have any questions or concerns please contact Matt Fry, Habitat Protection Biologist, at 307-777-4510.

Sincerely,

Amanda Losch
Habitat Protection Supervisor

AL/mf/ct

Jim O. Clarke
July 8, 2020
Page 2 of 2 - WER 14225.01

cc: U.S. Fish and Wildlife Service
Chris Wichmann, Wyoming Department of Agriculture