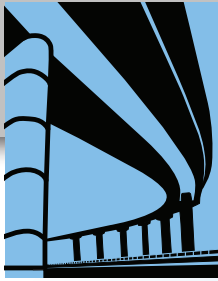




Laramie County Fair Materials



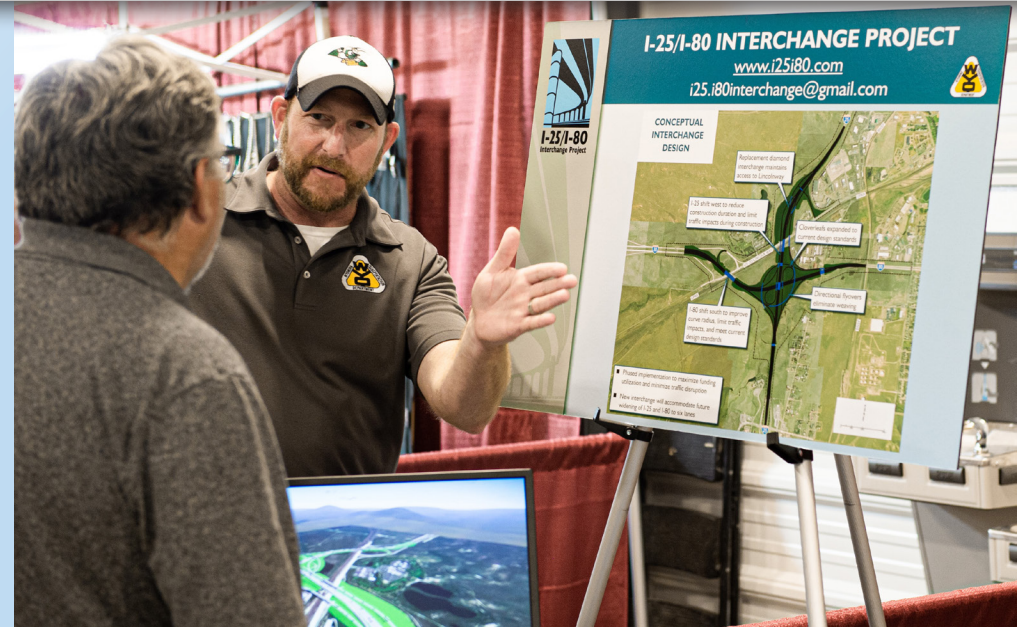
I-25/I-80 Interchange Project

LARAMIE COUNTY FAIR INFORMATIONAL BOOTH

3967 Archer Pkwy, Cheyenne, WY 82009 • August 1st to August 10th

WYDOT understands public meetings can be difficult to attend for many. In response, WYDOT secured a booth at the Laramie County Fair to bring project information to you.

The annual fair hosts approximately 20,000 local and regional attendees over a 10 day period in early August. Our fair booth included a 3D video flyover of the interchange's conceptual design, information brochures, an aerial map identifying key design improvements included in the project, and WYDOT staff. WYDOT was able to discuss the project with hundreds of residents and gather valuable input. Over 120 comments were recorded from the fair. Individuals who provided input included daily commuters, firefighters, regional travelers, commercial truck drivers, school bus drivers, and others.



20,000 local and regional attendees



10 DAYS early August



INFORMATIONAL

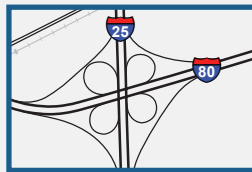


brochures

3D VIDEO FLYOVER



interchange's conceptual design



AERIAL MAP

key design improvements

+120 comments



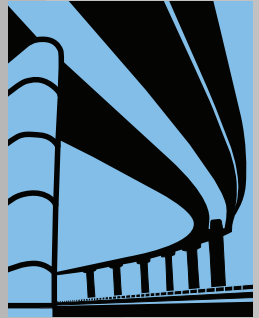
daily commuters, firefighters, regional travelers, commercial truck drivers, school bus drivers, and others

The overwhelming majority of those who visited the booth expressed support for the project. Of the input gathered and recorded at the fair, several themes were identified:

- General support and recognition of the need for this project.
- Some travelers avoid the I-25/I-80 interchange because of safety concerns.
- When will the project be constructed?
- How long will construction take?
- What is the project cost?
- Who is paying for the project?

In addition, many individuals supported their comments with personal accounts of accidents and close-calls at the interchange. Additional project information and the answers to all these questions can be found on the project's website and FAQ page.





I-25/I-80 Interchange Project

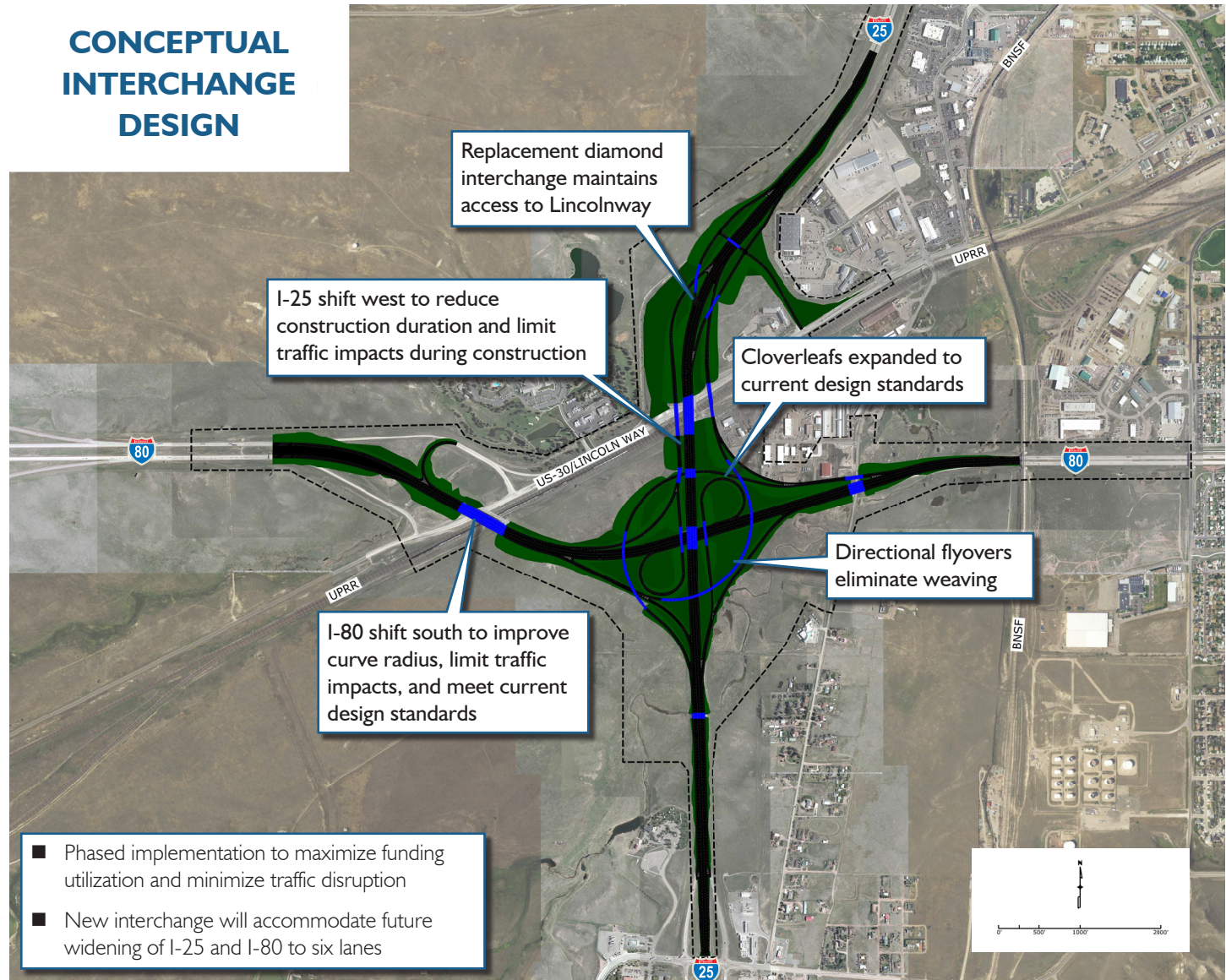
I-25/I-80 INTERCHANGE PROJECT

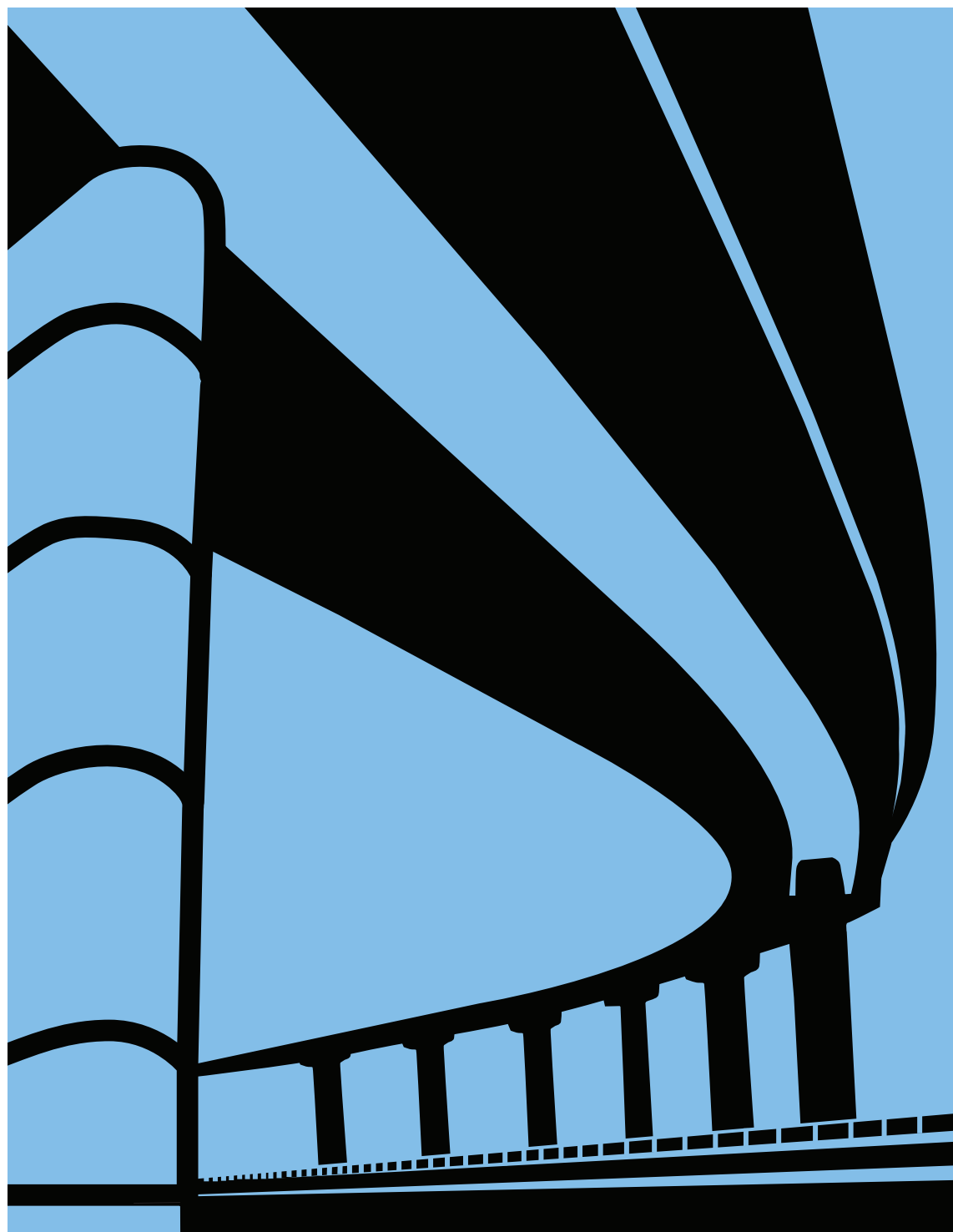
www.i25i80.com

i25.i80interchange@gmail.com



CONCEPTUAL INTERCHANGE DESIGN



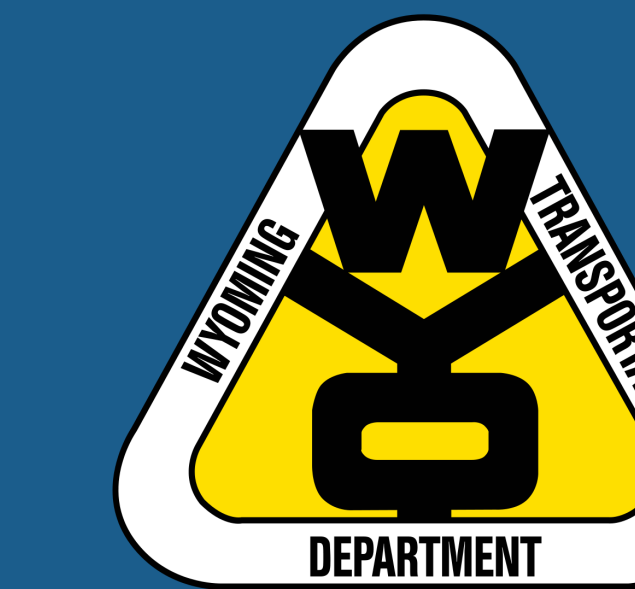


I-25/I-80
Interchange Project

I-25/I-80 INTERCHANGE PROJECT

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Project Background

WYDOT completed a study in 2008 that evaluated transportation needs for the I-25/I-80 interchange and the most effective way to address those needs. The study included a robust alternatives screening 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.

The alternatives evaluation conducted in the 2008 interchange study is being revisited as part of the National Environmental Policy Act (NEPA) Environmental Assessment process, currently underway for the interchange replacement. (For more information about NEPA, visit www.epa.gov/compliance/hepa). The project design team is also evaluating ways to optimize interchange improvements while minimizing disruption to environmental resources and adjacent communities.

Project Description

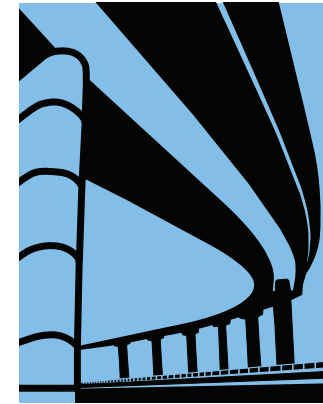
The I-25/I-80 interchange is a transportation focal point that facilitates the movement of people and goods on a local, regional, and national level. With no major improvements made since its construction in the 1960s, the interchange needs to be brought up to current interstate safety and mobility standards.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

Schedule



Preliminary design is anticipated to be completed in January 2020, with timing of final design to be determined based on the identification of construction funds. Environmental clearance under the National Environmental Policy Act, which is required before the project can be constructed, is anticipated to be completed in late 2020.



I-25/I-80 Interchange Project



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Why is the Project Needed?

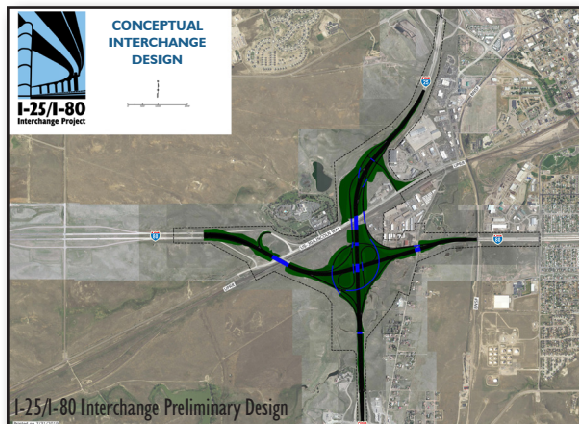
The I-25/I-80 interchange is the largest and most heavily used interchange in Wyoming. It serves local, state, and national travel needs, and is the primary interchange in Wyoming for interstate commerce. As a junction of two interstate highways, the I-25/I-80 interchange serves important national mobility needs, particularly in the cross-country movement of freight.

Originally constructed in the 1960s, the interchange is outdated compared to modern interstate design standards. The tight loop ramp geometry, short acceleration and deceleration lanes, and entering/exiting vehicle weave movements contribute to the occurrence of approximately 70 crashes per year on average, of which approximately 20 percent result in injury. In addition to improving the interchange's traffic flow and safety, the project will also accommodate future traffic needs—particularly for heavy trucks—and support Cheyenne's local development goals.

Funding



The I-25/I-80 interchange replacement is estimated to cost approximately \$110 million. This cost will be refined as design of the interchange progresses. While no construction funding is currently included in the 2019 State Transportation Improvement Program, WYDOT is actively engaged in identifying potential funding sources and partners to construct the project.



FREQUENTLY ASK QUESTIONS

What is the project schedule and process?

Preparation of the Environmental Assessment is currently underway. As part of the Environmental Assessment, WYDOT will continue to collect environmental data, refine the preferred alternative identified in the 2008 feasibility study, and solicit and consider input from members of the public and agencies. The Environmental Assessment will evaluate impacts of the project and identify mitigation measures. After the Environmental Assessment is completed, the Federal Highway Administration will issue a decision document, which concludes the National Environmental Policy Act process for the project, which is anticipated to occur in late 2020. Final design of the preferred alternative is anticipated to be completed in late 2020, depending on funding availability.

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
- Develop preliminary purpose and need

PREPARE EA

WE ARE HERE

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

CIRCULATE EA FOR REVIEW

- 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

What are you doing about the truck rollovers in this area?

The refined preferred alternative will incorporate design components to reduce truck turnovers, including wider interchange loop off-ramps and potential wind reduction measures such as wind walls.

Traffic isn't that bad in this area. Why do we need to replace the interchange now?

Traffic is expected to nearly double throughout the project study area by 2040. Additionally, the interchange is outdated compared to modern interstate design standards. The traffic safety assessment conducted for this area revealed that the interchange experiences more severe crashes than the statewide average. The tight geometry of the loop ramps, short acceleration and deceleration lane lengths, and entering/exiting vehicle weaving movements contribute to frequent side-swipe and fixed-obstacle crashes. The interchange also currently exhibits some unique safety issues, such as vehicle blow-overs caused by high winds. Under heavier traffic conditions, crashes are likely to increase if no safety design improvements are made.

Will this the project affect local business?

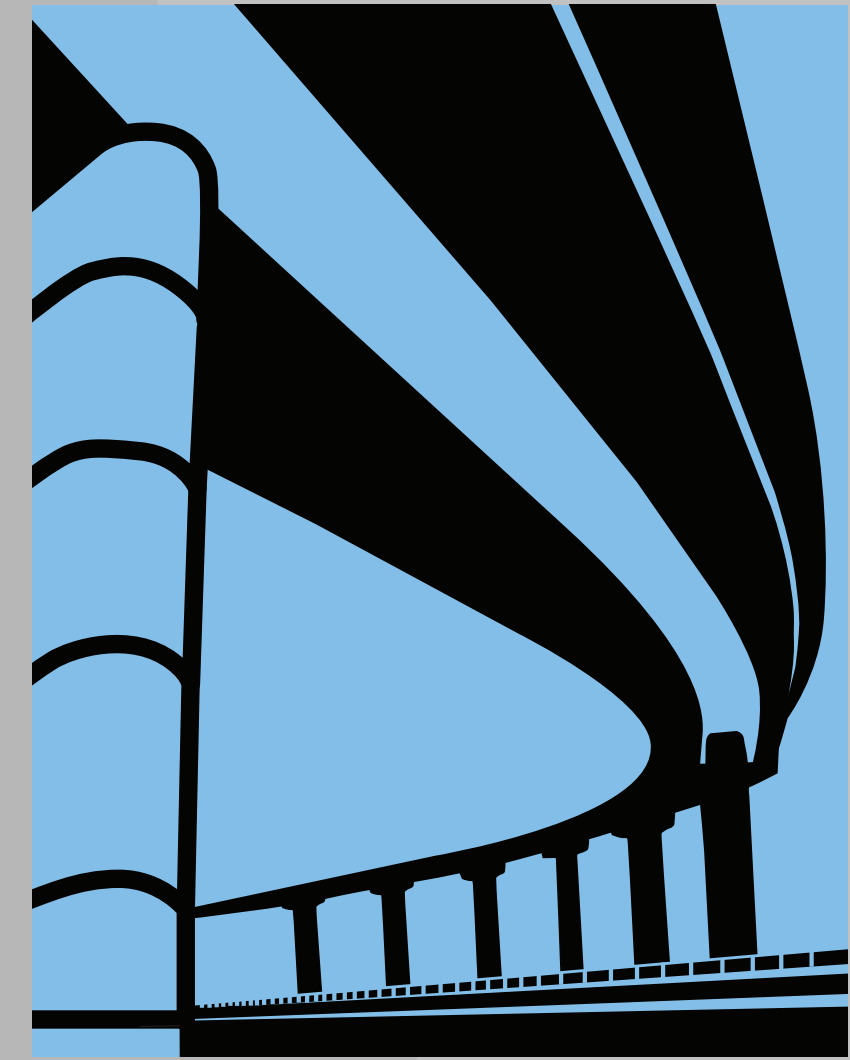
The project may alter some business access. Project construction may temporarily affect traffic patterns. WYDOT will closely consider and minimize disruption to adjacent property owners and business operators. WYDOT is actively working with those businesses to understand their needs and concerns related to the interchange. For situations where property acquisition is unavoidable, WYDOT must comply with the policies and provisions set forth in the Uniform Act.

What agencies are involved with the project?

WYDOT is working with local, state, and federal agencies as part of the NEPA process to identify and design a replacement interchange that best meets current and future transportation needs while minimizing environmental impacts. The Federal Highway Administration (FHWA) is the lead federal agency on the project.

Will the members of the public have opportunities to provide input and participate in the process?

Yes, public input is encouraged throughout all phases of the project. This includes attending public meetings, reviewing information through the interactive project-dedicated website (<http://www.i25i80.com>), and attending local events featuring the project. Comments can be provided at these public events and anytime through the project's website: <http://www.i25i80.com>. Public meetings and local events will be announced through the project website, email updates, and local media.



I-25/I-80 Interchange Project

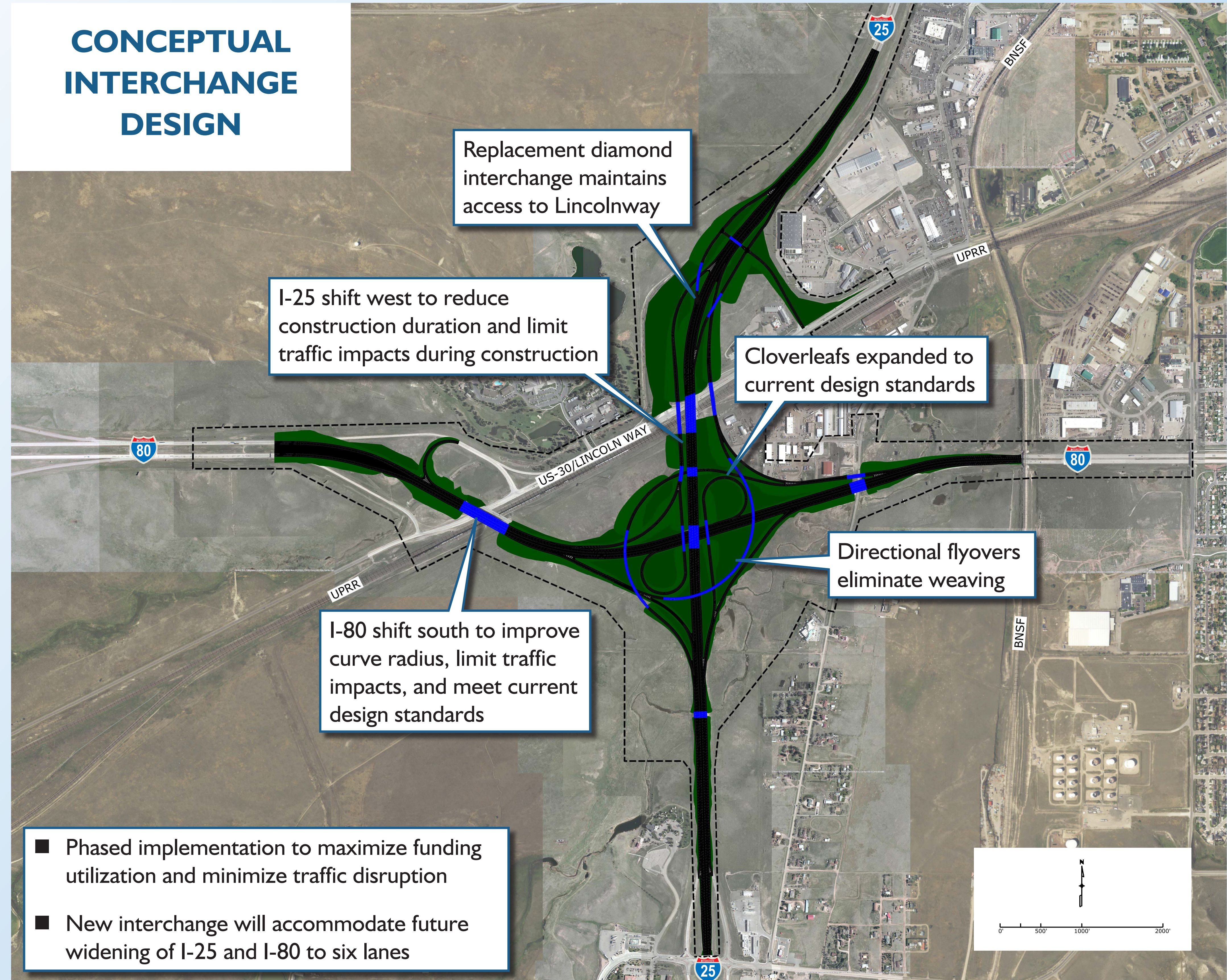
I-25/I-80 INTERCHANGE PROJECT

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CONCEPTUAL INTERCHANGE DESIGN



| Comment I.D. | Comment |
|--------------|--|
| 1 | Anything is better than what is there now. |
| | What construction are you all doing now? But if it's the I-80/I-25 interchange then I'm all for the construction. I hate construction but I hate that interchange even more. |
| 2 | It's about time! |
| 3 | You're getting rid of cloverleaf, great! |
| 4 | The light when at the end of College Drive makes me feel safer. |
| 5 | Merging onto I-25 while people on trying to get off of I-25 – feels like I'm going to get killed every time. |
| 6 | It's a devils Trap. |
| 7 | It's a death trap. |
| 8 | It's about 20 years overdue. It just too tight, the trucks have a hard time and it slows everything down. Hopefully it works out for frontier days. I'm just excited it's happening. |
| 9 | Putting that interchange in was no smart 50 years ago. |
| 10 | What are going to doing about the loops in the winter? I had a friend slide off the road in the winter going into I-25 too fast. |
| 11 | Good Job! It should improve traffic. We need to get rid of the trucks. |
| 12 | I hate those cloverleafs because they bad for me driving a school bus. |
| 13 | How are they going to handle the perseveration and maintenance in the mean time? |
| 14 | It's horrible anyway you look at. You can't see anything when you are getting off I-80 to go I-25 South. |
| 15 | I drove a truck for years and this was my biggest headache every day. |
| 16 | It's a long overdue project. |
| 17 | What about the shoulders on the ramps – if a truck breaks down what happen? Coming from east bound I-80 to I-25 is a death trap. |
| 18 | People don't know how to drive this area. |
| 19 | I avoid this interchange all together. I don't want to deal with it. |
| 20 | It's a disaster. I haul trailers and it's a tough movement coming from the north or the south. Was this thing designed in the 1950's because it looks like it. |
| 21 | My husband drives that nightmare every day. Trying get on and off the interstate is just so dangerous. My husband has been run off the road here due to the dangerous merging. |
| 22 | I hate this interchange, I avoid it. This is long overdue. |
| 23 | It's horrible, especially the I-80 west bound to I-25 southbound movement. |
| 24 | When will this go to construction and how long will it take? |
| 25 | What about the park-n-ride for frontier days? How are you going to deal with access to that? |
| 26 | What kind of traffic will we have for frontier days during construction? |
| 27 | There are so many trucks and they slow things down. |
| 28 | It tough getting on and off I-25! |
| 29 | Will the ramps be wide enough to accommodate snow plows in the winter? |
| 30 | This is a need because traffic to and from Denver is increasing. |

| | |
|----|---|
| 31 | Fort Collins and Cheyenne will eventually become one place. |
| 32 | The ice on the curves are a real issue especially up towards little bear. I see near misses here all the time. |
| 33 | I was hit here by a semi-truck. The driver was trying to merge on onto I-80 and bumped me into another semi-truck on my left side. I was in the hospital for 2 weeks. |
| 34 | My friend got into a car accident here coming off I-25, she rear ended someone while she was attempting to merge. |
| 35 | They should have an informational video to show how to use DDI interchange at College Drive. |
| 36 | Please have more directional signs so the driver can understand which lane to drive in on the off-ramp when approaching an intersection. |
| 37 | As a school bus driver for 14 years, Nervous going through this interchange, you never know if everyone is paying as good attention as they need to. |
| 38 | I work at a hospital and hopefully it will help reduce accidents. |
| 39 | It's about time that we upgrade with all the added traffic, especially the truck traffic. The short distance between the on and off-ramps are dangerous. |
| 40 | I can't believe it was built in the 60's, the need is there. |
| 41 | I used to drive a school bus through the interchange and it felt unsafe. I'm glad to see the upgrades are coming. |
| 42 | Flyovers ramps would be great. |
| 43 | Traffic in Cheyenne has increased so much. |
| 44 | The short distances between on and off ramps now is dangerous. |
| 45 | I like it the way it is. No more construction. |
| 46 | The College Drive/I-25 Interchange is dangerous because you must drive on the wrong side of the road. |
| 47 | The interstate system is good here, but I would agree something needs to be done with the on and off-ramps. |
| 48 | Well that looks like a disaster waiting to happen. |
| 49 | It's a dangerous interchange for two major interstates, but this design looks a little scary too. |
| 50 | I drive a semi-truck through the interchange on I-80 daily and I am nervous about the other cars/trucks cutting me off every time. |
| 51 | It's congested and confusing. Are you going to fix the banking on the I-80 westbound to I-25 northbound ramp? |
| 52 | It will definitely improve things. |
| 53 | When could this project be done? No one knows how to drive cloverleaves. |
| 54 | The current intersection is dangerous. This new design looks fluid. We need more projects like this. It's good that they're doing something. |
| 55 | Have you considered bypass routes during construction? |
| 56 | I hope it makes things safer. |
| 57 | It's needed upgrading for a long time. Back then, there may have been an occasional conflict but now it happens all the time. There's too much traffic for a cloverleaf interchange. |
| 58 | It's bad getting on and it's bad getting off the interstate. It's a wreck waiting to happen, especially if you are not a local and you don't know what to expect at this interchange. |

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| 59 | I'm a part of the Chamber of Commerce and I'm concerned about the missile movements anticipated with the missile project and construction of this project. |
| 60 | This will be a great improvement. The existing cloverleaf is not safe |
| 61 | My son is a truck driver and thinks this interchange is unsafe. I also think it's good you are building the new interchange that will accommodate adding a lane to I-80 in the future. |
| 62 | The flyover ramps are a great improvement. |
| 63 | Great project. I hope it gets going soon. |
| 64 | I come from Laramie and I don't go through this interchange because of the cloverleaves. Instead, I go through Cheyenne. |
| 65 | I drive this every day. I'm come from southbound I-25 and go eastbound I-80. The loop is not safe. You can't tell if the trucks will let you on the Interstate. Nobody yields. On several occasions, I've been forced to go to College drive because I couldn't get to the offramp because of the trucks coming onto I-25. |
| 66 | I hope you are able to create the lines in the pavement, so the roadway doesn't freeze. I've driven through many areas of the state where these helps. |
| 67 | When will WYDOT get started on this project? |
| 68 | We need to do this project. |
| 69 | It's maintained with potholes now and we're just using band-aids on to fix them. |
| 70 | We need to educate people how to drive. |
| 71 | The chemicals WYDOT uses to de-ice the bridges ends up in my driveway because they stick to the cars. |
| 72 | This is a really good idea. The cars coming off I-25 and going onto I-80 are really bad in the winter. I live off of Happy Jack Road and I see cars and trucks sliding all over the place. |
| 73 | Southbound on I-25 there is traffic entering that you have to dodge. You either have to slow down and get behind them or speed up and get ahead of them to use the exit. |
| 74 | The commercial trucks do not yield. I've seen trucks pass on the shoulder numerous times. Sometimes it feel like I-80 is already 6 lanes with people using the shoulders like they do. |
| 75 | There needs to be a mechanism to notify eastbound traffic of closure before you get to the eastbound RC gate. |
| 76 | I-80 shifting to south is needed. The I-80 curve is dangerous. Getting rid of the weaving motions is a good thing. |
| 77 | This improvement is needed! |
| 78 | Why are we spending money on new roads/interchanges when there are other existing areas that need to be fixed? |
| 79 | I don't think that this area is too bad compared to other areas. |
| 80 | Three lanes are a really good idea. |
| 81 | This project is needed! |
| 82 | We are excited to see this project planned and think it will be neat when it's done. |
| 83 | When are you starting? |
| 84 | Hurry up and get the money. |
| 85 | I support the project and it should help prevent accidents with merging on and off the interstate. |
| 86 | What will happen to the interchange traffic during construction? |

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| 87 | I have serious anxiety when I'm are trying to get off while others are merging on. |
| 88 | I like it. |
| 89 | I'm from Loveland Colorado and I was curious if we were going to put in round-a-bouts like CO 402 by Johnsons corner. I'm glad there are no round-a-bouts on this project and I'm in favor of it. |
| 90 | There trucks exiting to fast and rolling over. It is an old interchange and has not been improved to meet current demands. I retired from the Wyoming Highway Patrol in 2005. |
| 91 | I travel it all the time and it is super dangerous. We are glad that something is going to happen, and we want it to happen soon. The merging of traffic is very dangerous. |
| 92 | I avoid this intersection because it is dangerous. Are we keeping the elderly in mind, will this design be confusing to them? Roundabouts confuse older people. I'm also concerned about the diverging diamond and what the elderly people think of that. I find it confusing and I have a CDL. |
| 93 | I'm happy something is being done. I always think to myself there has to be something better than what is there as it is unsafe. |
| 94 | I'm anxiously awaiting a solution at this intersection, it is bad. |
| 95 | Cloverleaf intersections are dangerous. I have experience with them here and other states. I always say a prayer going into them hoping there is not going to be an accident. |
| 96 | |
| 97 | The interchange is awful. I hear about how bad it is from my husband every time he goes through there. It needs to be fixed. |
| 98 | I use the intersection a lot and I agree it needs fixed. The merging is a huge concern. |
| 99 | There is definitely a concern with the merging from the cloverleaf. This looks like it should fix it. |
| 100 | Can WYDOT even fund this? |
| 101 | I live on Happy Jack Road and I know that it is a dangerous interchange. I want to know when construction will start. |
| 102 | This interchange needs to be fixed right away. I do not know how many times I have almost been creamed by a tractor trailer or how many times I have almost hit one. How long out until they start this? They spent \$400 million on the capitol and people here are getting hurt and dying. I hope you get the money soon and get this interchange fixed. |
| 103 | I hate this intersection, it is so bad. I will not even take it anymore. |
| 104 | The interchange is very dangerous with the merging. I live in Pine Bluffs and go to Casper all the time. I'm is always worried about merging with the traffic that is exiting while she is getting on. Very supportive of the project. |
| 105 | This would be a nice improvement. But what really needs to happen is have to the central exit worked on. South bound traffic cannot turn east into town, due to the base and WYDOT traffic heading into town. |
| 106 | This will be way smoother than what is there. I almost have gotten killed going on I-80 to north I-25. When will it be completed? It will likely be a mess during construction. |
| 107 | I'm all for the change cause the existing interchange is sucks. |
| 108 | How much will this cost us? Cheyenne streets need to get fixed. |
| 109 | I live at Happy Jack area and I drive this daily. My husband is a truck driver and we are supportive of this project. I'm concerned about traffic during construction. This interchange is rugged and if you are not a good driver it makes the interchange even harder to negotiate. |

| | |
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| 110 | This is cool. That is a tricky interchange. |
| 111 | Several high school Seniors discussed how hard it is to merge sometimes. It's tough to know if they need to speed up or slow down so they can merge safely—it is really difficult. This interchange is scary. |
| 112 | Is this true. Are we doing this? I love the DDI and round-a-bouts. When is this going to happen? I support the project. |
| 113 | This needs to be done. I need to contact state senators and representatives to work on getting a federal grant. |
| 114 | As a Laramie Conservation District representative, I understand the reasoning, that the road needs widened. We just need to be conscientious and of the environment while doing it. |
| 115 | I use the interchange every day for work, and I'm very excited about the fix. It will be nice to merge onto the interstate and not have to deal with anyone trying to get off. It's a cool project. |
| 116 | As a fireman, I think thought the project is an excellent idea. The longer acceleration and deceleration lanes are a great idea. |
| 117 | When can this be built? |
| 118 | Is it going to be like the I-25/Missile Drive intersection? |
| 119 | The interchange is hard to get on and off the way it is now. |
| 120 | I'm a driver's education teacher and one of my students was hit by semi at this interchange. |
| 121 | I tried to get off I-25 to go east and I almost got hit by 4 semi-trucks this morning. |
| 122 | This project is something that needs to get done, 100%. |
| 123 | Something needs to get done at this interchange. |
| 124 | How is the new interchange going to work and how much is it going to cost? |
| 125 | Sometimes it's a little tricky navigating the I-80 West Bound ramp to I-25 North. |
| 126 | Yes, please, please do this project. We drive this with our RV and there just is not enough room for merging. It's even scary in our car. This project is very needed. |
| 127 | We take this interchange every day and there is always a truck trying to get on when I'm trying to get off. Even when you are getting on to I-25, the cars are coming so fast and you have to hurry up and get over or you'll end up getting pushed off onto I-80 east. The slope of the road is also bad from I-80 west bound to I-25 north bound. |