

I-25/I-80 Interchange Project

PUBLIC SCOPING MEETING SUMMARY



May 1, 2019

Project:	I-25/I-80 Interchange
Purpose:	Public Scoping Meeting
Date held:	May 1, 2019
Location:	WYDOT Headquarters – WYDOTU Bldg.
Project Team Attendees: (WYDOT, FHWA)	Andrea Allen, Scott Gamo, Christopher Rehm, Matt Murphy, Tim Morton, Kevin Erickson, Wayne Shenefelt, Kevin Stogdill, Carolyn Moore, Raymond Vigil, Henry Rettinger, Bob Bonds
Consultant Team Attendees (JEC)	Jim Clarke, Grace Merdick, Tez Hawkins, George Woolley, Aaron Swafford, Tim Eversoll,

Date, Time, and Location of Meeting

The public scoping meeting was held May 1, 2019, from 5:00 p.m. to 7:00 pm, at WYDOTU training building (Bldg. 6568) at 5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340.

Purpose of Meeting

The intent of this open house-style meeting is to present the project's purpose and need, history of the 2008 feasibility study and how it will be used for this project, and to obtain public input on any potential transportation, environmental, socioeconomic, or other concerns within the project area.

Meeting Announcements

WYDOT announced the public meeting in the following ways:

- An announcement was placed on the project website (<http://www.i25i80.com/>)
- Mailings to land owners and stakeholders
- A press release was distributed to WYDOT media contacts on April 22, 2019
- A meeting advertisement was ran in the Wyoming Tribune Eagle from Wednesday, April 24, until the day of the meeting.

Meeting Format

The public meeting was held in an open house format from 5:00 p.m. to 7:00 p.m.

Summary

During the open house portion of the public meeting, members of the public viewed information that was displayed around the room. Study team members were available throughout the meeting to discuss the project and answer questions.

Project information displayed around the room included:

- Purpose of Meeting
- Project Purpose and Need
- Project Area
- Interchange Capacity Issues
- Traffic Safety Issues



- Projected Growth and Development 2008 Feasibility Study Alternatives Review Process
- Environmental/NEPA Process
- Environmental Resources
- Land Use/Zoning
- Comment Station

Questionnaires, meant to gather additional information from the public, were provided to attendees to complete and submit at the public meeting or through postage.

Meeting Attendees

There were 17 people who signed in at the public meeting. Attendees included residents and business owners. Sign-in sheets are provided at the end this summary.

Comments Received

A total of 3 comments were submitted either at the public meeting or by May 23, 2019 deadline. Comments received are summarized below and attached to this summary. Responses to comments will be incorporated into the NEPA documentation for the project.

Question	Response
For what type of travel do you mainly use the I-25/I-80 interchange?	<ul style="list-style-type: none"> • Regional Travel
What are your main safety concerns at the I-25/I-80 interchange?	<ul style="list-style-type: none"> • That it be well engineered. As long as there are no shortcuts, it should be safe.
Do you have any future traffic flow or congestion concerns at the I-25/I-80 interchange? Please describe.	<ul style="list-style-type: none"> • Traffic counts and projections are always low. This is the opportunity in a lifetime to avoid a congestion problem in the future. Don cut corners on this project.
Are there specific any sensitive environmental resources in the project study area of which we should be aware? (see Environmental Resources board)	<ul style="list-style-type: none"> • The two reservoirs upstream of the south end of the project are over 100 years old. This crossing should be designed with development in this area in mind
Do you perform any recreation activities in the Project Area or adjacent areas?	<ul style="list-style-type: none"> • No Comments
Are there any other issues or concerns you have that are not addressed in the questions above?	<ul style="list-style-type: none"> • This interchange is the most important in the country. It is the interchange nearest the center of the country. It is the crossroads of the U.S. It should be designed and constructed with this in mind. All the bridges should be designed with excess clearance to avoid wind tunnel effects. Overhead signs should be minimized, and excess clearance be included. • A flyover ramp from north bound I-25 to west bound I-80 for trucks. Enlarging the current loop will not improve. • I prefer option 4.



Next Steps

A design workshop will be held the week of May 6, 2019 to further evaluate and refine the 2008 Feasibility Study Recommended Alternative. A follow-up public meeting will be held once the Preferred Alternative has been identified.



I-25/I-80 Interchange E.A Project : Public Scoping Meeting Sign-in May 1, 2019



Name	Organization	Email or Alternate Contact (phone or address)	Email Updates (Y/N)
John Sherman	JRS Real Estate	John Sherman LLC@gmail.com	
Henry Rettiinger	FHWA	Henry.Rettiinger@dot.gov	YES
Matt Murphy	WYDOT	matthew.murphy@wyo.gov	
Tim Markon	WYDOT	Timothy.Markon@wyo.gov	✓
Kevin Erickson	WYDOT	Kevin.Erickson@wyo.gov	✓
Wayne Steinfelt	WYDOT	WAYNE.STEINFELT@WYO.GOV	✓
Kevin Stogsoll	WYDOT	KEVIN.STOGSOLL@WYO.GOV	
Carolyn Moore	WYDOT	Carolyn.Moore@wyo.gov	
Robert Wilson	Citizen		N
Michael Albert	Citizen	tay307@aol.com	✓
Ray Vigil	WYDOT	raymond.Vigil@wyo.gov	
Don Bisdorf/Chris Bisdorf	WYDOT	don_bisdorf@wyo.gov	
Mark Gillett	WYDOT	mark.gillett@wyo.gov	
Scott Frazier	RIDGE REALTY	scott@ridgeREAL.COM	✓
BRIAN RENTNER	CITIZEN	X	X
Ramsey Scott	Wyo Trib Eagle	Rscott@wyomingnews.com	✓
Glenn Cannon	SELF		
TANARA CONNOR	self	wytlc@aol.com	
Tom M. Odlin	Retired		
Mike Hard	community	mthjunc@hotmail.com	

I-25/I-80 Interchange Project



Public Open House
Wednesday
May 1, 2019
5:00 to 7:00 p.m.
COMMENT FORM

Thank You for attending tonight's I-25/I-80 Interchange Public Open House

Tonight's public meeting is your chance to take part in the planning process for the proposed roadway improvements to the I-25/I-80 interchange in Cheyenne. The information that is gathered from this meeting will be used by the Wyoming Department of Transportation and the Federal Highway Administration to determine issues and concerns to be addressed as this study moves forward.

Please take a few minutes to share your thoughts with us 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.

1). For what type of travel do you mainly use the I-25/I-80 interchange?

- a. Local Travel (in and around Cheyenne)
- b. Regional Travel (Laramie, Ft. Collins, Denver, Casper, Nebraska, Utah)
- c. National travel
- d. Other: _____

2). What are your main safety concerns at the I-25/I-80 interchange?

3). Do you have any future traffic flow or congestion concerns at the I-25/I-80 interchange? Please describe.

4). Are there specific any sensitive environmental resources in the project study area of which we should be aware? (see Environmental Resources board)

5). Do you perform any recreation activities in the Project Area or adjacent areas?

I-25/I-80 Interchange Project



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6). Are there any other issues or concerns you have that are not addressed in the questions above?

A flyover ramp from north bound I-25 to west bound I-80 for trucks & enlarging the current loop will not improve.

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (720) 286-5147; email address is Grace.Merdick@jacobs.com. To mail, simply fold it and affix postage on the reverse side (it is pre-addressed to reach the proper contact). **Thank you for your input.**

Fold here

Fold here

Return Address:

Place
Stamp
Here

Jacobs Engineering
9191 S Jamaica St
Englewood, CO 80112
Attn: Grace Merdick

I-25/I-80 Interchange Project



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I-25/I-80 Interchange Project



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OVER

I-25/I-80 Interchange Project



Public Open House
Wednesday
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5:00 to 7:00 p.m.
COMMENT FORM

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To PREFER OPTION 4

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (720) 286-5147; email address is Grace.Merdick@jacobs.com. To mail, simply fold it and affix postage on the reverse side (it is pre-addressed to reach the proper contact). **Thank you for your input.**

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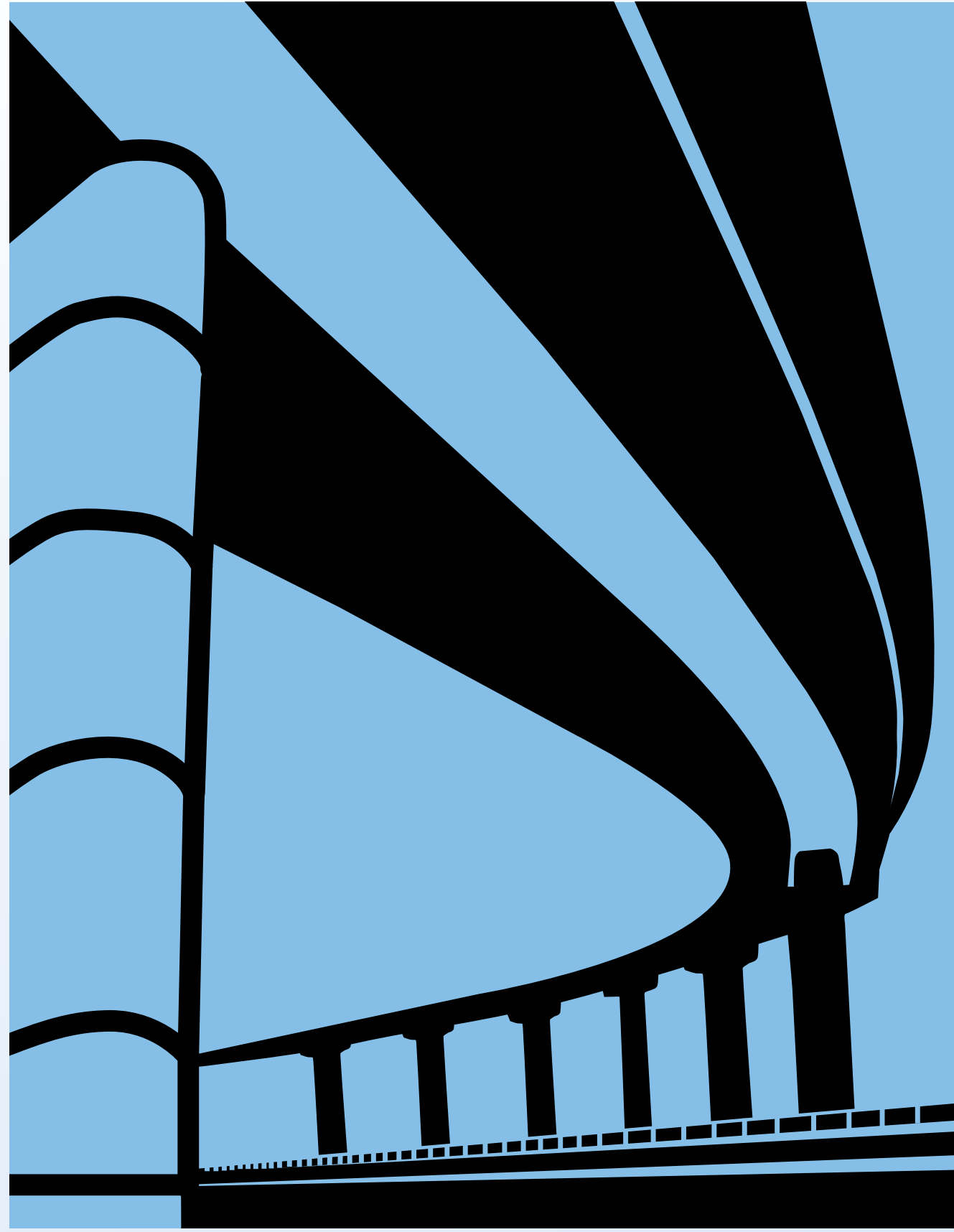
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Place
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**Jacobs Engineering
9191 S Jamaica St
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Attn: Grace Merdick**

Welcome
to the



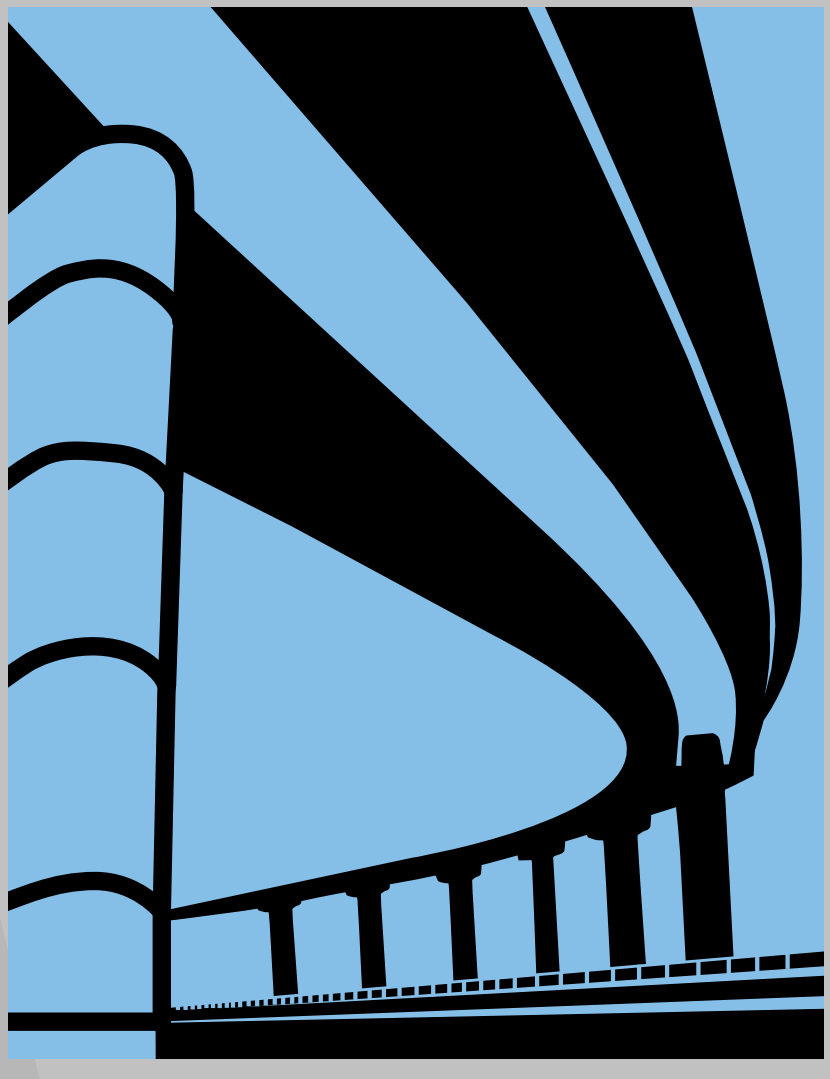
I-25/I-80
Interchange Project

PUBLIC MEETING

May 1, 2019
5:00 p.m. to 7:00 p.m.



JACOBS®



I-25/I-80
Interchange Project

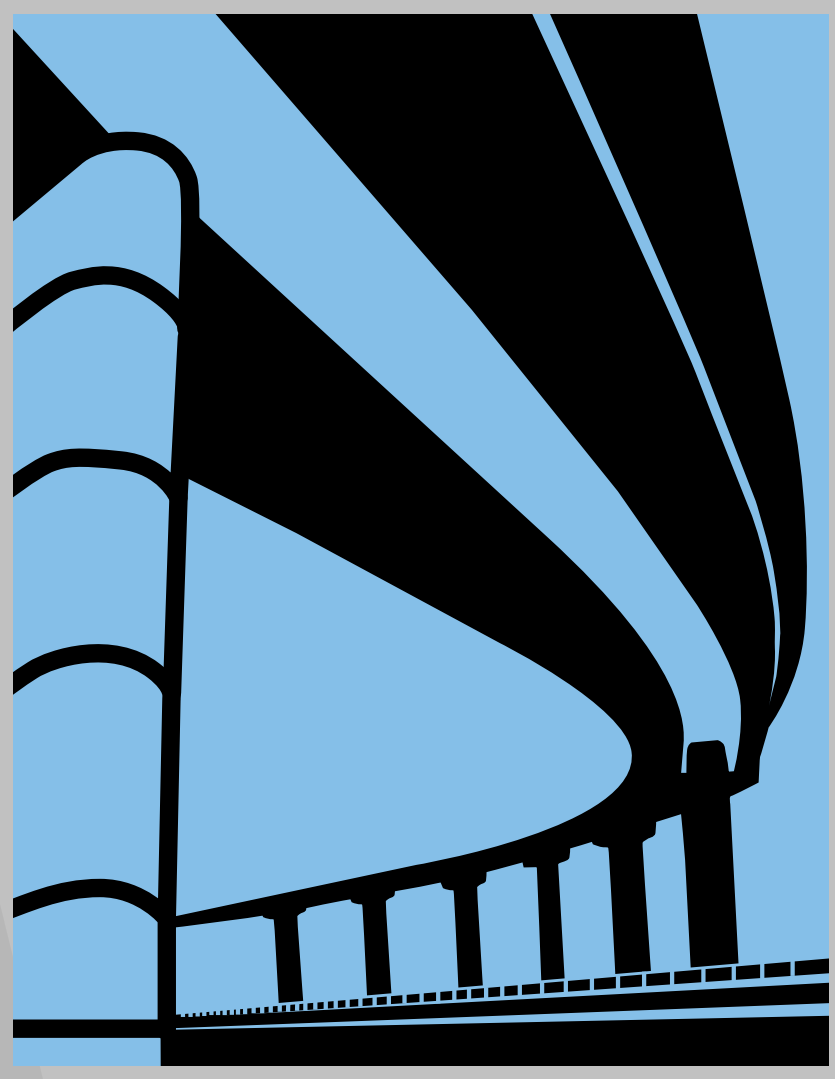
PLEASE SIGN IN

Thank you for coming tonight!

Please sign in and provide your contact information if you want to receive future project updates, including notices of public meetings.



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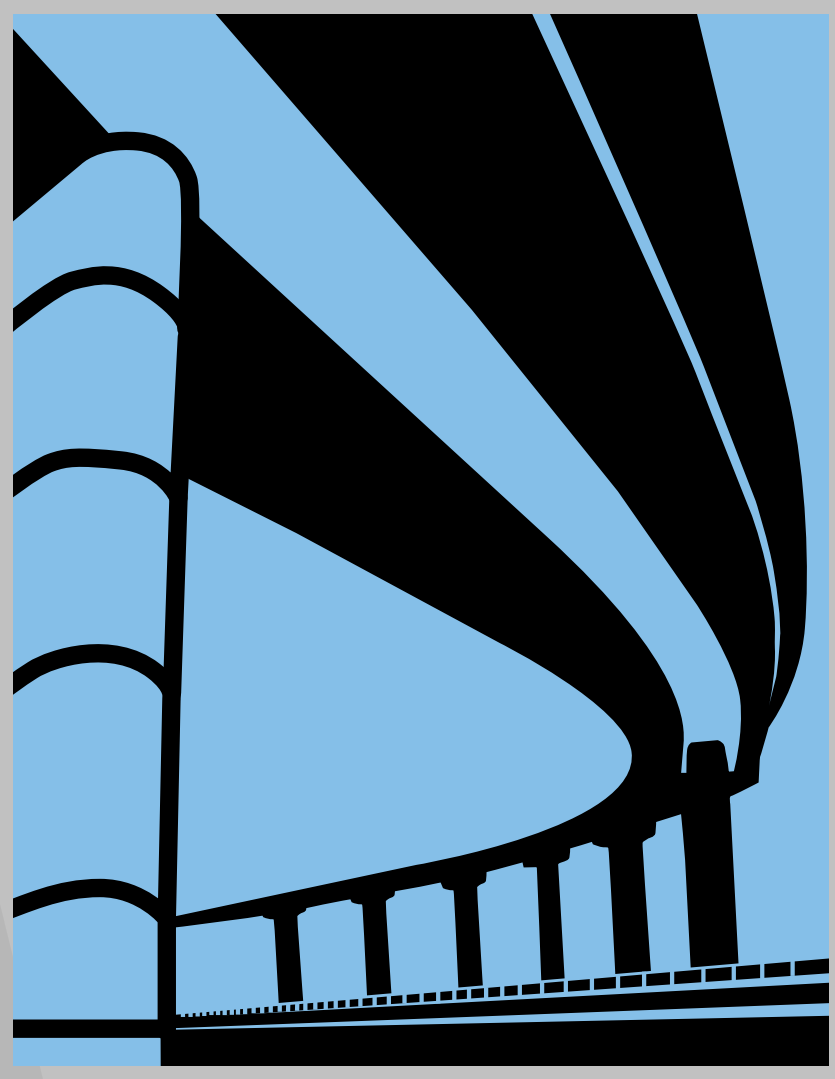
I-25/I-80
Interchange Project

PURPOSE OF MEETING

- Present the Project Purpose and Need
- Present information on the Environmental Assessment process
- Review major findings from the 2008 Interchange Study
- Gather input about issues and environmental concerns to consider in the Environmental Assessment
- Present project schedule and next steps



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I-25/I-80 Interchange Project

PROJECT PURPOSE AND NEED

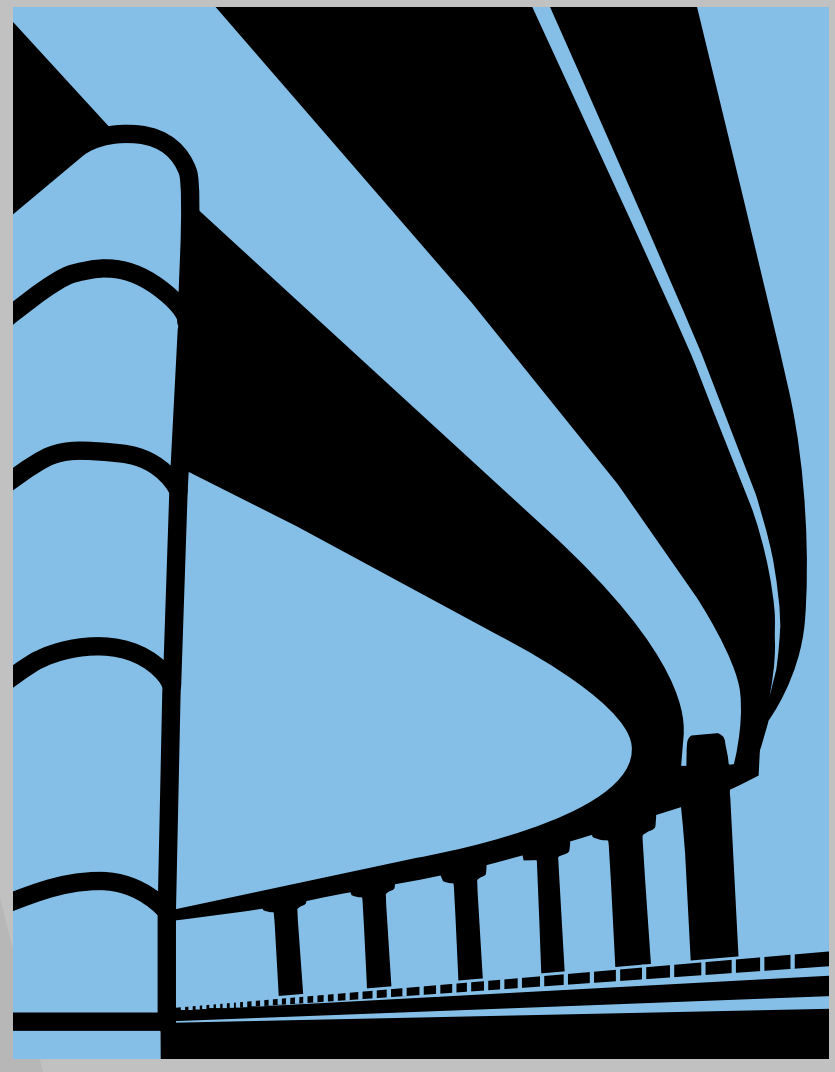
The purpose of the I-25/I-80 Interchange Project is to:

- 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

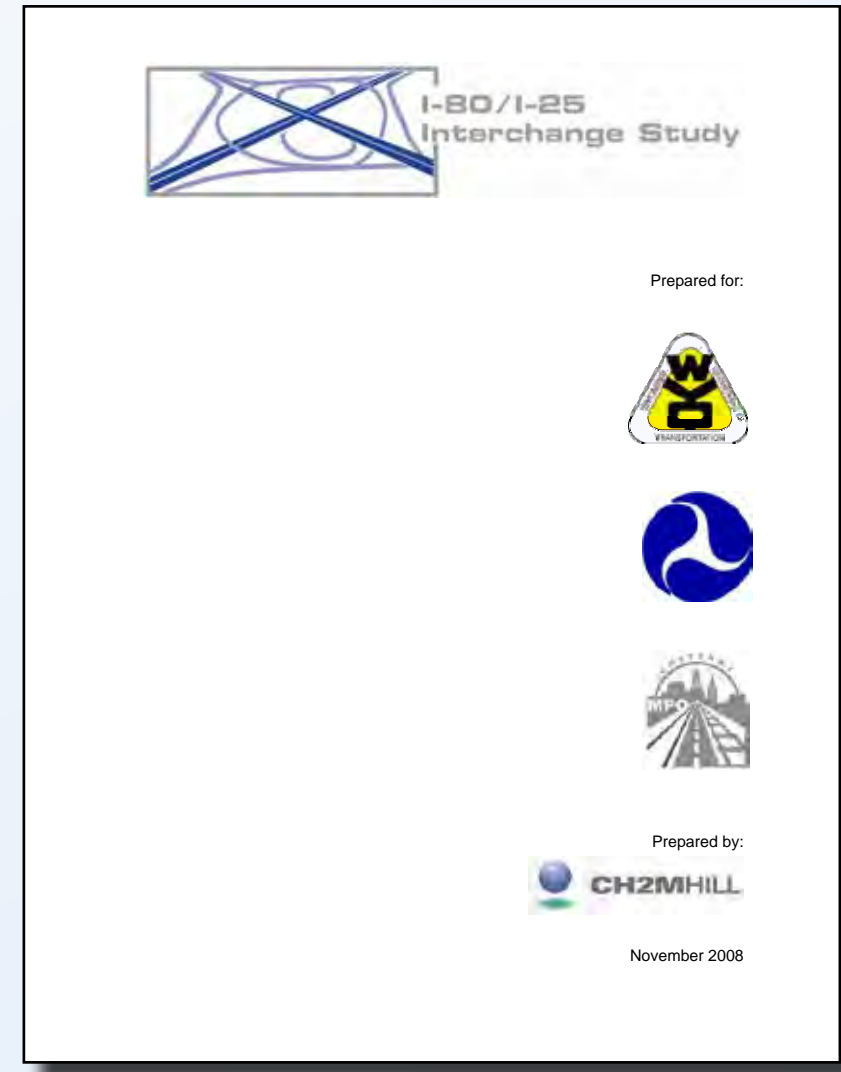




I-25/I-80 Interchange Project

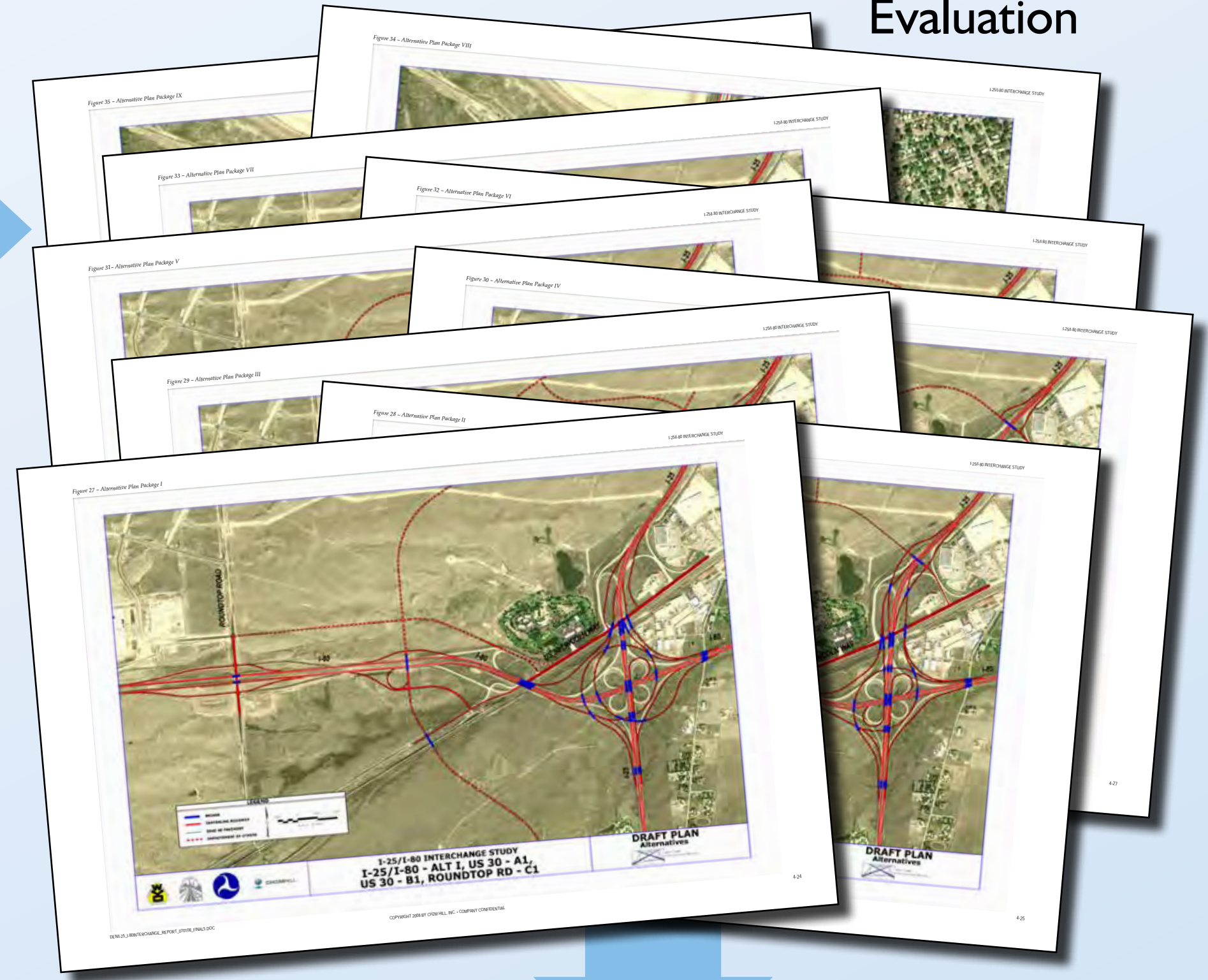
ALTERNATIVES REVIEW PROCESS

I-25/I80 INTERCHANGE STUDY (PREVIOUS STUDY)



Identify Needs and Key Issues

Interchange Study Alternatives Evaluation



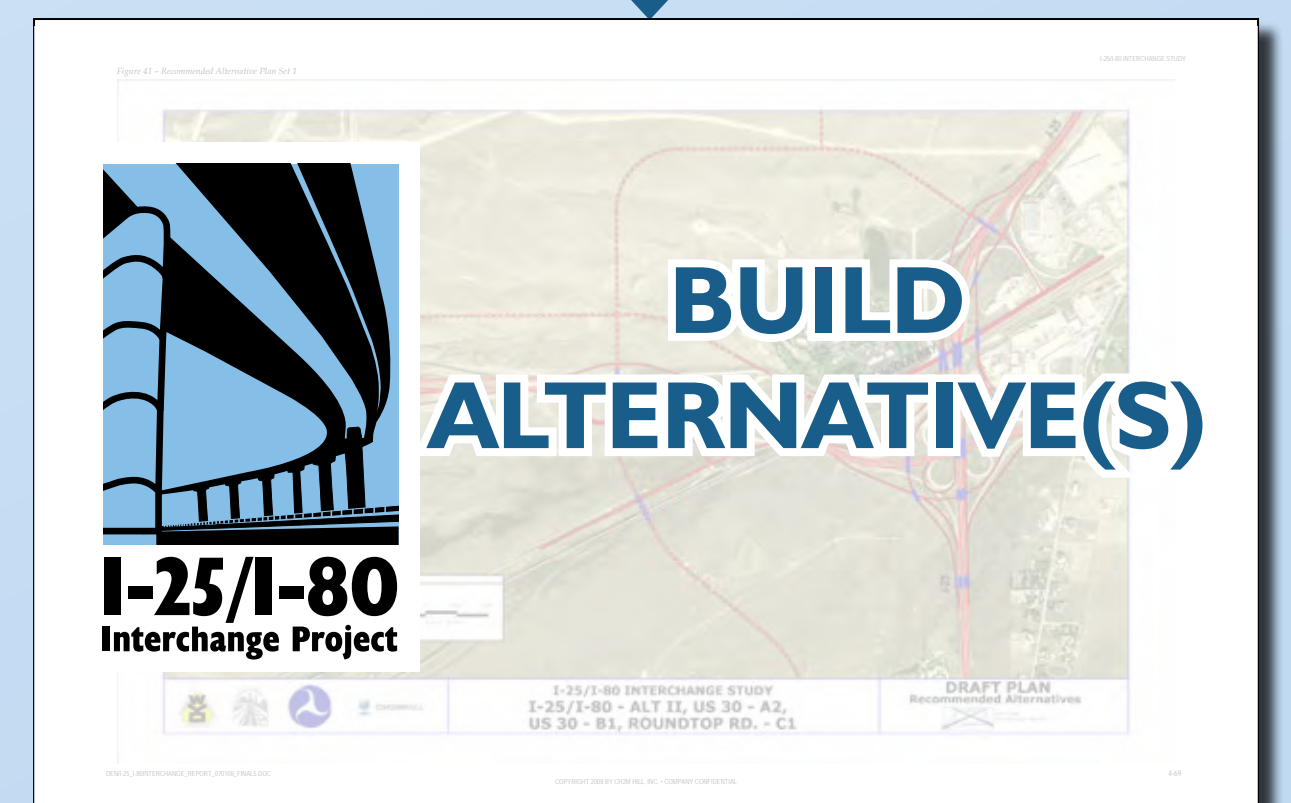
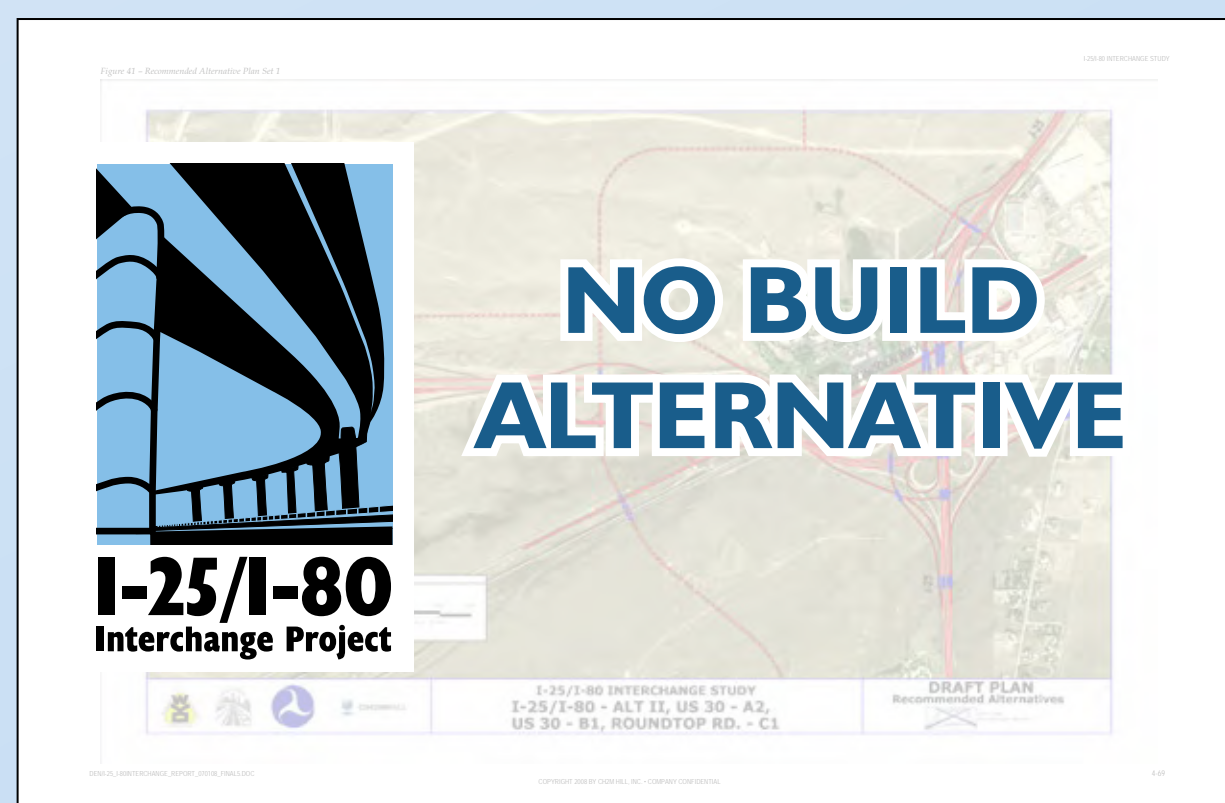
Recommended Alternative

- In 2008, WYDOT completed a study for the I-25/I-80 interchange to identify safety, traffic, and environmental issues
- The Interchange Study included a robust evaluation of potential interchange improvements, ultimately identifying a recommended solution to address local and regional needs

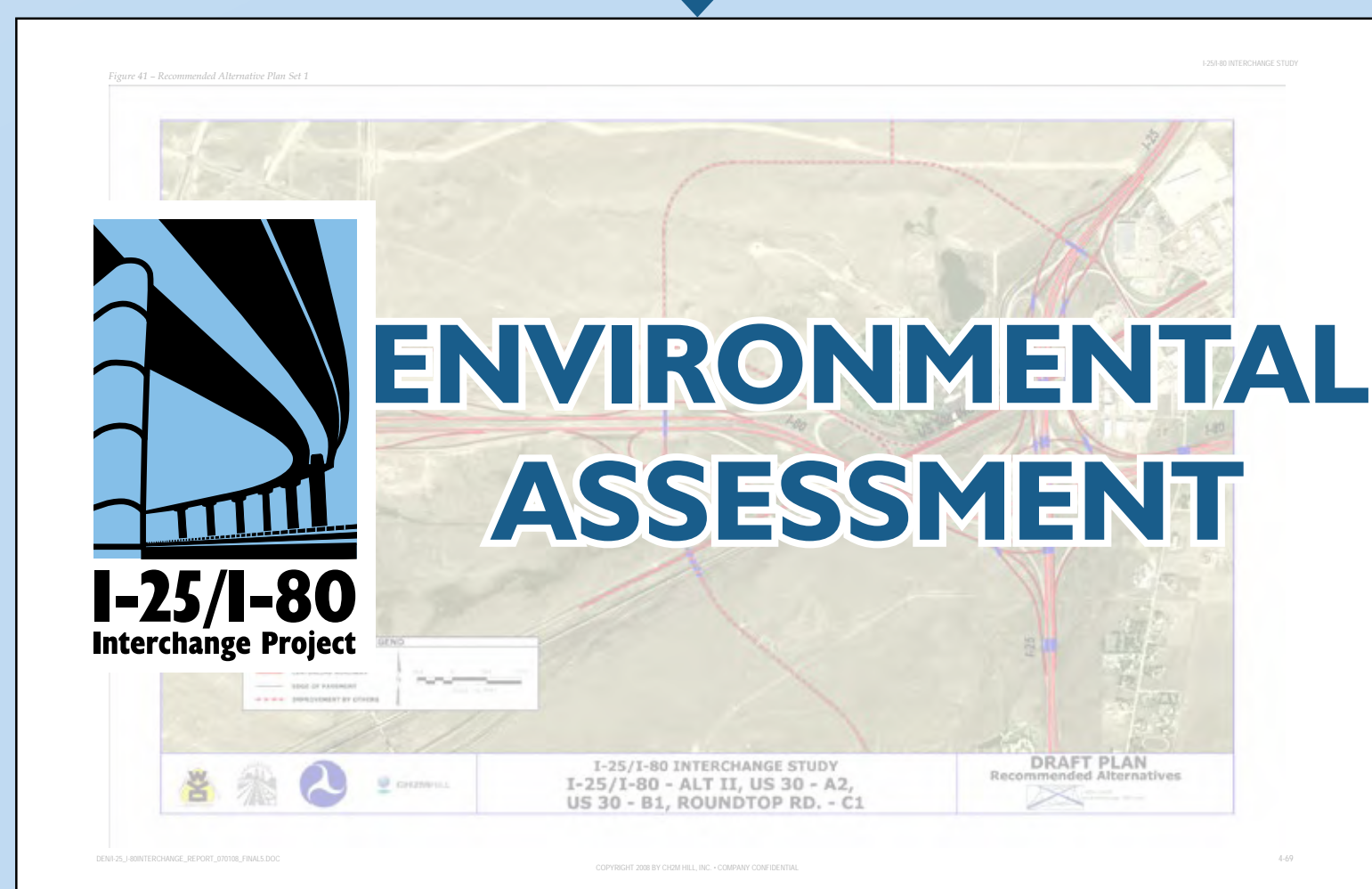
I-25/I-80 INTERCHANGE PROJECT (CURRENT STUDY)

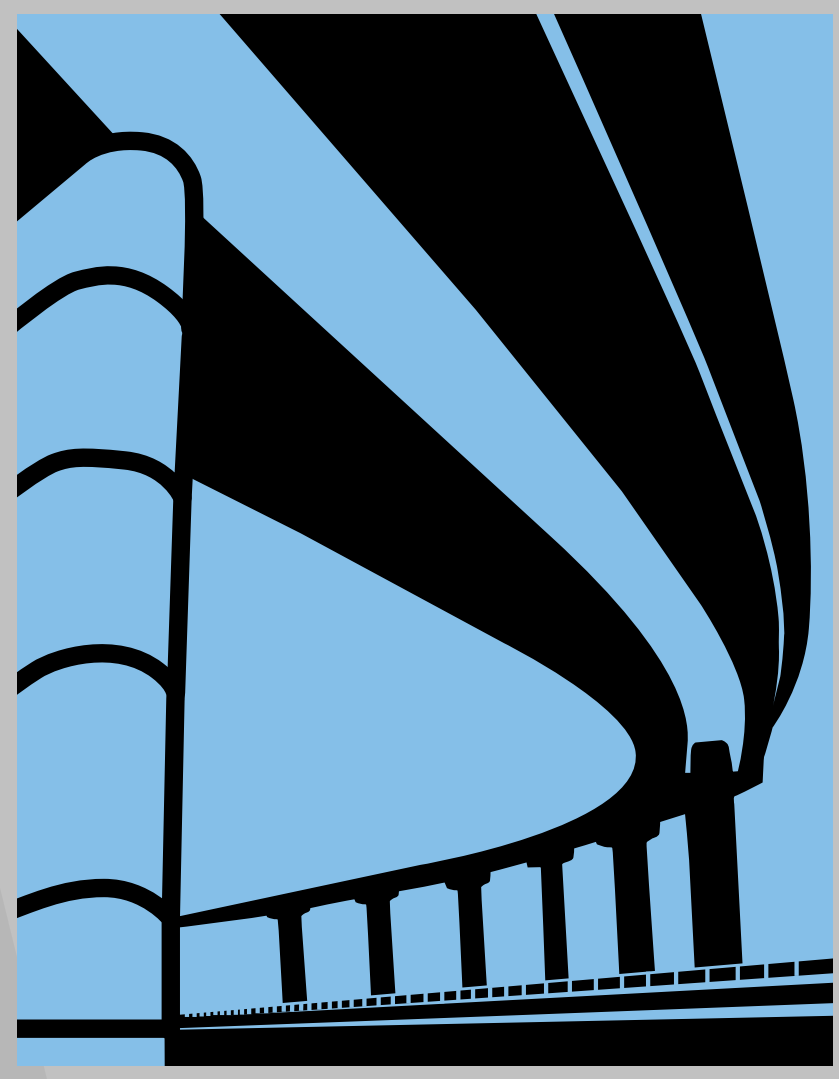
Validate Interchange Study **WE ARE HERE**

- The project team will revisit the Interchange Study alternatives based on updated traffic, land use, and environmental conditions, refining the alternatives to be evaluated in the Environmental Assessment.



Impact Evaluation





I-25/I-80 Interchange Project

ENVIRONMENTAL PROCESS

An Environmental Assessment (EA) will be 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

WE ARE HERE

- 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

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

CIRCULATE EA FOR REVIEW

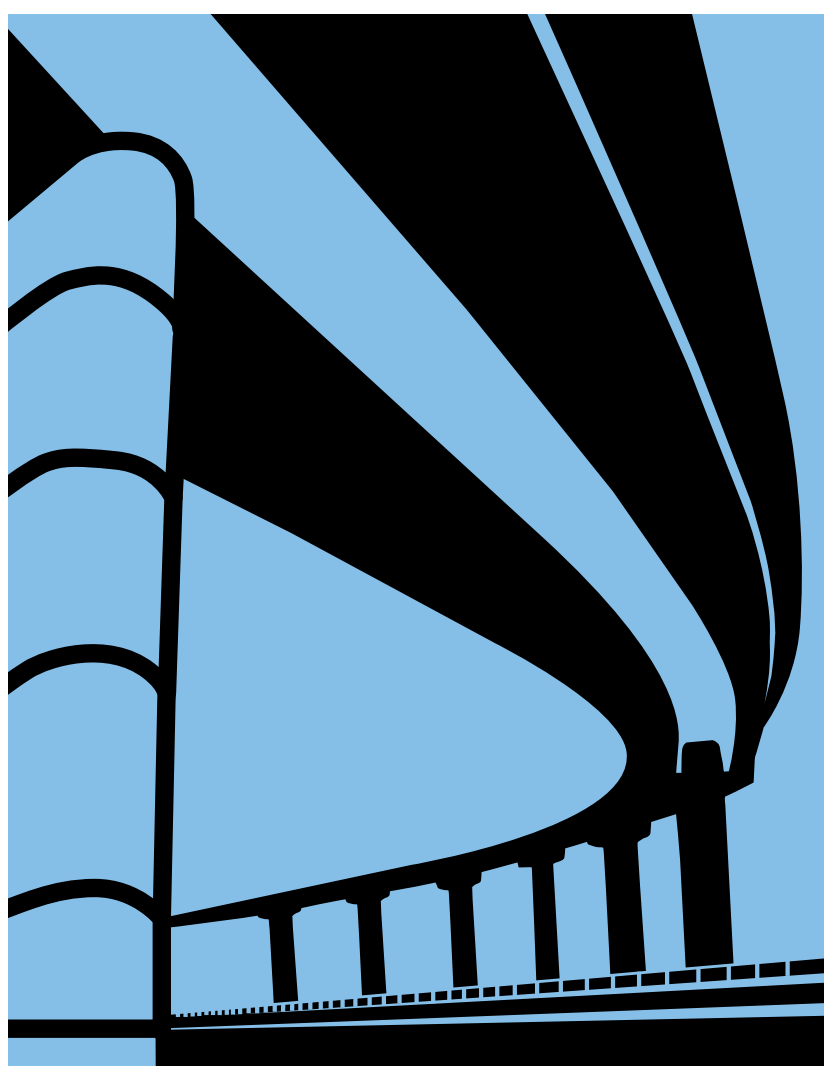
- Provide EA to public and agencies (30-day review)
- Receive comments

PREPARE FINAL DECISION DOCUMENT

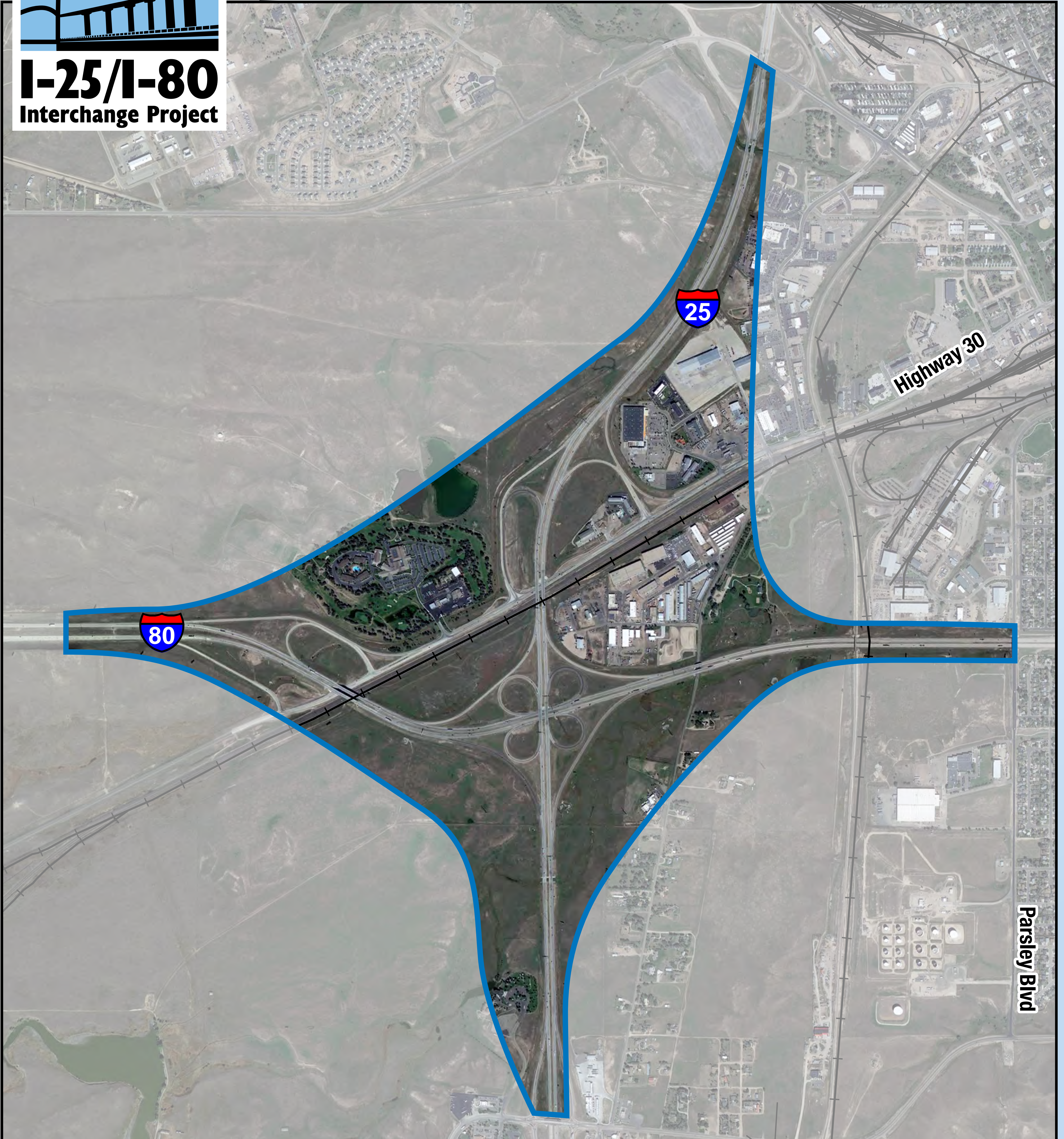
- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision



PROJECT AREA

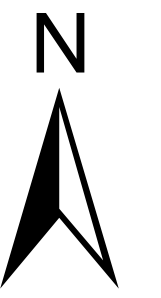


I-25/I-80
Interchange Project



Legend

-  Project Area
-  Railroads

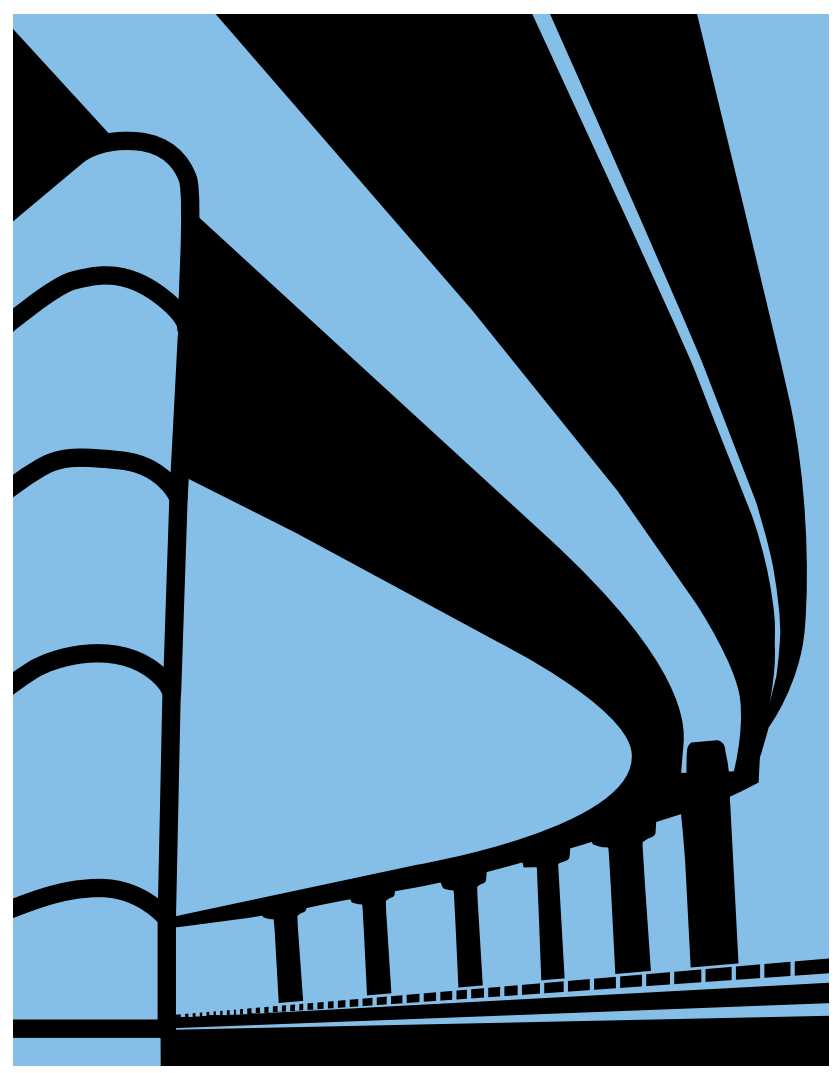


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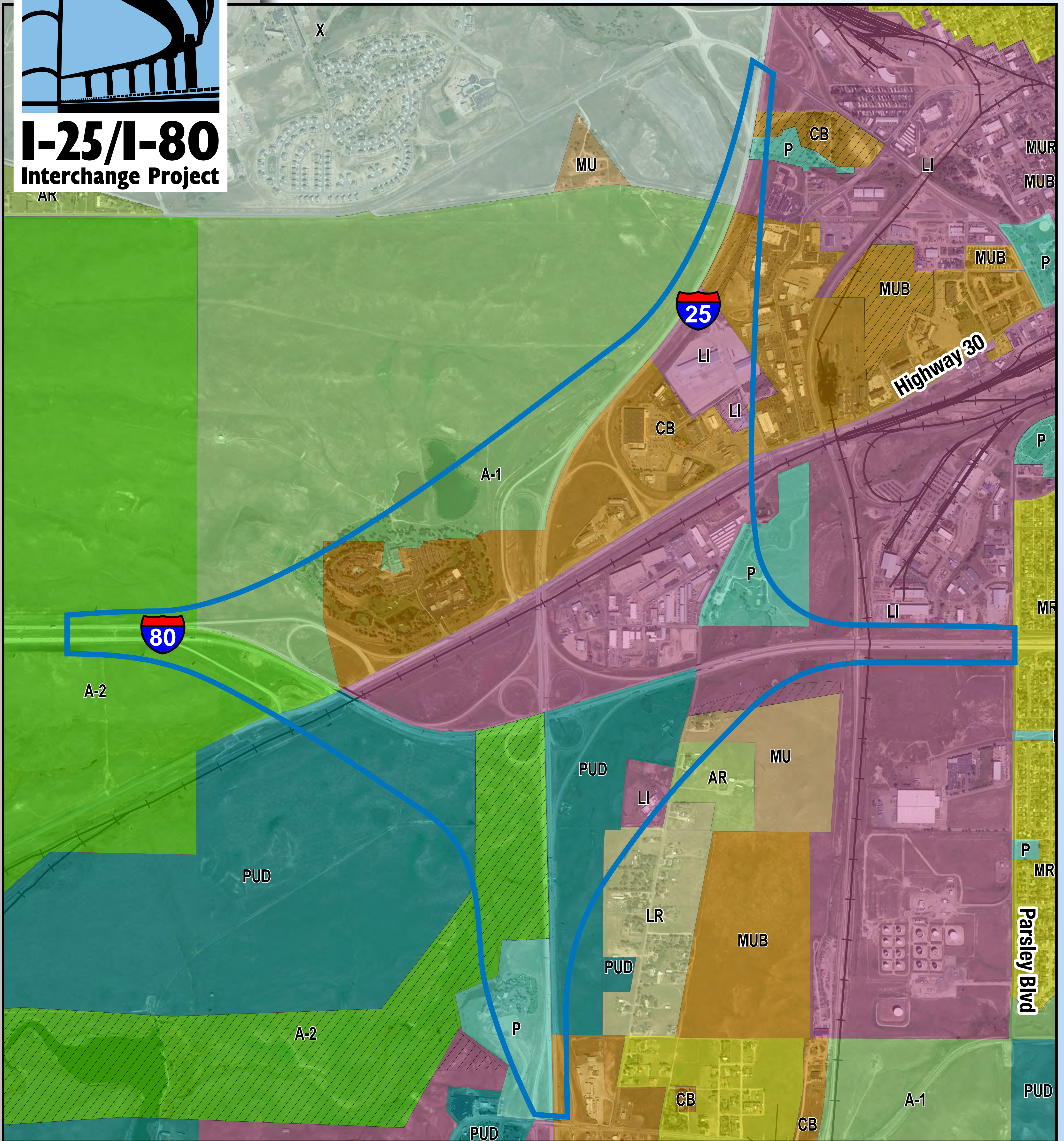


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LAND USE/ZONING



I-25/I-80
Interchange Project
AK



Legend

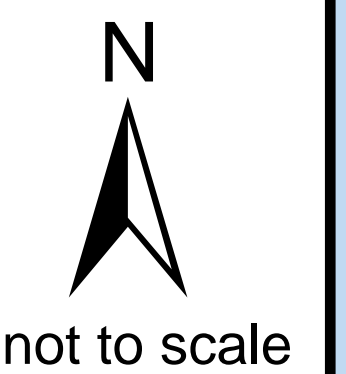
Project Area

Zoning (2018)

- Agricultural
- Agricultural And Rural Residential
- Agricultural Residential
- Exempt
- Community Business
- Light Industrial
- Low Density Residential

Railroads

- Medium Density Residential
- Mixed Use - County
- Mixed Use Business Emphasis
- Mixed Use Residential Emphasis
- Planned Unit Development
- Public
- Zoning Changes From 2008 To 2018

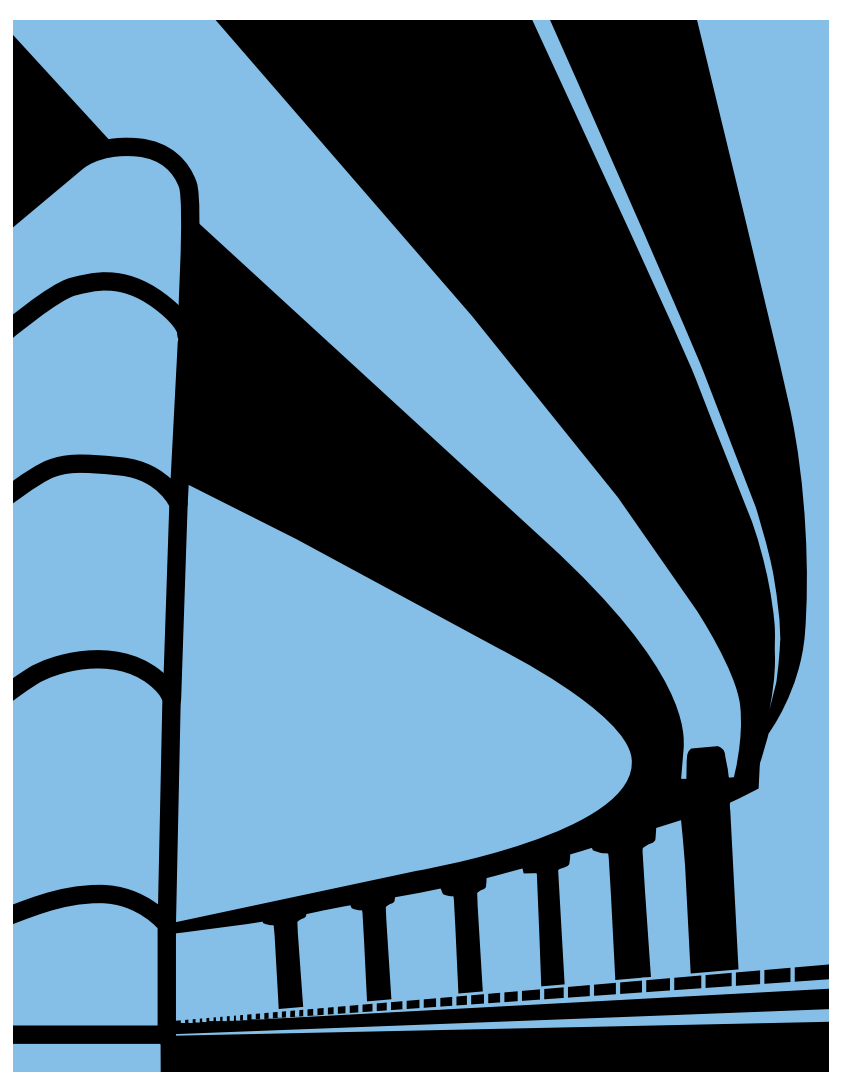


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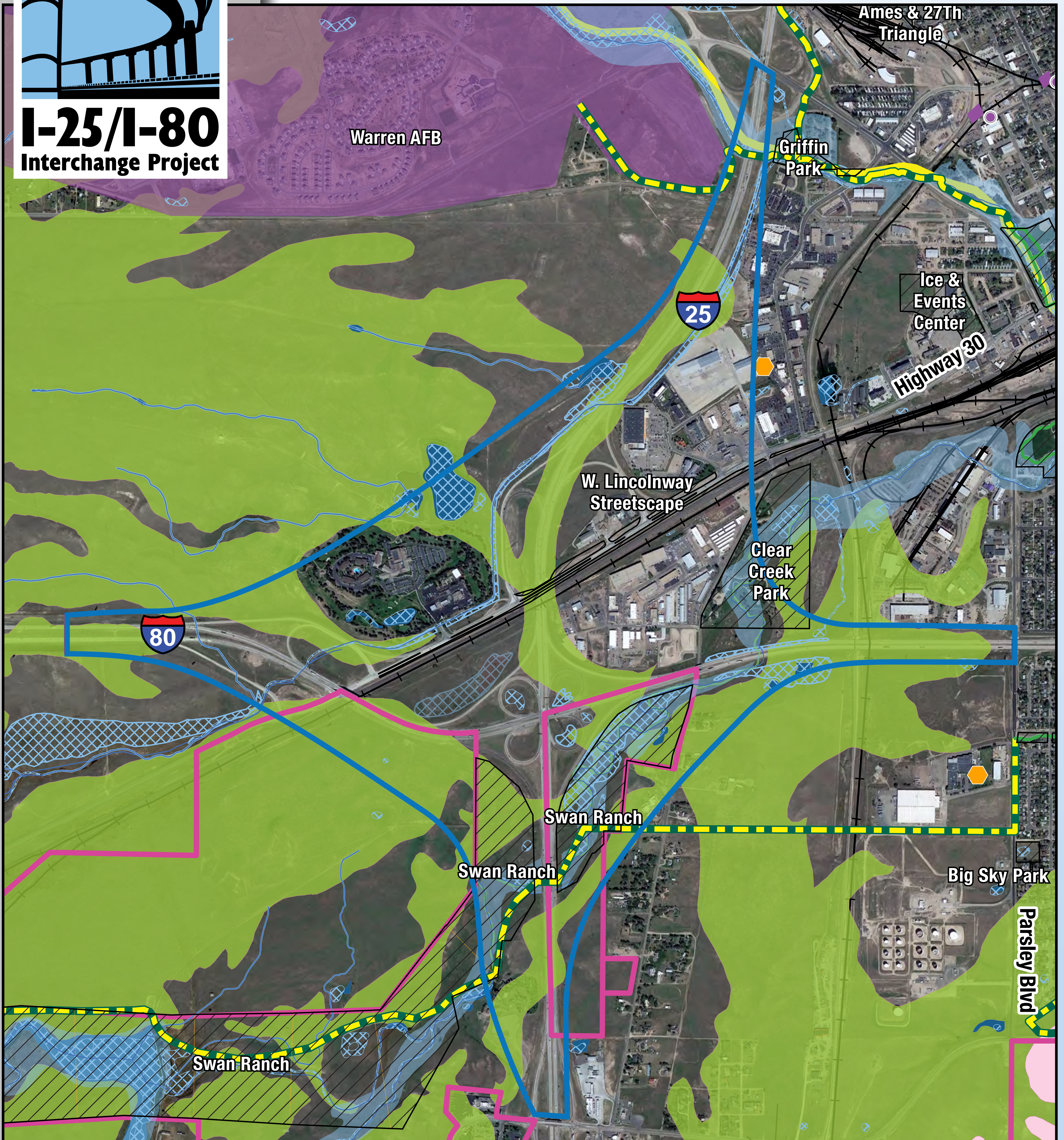


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ENVIRONMENTAL RESOURCES



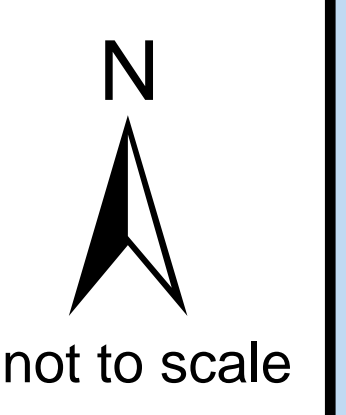
I-25/I-80
Interchange Project



Legend

- Project Area
- Railroads
- Impaired Stream
- Stream/Creek
- Waterbody
- Preliminary Wetland Boundary
- 100-yr Flood Zone
- Parks and Open Space
- Planned Unit Development

- Prime Farmland
- Historic Districts
- Historic Property
- Hazardous Material Site
- Greenway
- Future Greenway

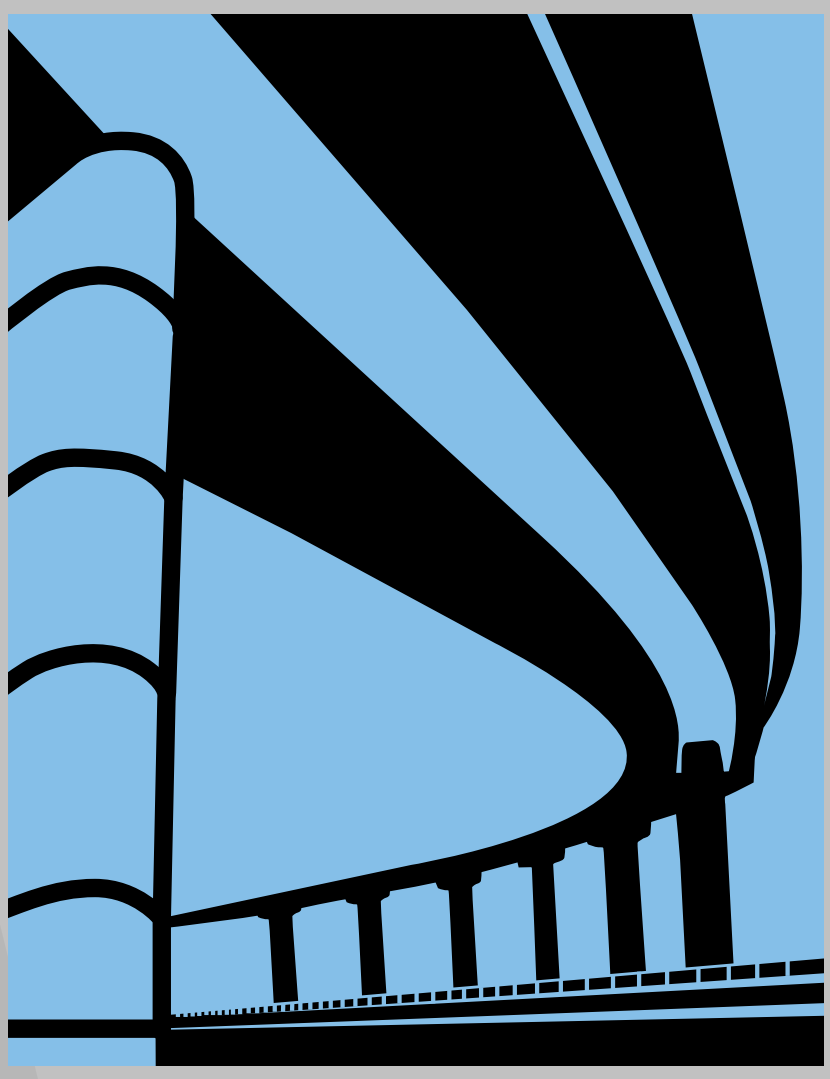


Protected Species: Study Area located within the Area of Influence for the Colorado Butterfly Plant, Platte River Species, and Preble's Meadow Jumping Mouse.



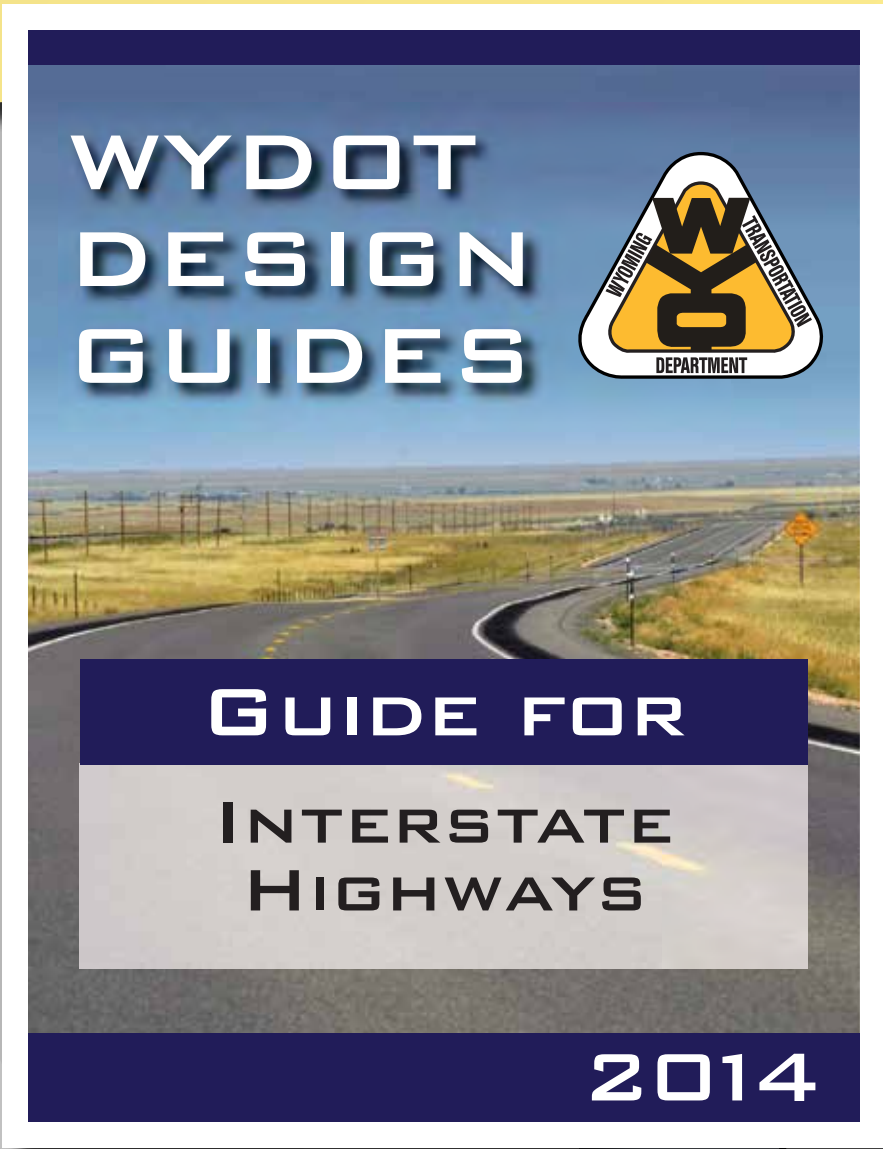
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INTERCHANGE CAPACITY ISSUES

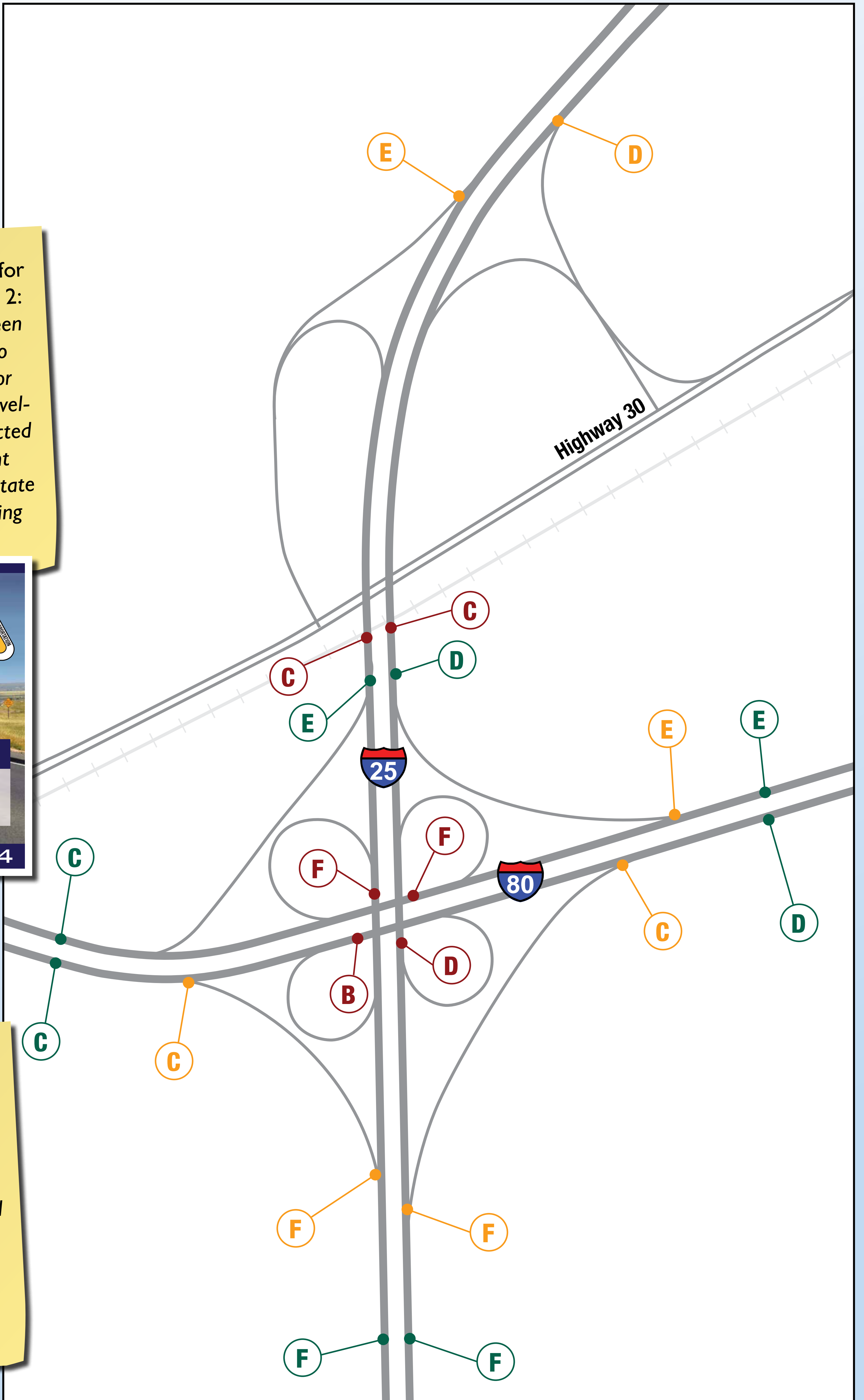


I-25/I-80 Interchange Project

WYDOT Design Guides, Guide for Interstate Highways, 2014, page 2: "A Level-of-Service (LOS) C has been selected as the appropriate LOS to warrant capacity improvements for Interstate mainline sections; a Level-of-Service (LOS) D has been selected as the appropriate LOS to warrant capacity improvements for Interstate interchange ramps and intersecting roads."



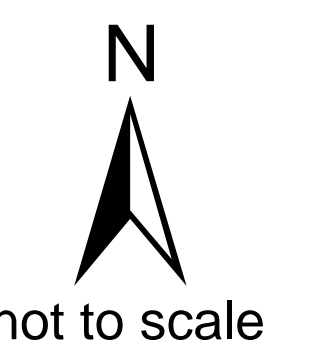
Level of service (LOS) is a measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

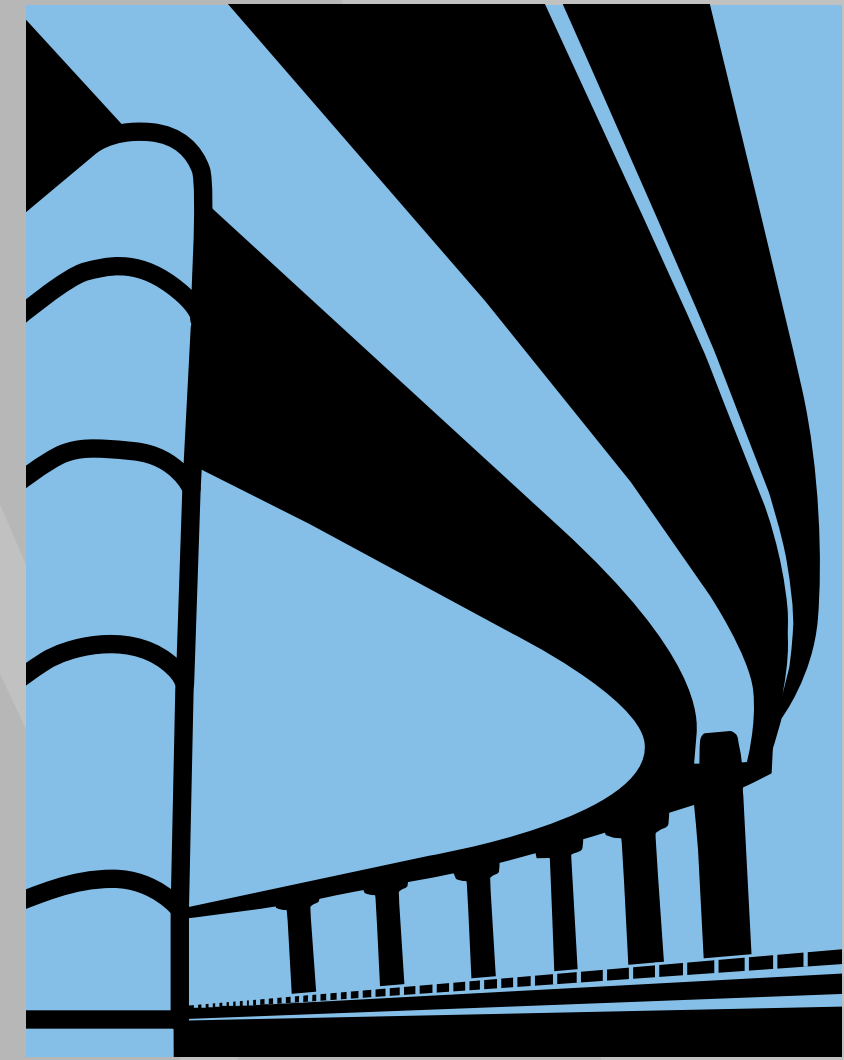


Legend:

Projected 2038 Level of Service (LOS)

- X Weave LOS
- X Merge/Diverge LOS
- X Freeway LOS

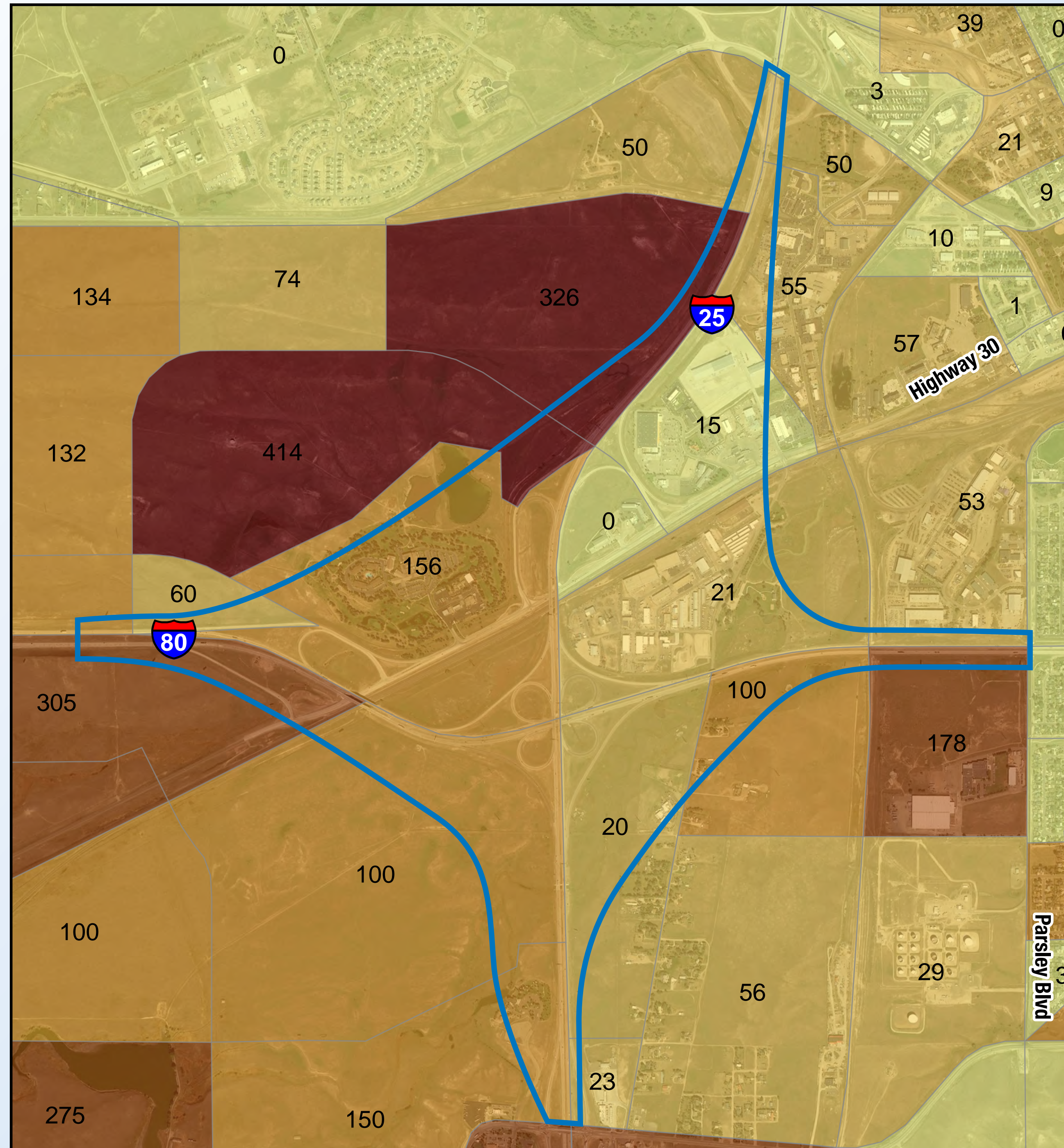




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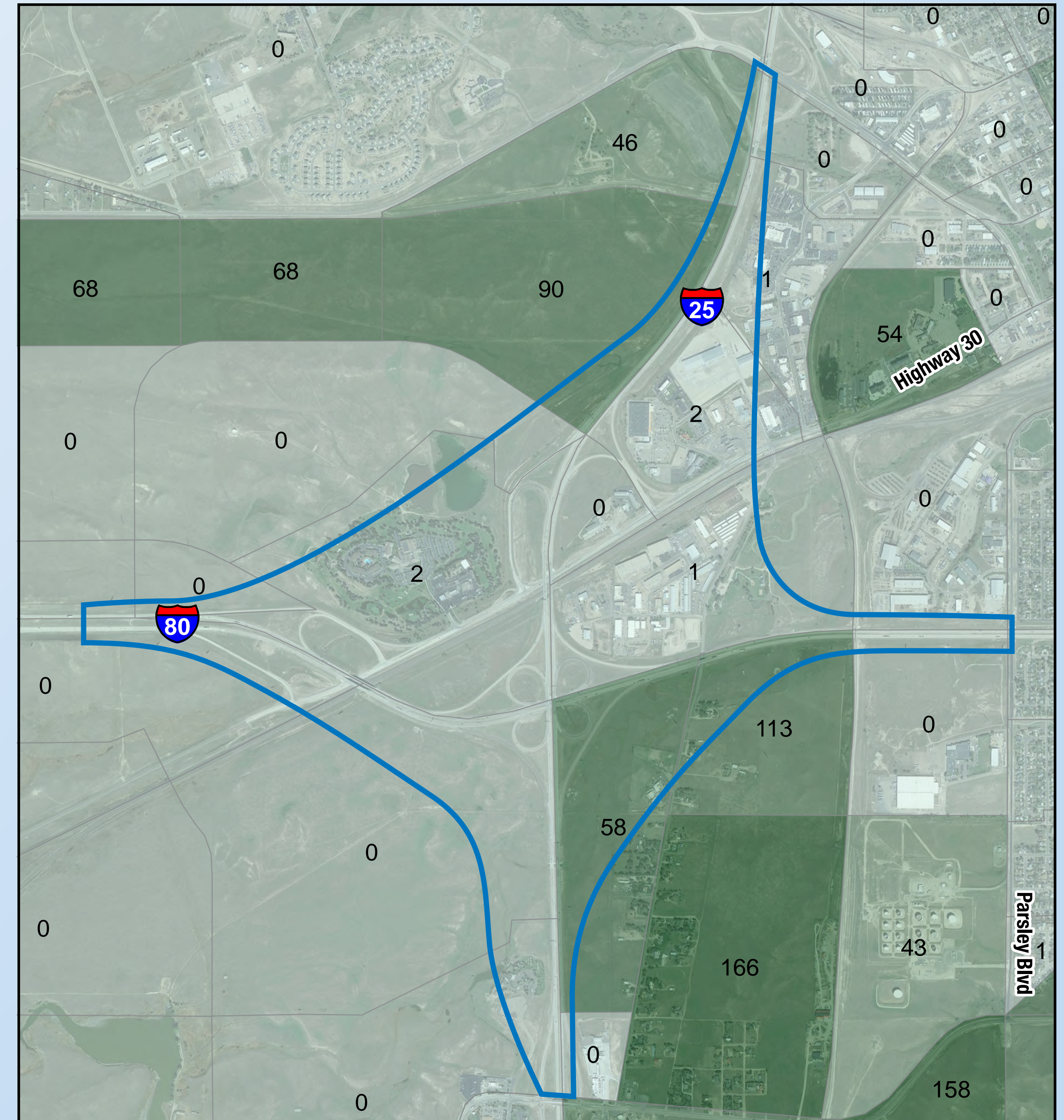
PROJECTED GROWTH*

Employment Growth (2010 - 2040)



Legend	Employment Growth (2010 - 2040)	 N not to scale
Project Area Railroad	0-20 20 - 75 75 - 175 175 - 325 325 - 600	

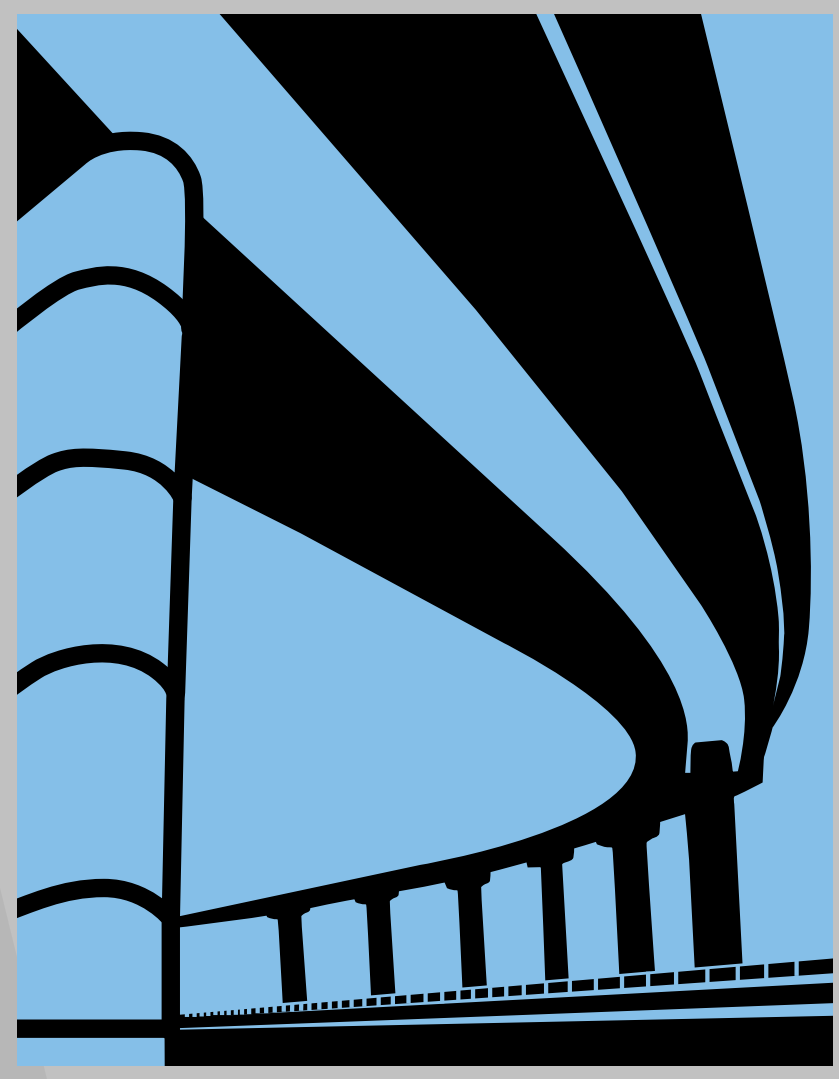
Household Growth (2010 - 2040)



Legend	Household Growth (2010 - 2040)	 N not to scale
Project Area Railroad	-10 - 20 20 - 50 50 - 150 150 - 325 325 - 900	



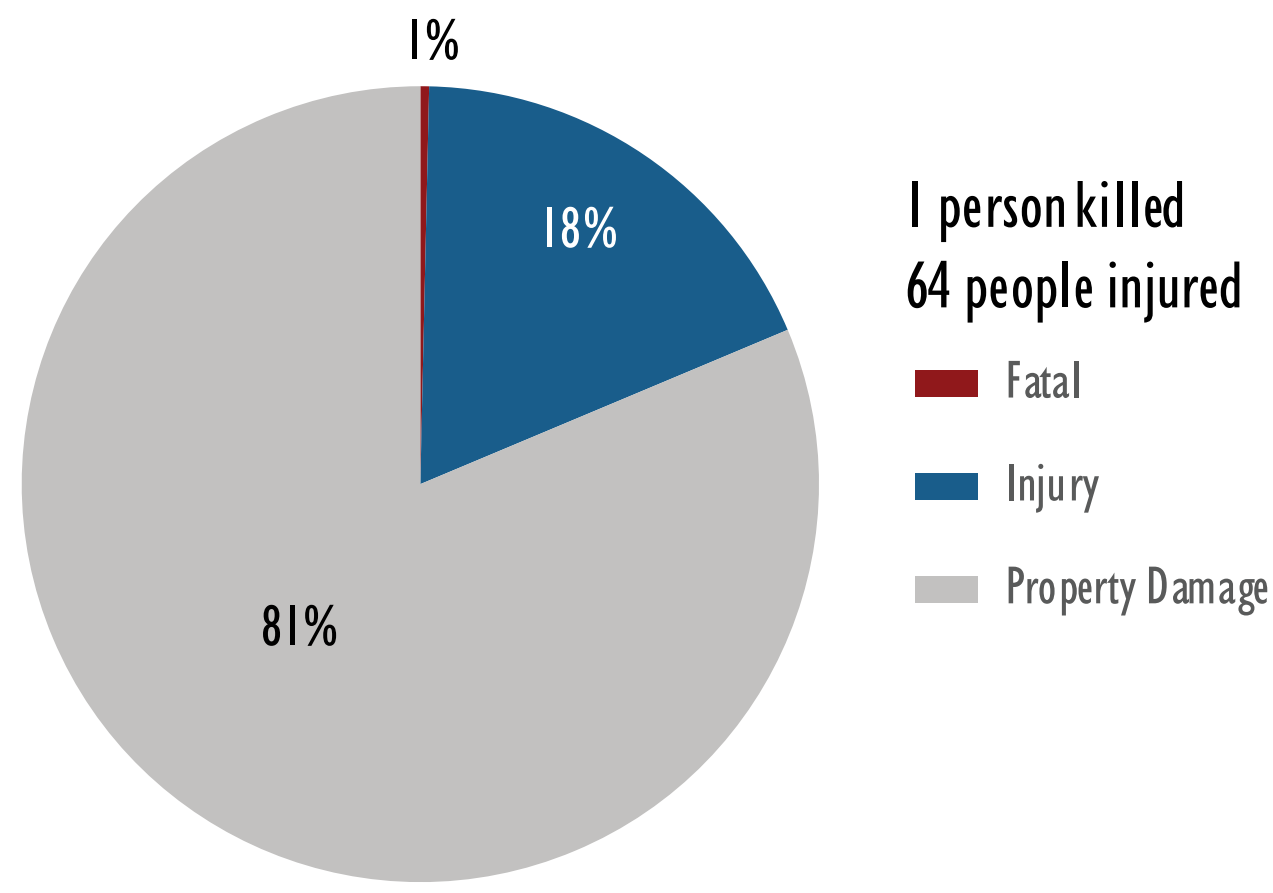
* Projections from current Cheyenne MPO 2040 model. Model currently undergoing updates.



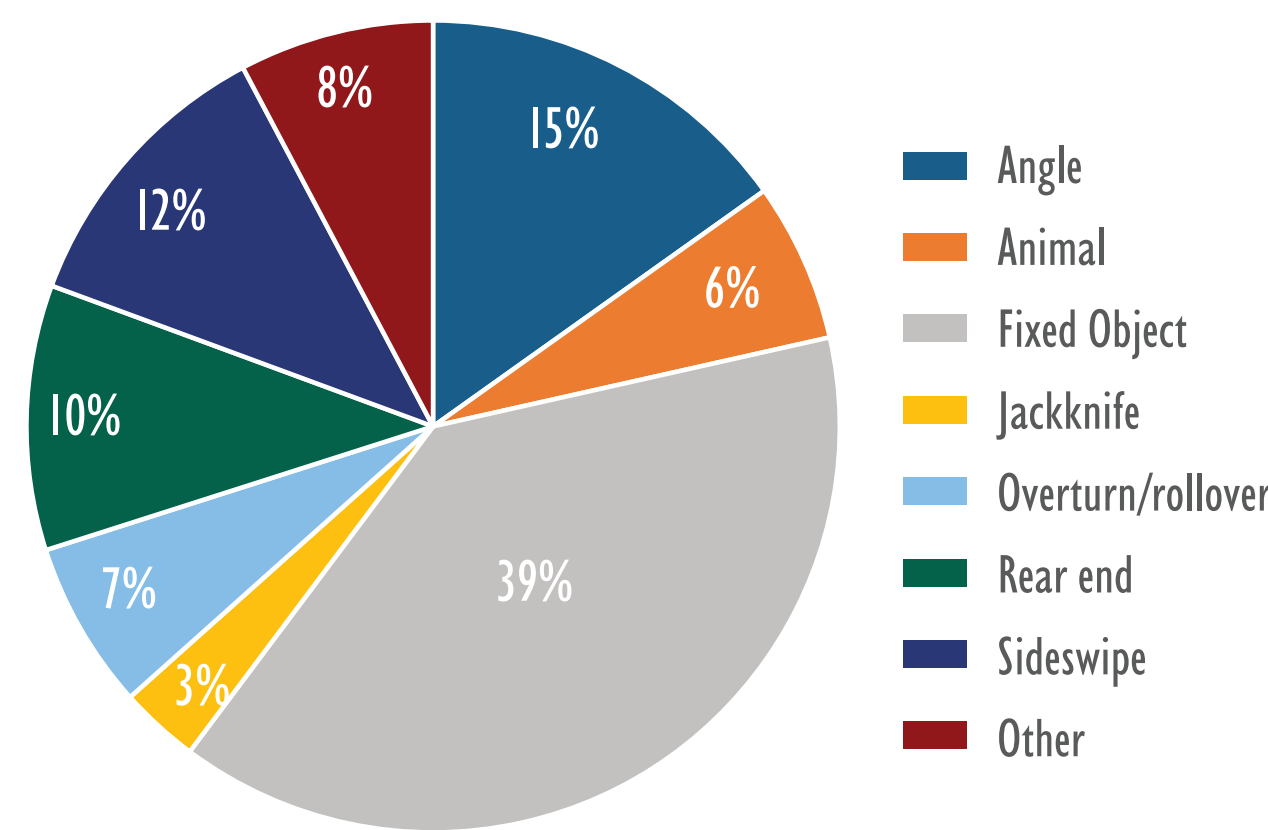
I-25/I-80 Interchange Project

TRAFFIC SAFETY ISSUES

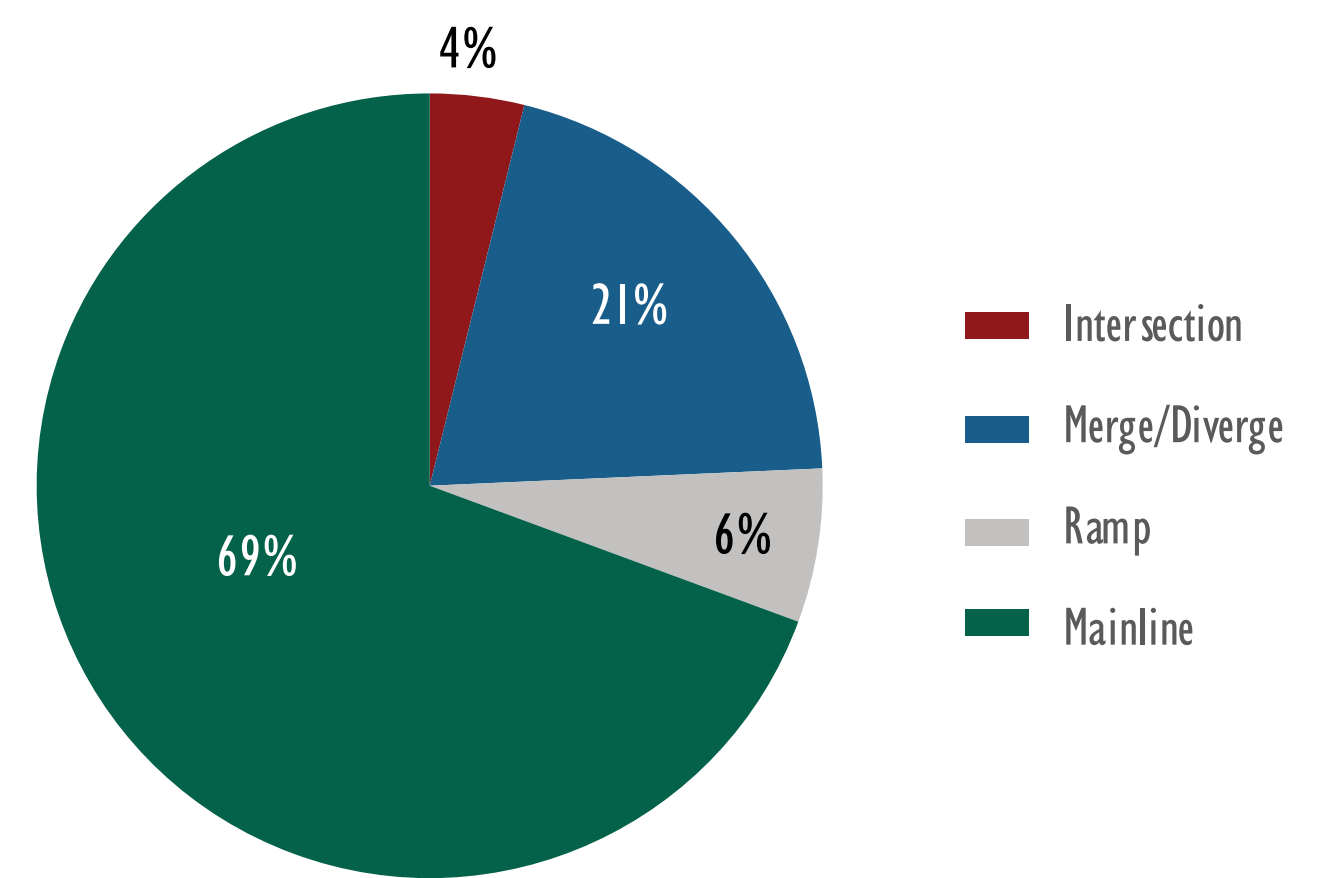
Crashes by Severity
284 Reported Crashes 2014 to 2018



Crashes by Type
284 Reported Crashes 2014 to 2018



Crashes by Location
284 Reported Crashes 2014 to 2018



WYOMING SAFETY INDEX RATINGS

I-25	Northbound	4 ^a
	Southbound	4 ^b
I-80	Eastbound	2 ^a
	Westbound	4 ^a

Safety Index Rating: There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.

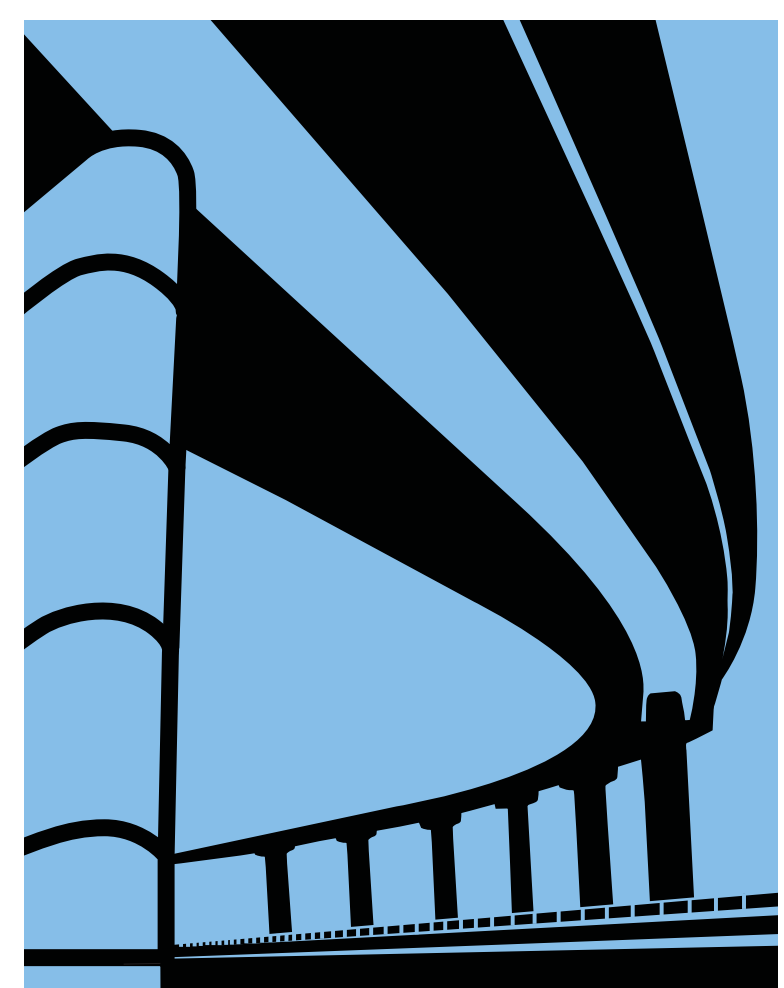
- 1 - No reported Crashes
- 2 - Fewer Critical/total crashes than average
- 3 - More Critical OR more total crashes than average
- 4 - More Critical AND more total crashes than average

Rating Based on Recorded Crashes from:

- a - 2013 to 2017
- b - 2014 to 2018

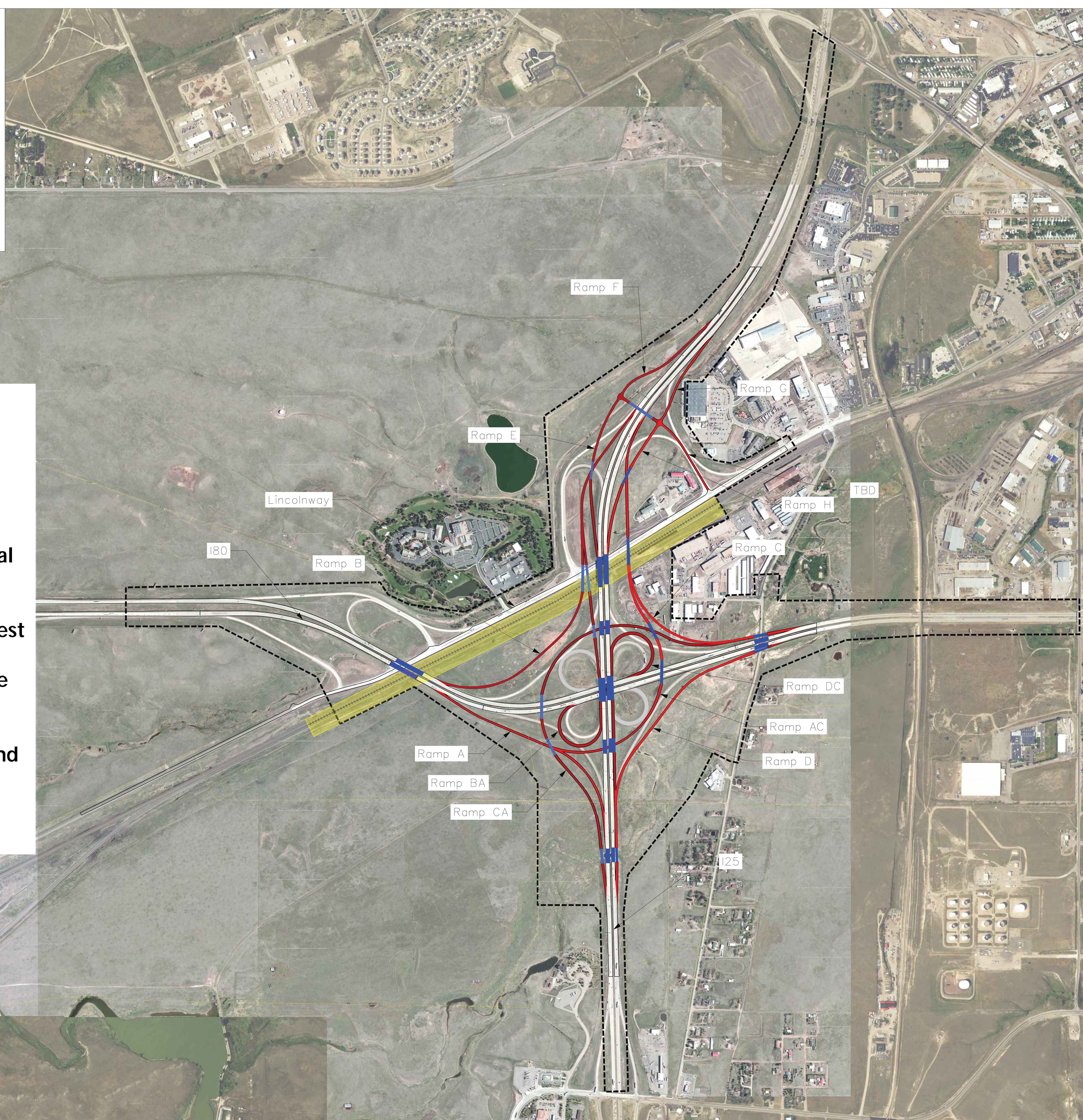
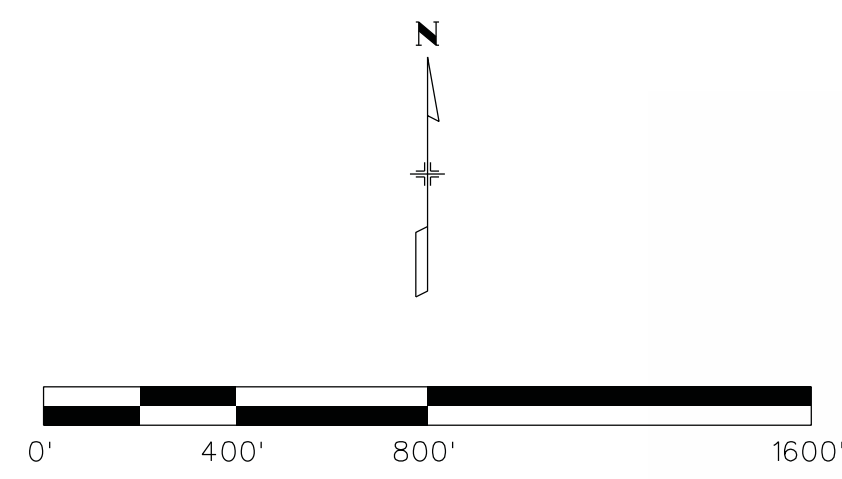
Source: WYDOT Highway Safety Segment Reports





2008 RECOMMENDED ALTERNATIVE

I-25/I-80
Interchange Project



2008 Recommendation

In 2008 WYDOT identified and evaluated several design options for the I-25/I-80 interchange. Based on the results of that evaluation, WYDOT recommended reconstructing the interchange as a partial clover leaf, replacing the loops in the northwest and southeast quadrants with flyover ramps. These loops carry the highest volume and experience the highest crash rates. Use of flyover ramps would improve operations and safety and eliminate traffic weaves. The remaining two loops would be enlarged to improve merging and diverging movements. Acceleration and deceleration distances also would be lengthened to improve merging.