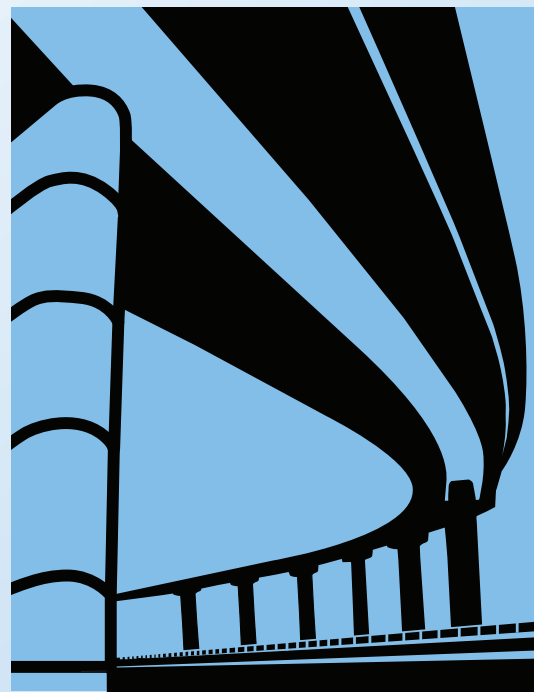


# Welcome

to the

## VIRTUAL PUBLIC MEETING

June 29<sup>th</sup> - July 1<sup>st</sup>



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



**Jacobs**



# 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.



Jacobs

## 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

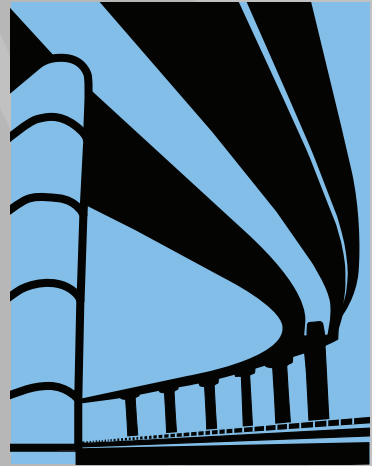
This list is not all inclusive. Please consult your medical provider for any other symptoms that are severe or concerning.



CS 316409-A 04/14/2020

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





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

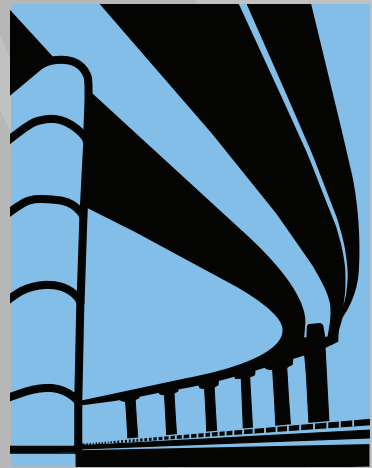
# PURPOSE OF THIS VIRTUAL PUBLIC MEETING

- 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



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

**Jacobs**



## 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.



**Jacobs**



# PROJECT PURPOSE AND NEED

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

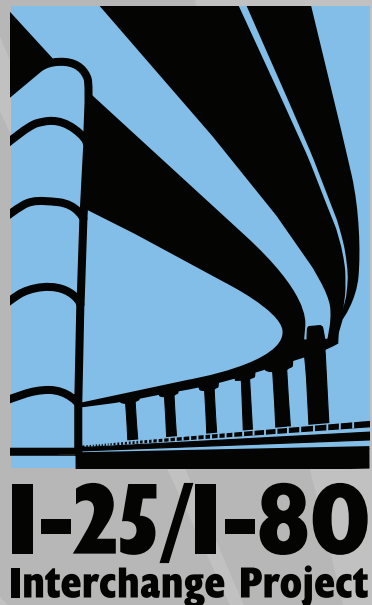
- Improve traffic flow and safety
- Accommodate future traffic needs, particularly heavy truck volumes
- Support local development goals outlined in regional transportation and land use plans

**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



**Jacobs**



# 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

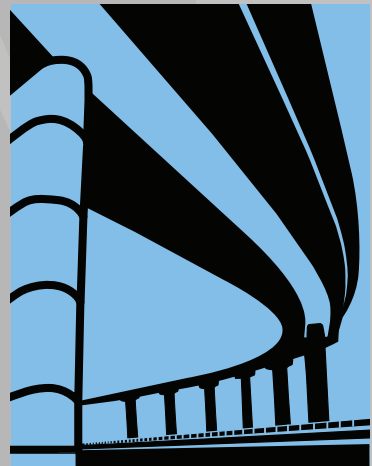
## PREPARE FINAL DECISION DOCUMENT

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



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## I-25/I-80 Interchange Project

- 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

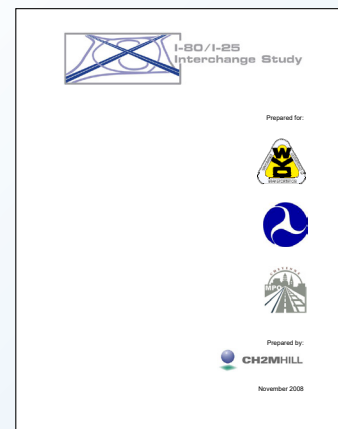


U.S. Department of Transportation  
Federal Highway Administration

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# ALTERNATIVES REVIEW PROCESS

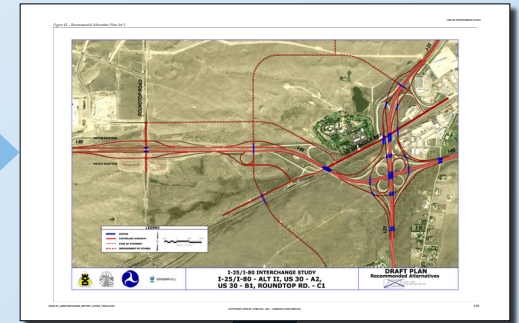
## I-25/I80 INTERCHANGE STUDY (PREVIOUS STUDY)



Identify Needs  
and Key Issues

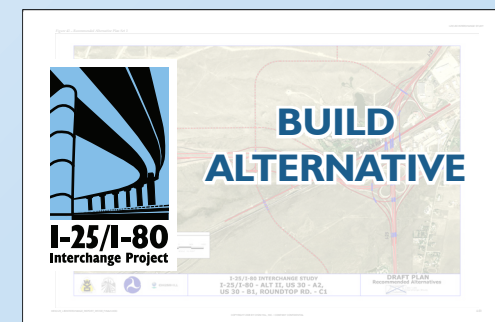
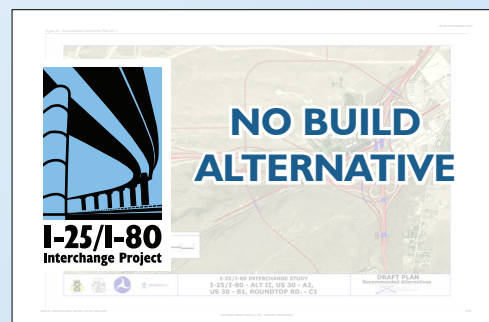


Interchange Study  
Alternatives  
Evaluation



Recommended  
Alternative

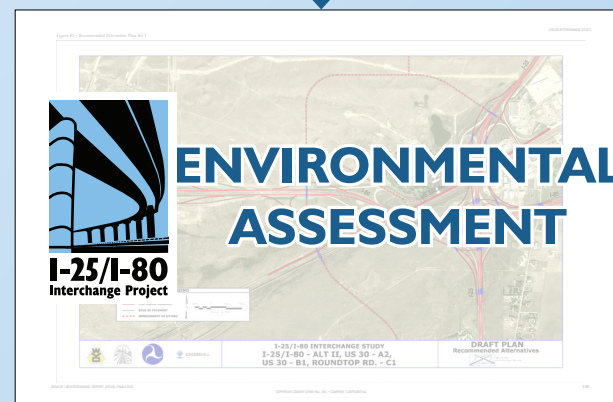
## I-25/I-80 INTERCHANGE PROJECT (CURRENT STUDY)



Validate  
Interchange  
Study

Impact Evaluation

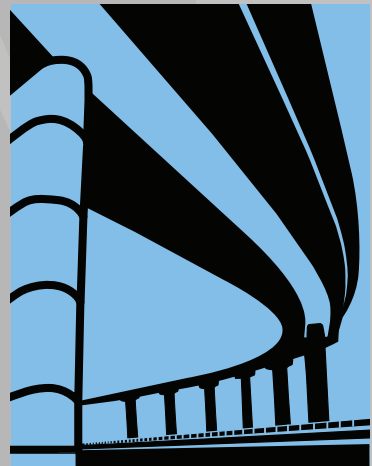
- The Preferred Alternative best meets the existing needs by:
  - » improving the safety of the I-25/I-80 and I-25/Lincolnway interchanges for all users
  - » improving traffic flow and efficiency
  - » supporting future economic growth in the Cheyenne and surrounding area



Preferred  
Alternative

WE ARE HERE





## I-25/I-80 Interchange Project



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# ENVIRONMENTAL RESOURCE CONSIDERATIONS



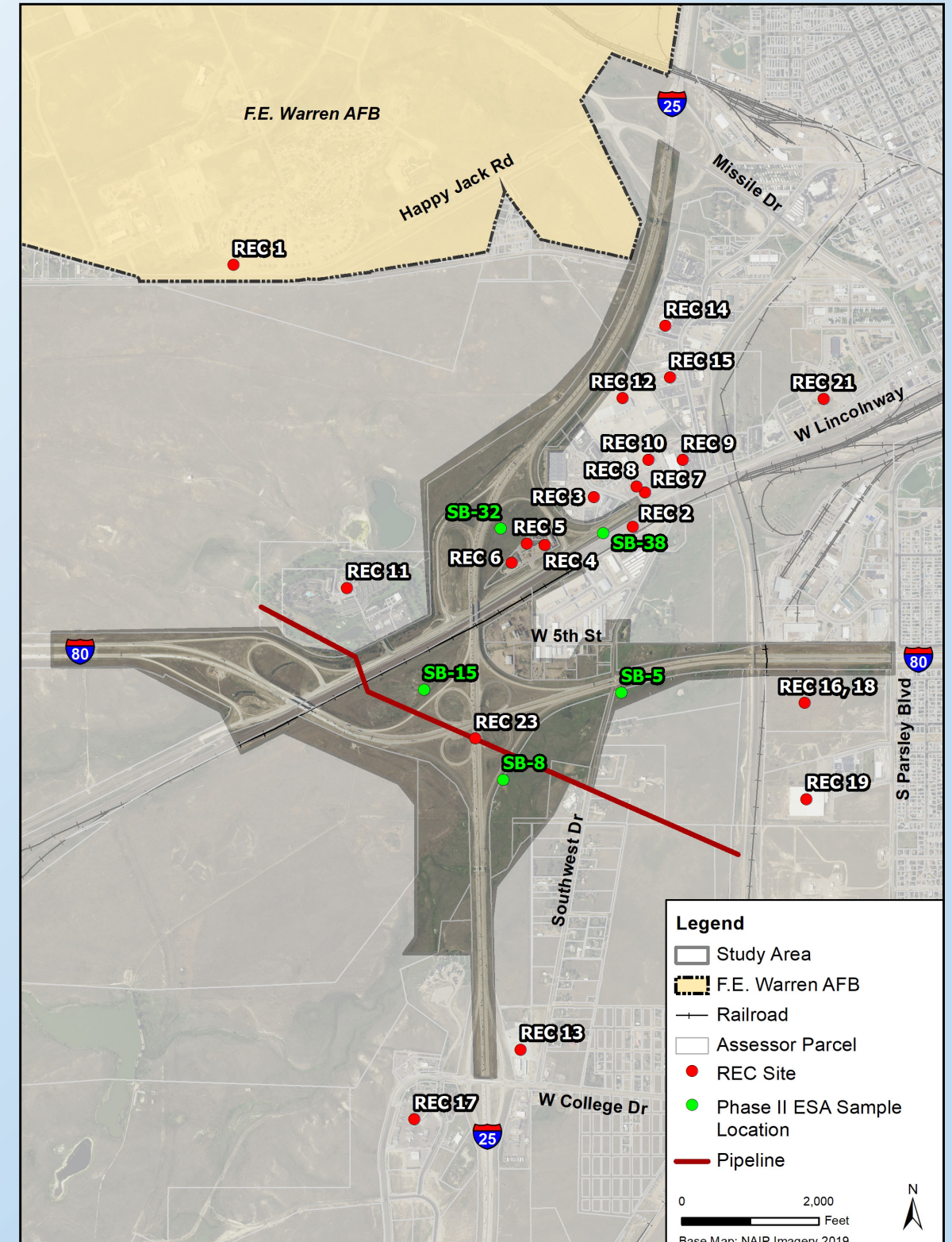




# HAZARDOUS MATERIALS

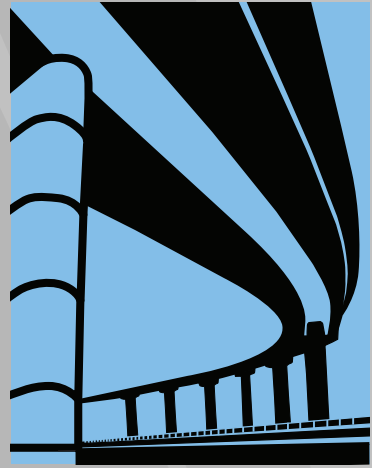
The project team analyzed the project area for hazardous materials that could impact the project.

- 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.



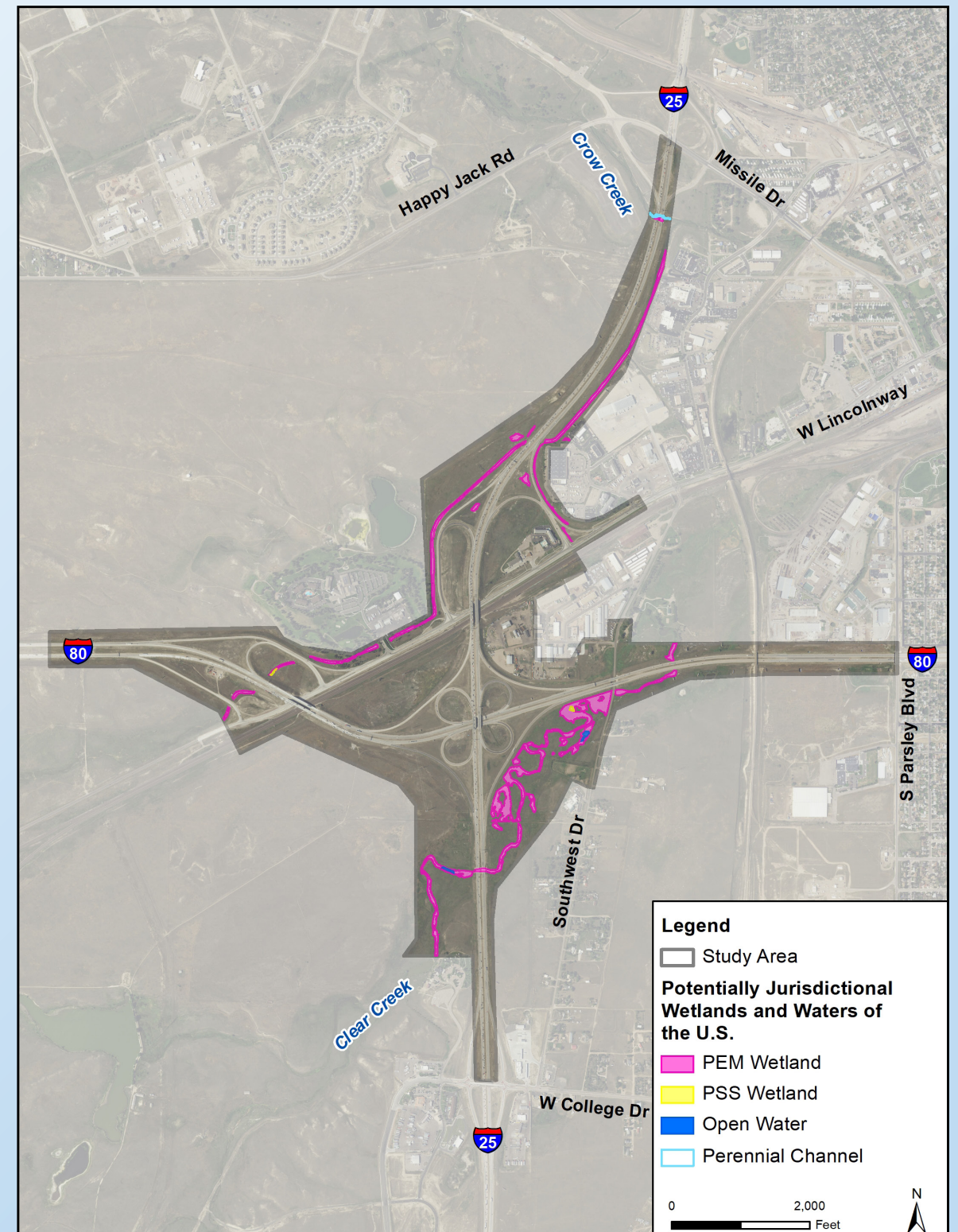


# WETLANDS AND WATERS OF THE U.S.



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

- 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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**Federal Highway Administration**

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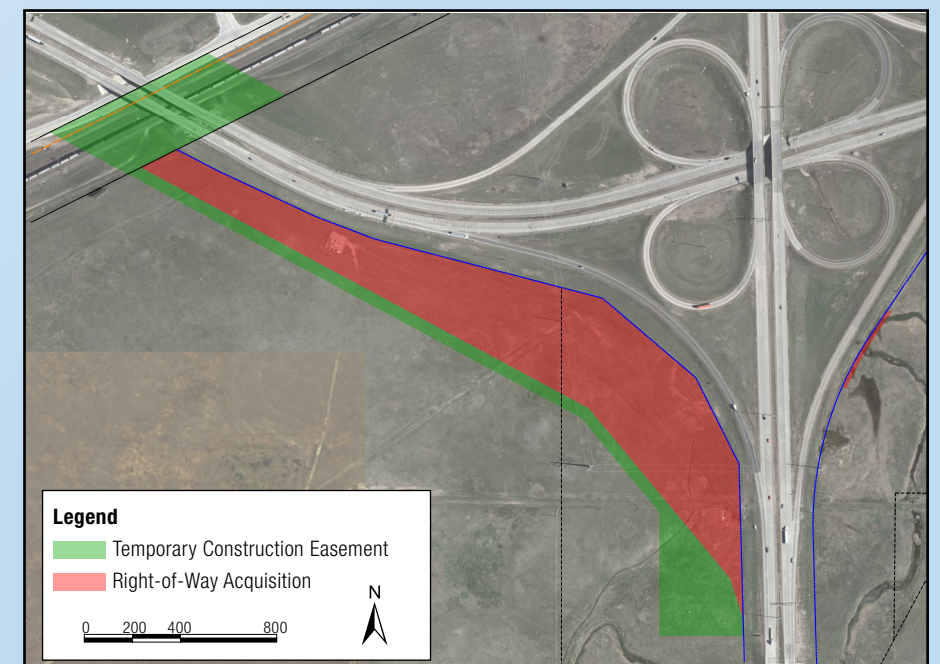
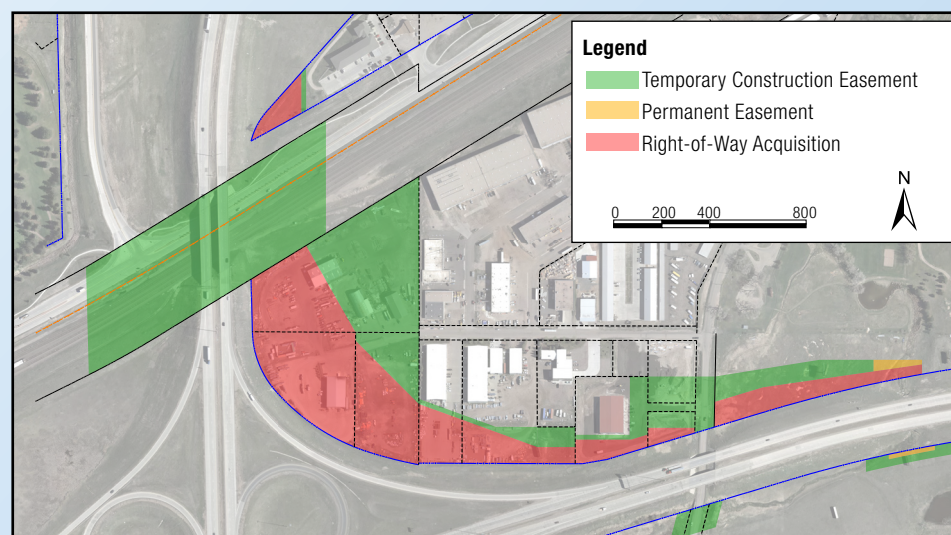
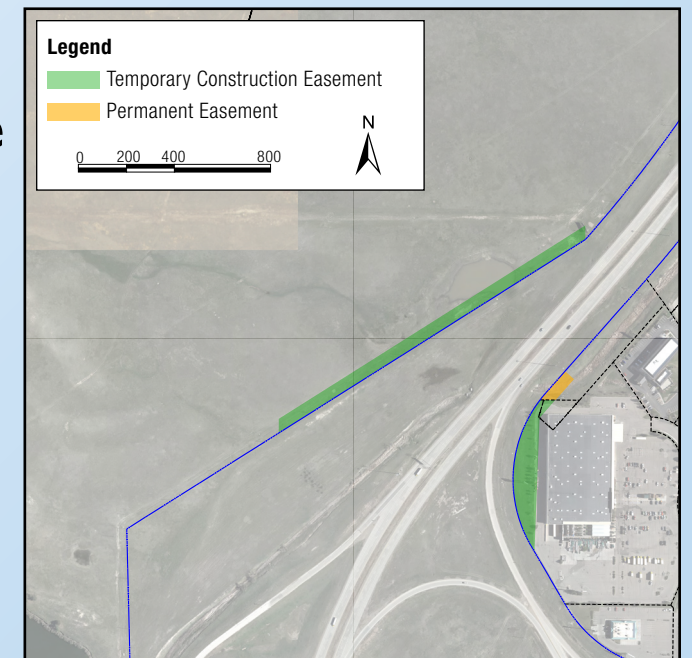




# RIGHT-OF-WAY

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
- No residential or business relocations required
- All property acquisition must comply with WYDOT's right-of-way policy and the federal Uniform Act



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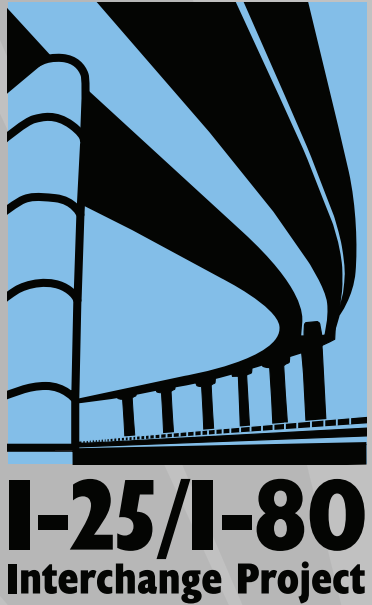


# VISUAL RESOURCES

- 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



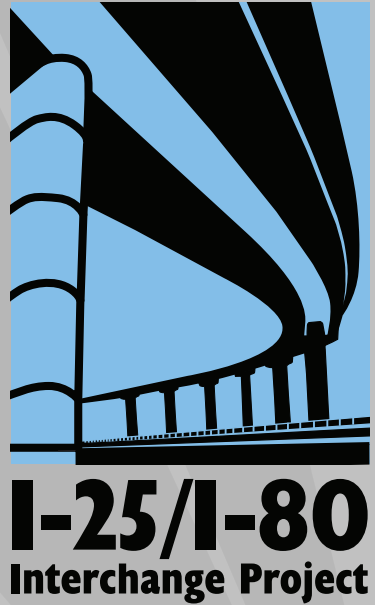
**Looking East toward I-25 from Little America Hotel and Resort**



**Jacobs**



# VISUAL RESOURCES



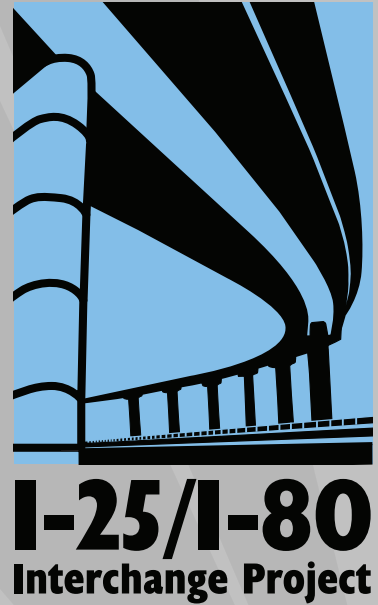
**Looking West toward I-25 from Residential Area on Southwest Drive**



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



**Jacobs**



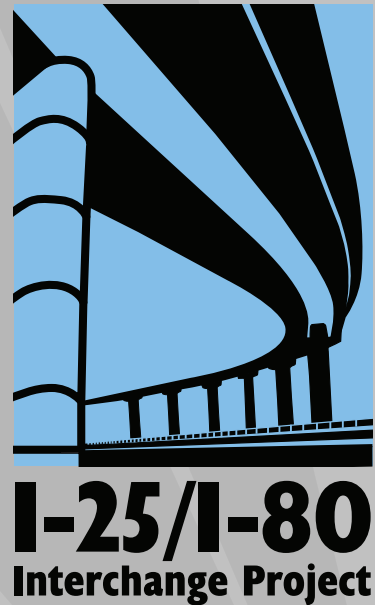
# TRANSPORTATION

- 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.



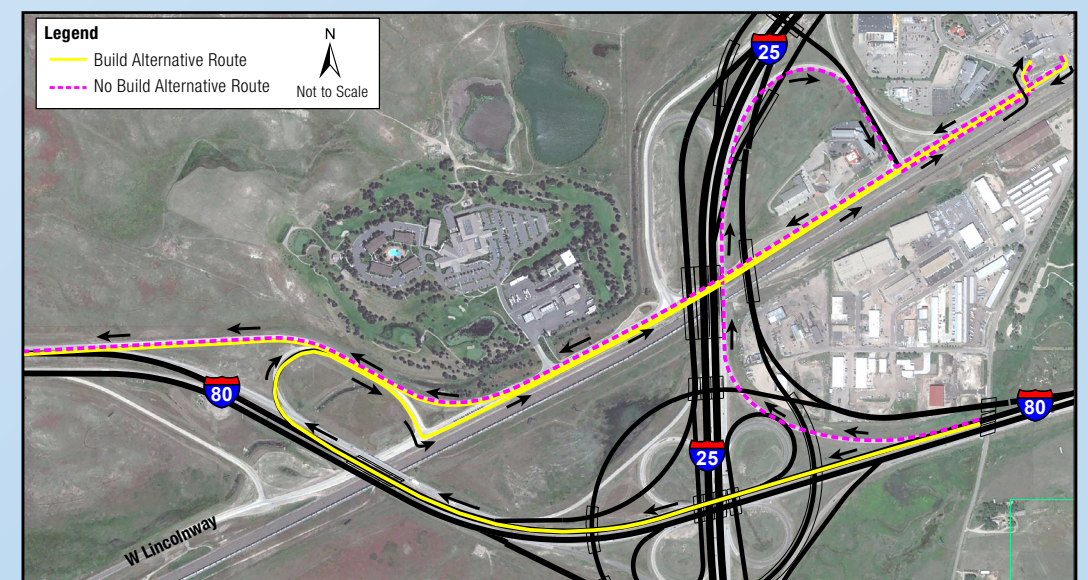
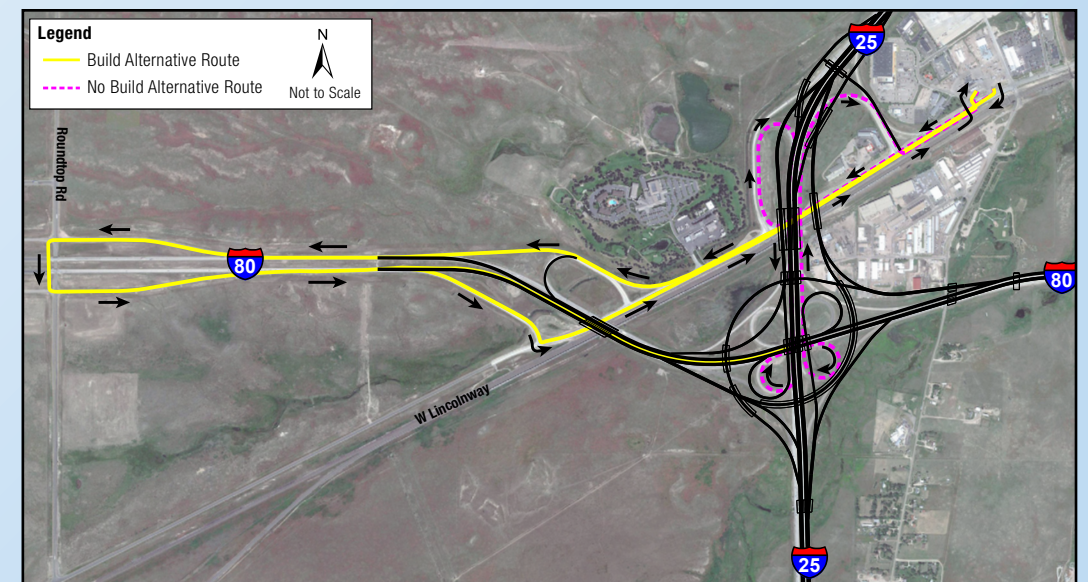
**Jacobs**





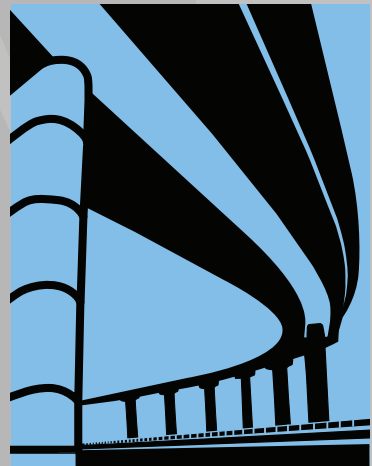
# TRANSPORTATION

- 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.



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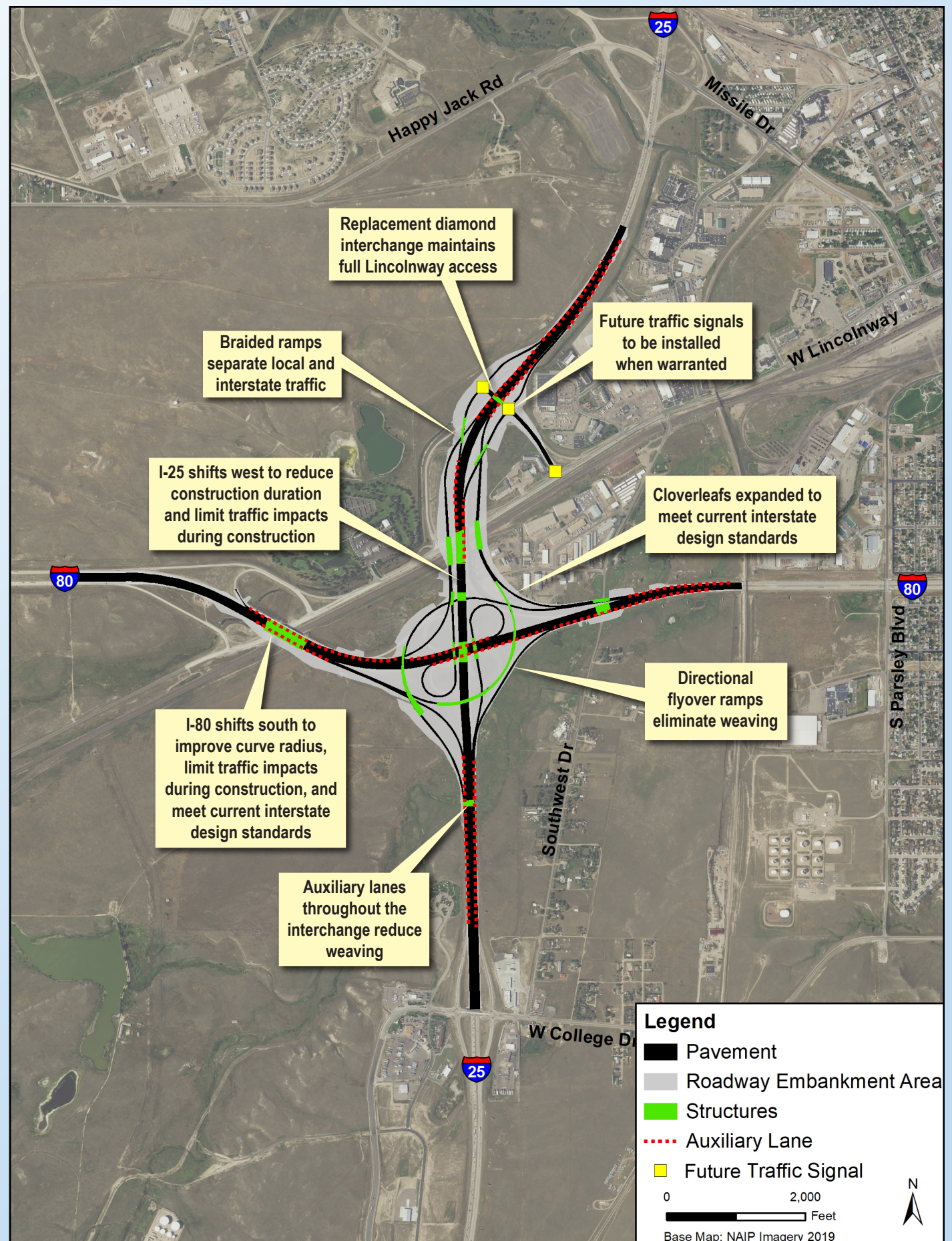


## I-25/I-80 Interchange Project

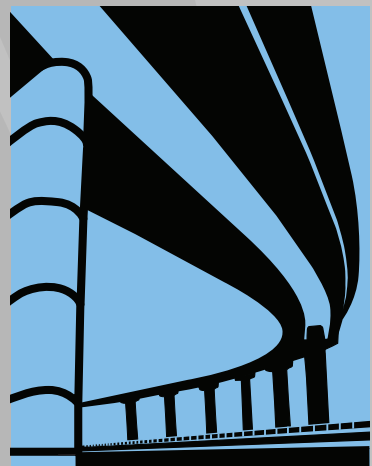
# PREFERRED ALTERNATIVE



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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\*

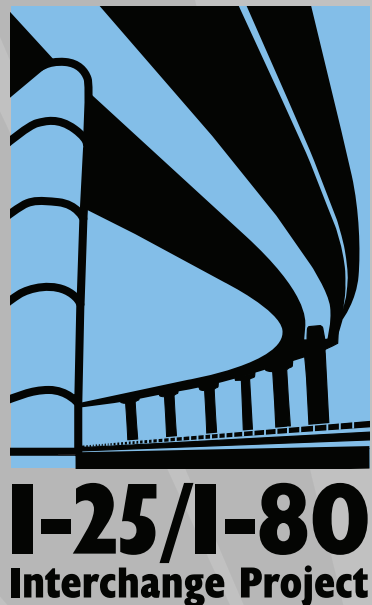
Resource	Preferred Alternative Impacts
Land Use	<ul style="list-style-type: none"> <li>Meets transportation needs and goals</li> <li>Consistent with local land use goals</li> <li>32 acres of undeveloped land converted to transportation use</li> </ul>
Socio-economics	<ul style="list-style-type: none">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



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\* 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. .

# PREFERRED ALTERNATIVE IMPACTS\*

Resource	Preferred Alternative Impacts
<b>Floodplain</b>	<ul style="list-style-type: none"> <li>■ Minor floodplain encroachment at Clear Creek floodplain crossing (MP 8.4), but no rise to base flood elevation.</li> <li>■ No negative impacts to floodplains or floodways</li> </ul>
<b>Vegetation and Noxious Weeds</b>	<ul style="list-style-type: none"> <li>■ Conversion of previously disturbed and naturally vegetated areas to pavement or other permanent features</li> <li>■ Potential establishment of noxious and invasive species due to land disturbance, potentially resulting in loss or degradation of native vegetation and landscapes</li> </ul>
<b>Wildlife and Fisheries</b>	<ul style="list-style-type: none"> <li>■ Minor impacts to wildlife habitat because of previously disturbed vegetated landscapes</li> <li>■ Short-term construction impacts from removing vegetation and topsoil to construct roads, slopes, and bridges</li> <li>■ Potential disturbance or displacement-related impacts on nesting or migrating birds if construction occurs during breeding or migration seasons</li> <li>■ 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</li> </ul>
<b>Soils and Geology</b>	<ul style="list-style-type: none"> <li>■ No adverse impact from soil excavation and importation to remaining soils or underlying geology</li> <li>■ Impacts to project design, cost, and construction because of certain soil characteristics</li> </ul>
<b>Visual Resources</b>	<ul style="list-style-type: none"> <li>■ Substantial visual changes primarily from placing fill and increasing the height of existing elements, and construction of new wind walls</li> <li>■ Short-term impacts from views of heavy work equipment, building materials, demolition activities, and material staging areas during construction</li> </ul>
<b>Hazardous Materials</b>	<ul style="list-style-type: none"> <li>■ Little to no impact to I 1 sites, possible future impact to I 2 sites based on historical activities and proximity to the proposed project</li> </ul>
<b>Parks and Recreation Resources</b>	<ul style="list-style-type: none"> <li>■ Temporary closure of the Lincolnway sidewalk during construction</li> </ul>
<b>Utilities</b>	<ul style="list-style-type: none"> <li>■ Utility conflicts with new roadway elements within existing and new right-of-way; individual utility impacts determined with further design</li> </ul>
<b>Cumulative Impacts</b>	<ul style="list-style-type: none"> <li>■ Potential permanent impacts to jurisdictional and isolated wetlands; no adverse cumulative impacts to wetlands with past and present mitigation</li> </ul>

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



**Jacobs**



# 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.

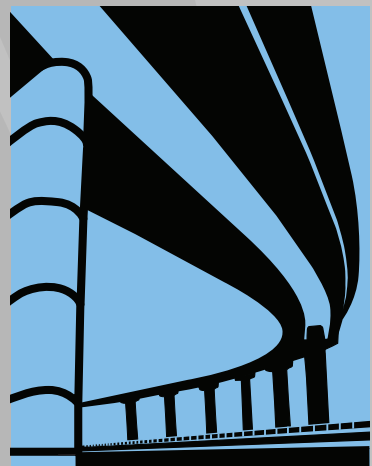
Each phase would function independently and provide stand-alone benefits, regardless of subsequent phases.

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.



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# I-25/I-80 Interchange Project



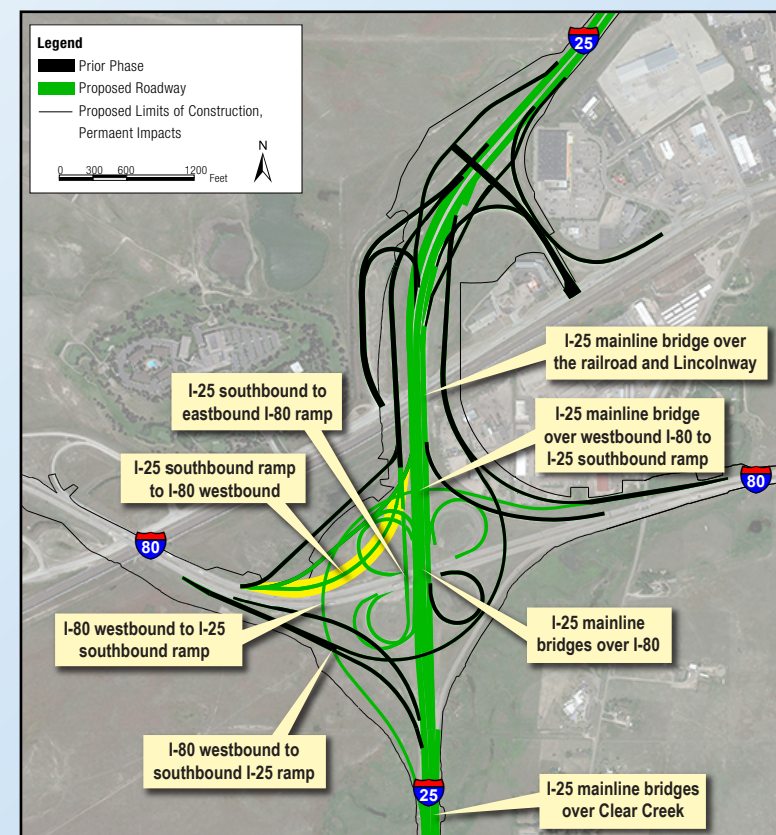
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## PHASING

Phase A

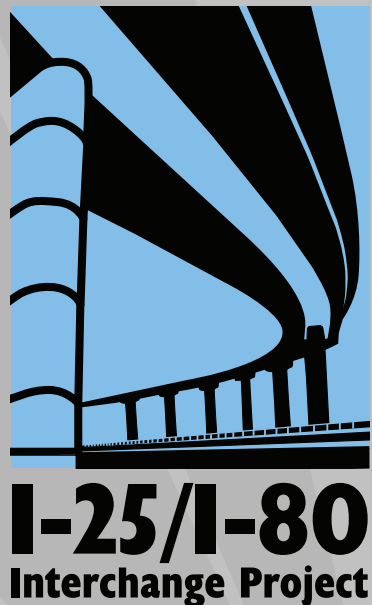


Phase B



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](mailto:Andrea.Allen@wyo.gov)



## Mail-in Comments

Wyoming Department  
of Transportation  
Attn: Andrea Allen  
5300 Bishop Boulevard  
Cheyenne, Wyoming  
82008-3340



## Comment Button

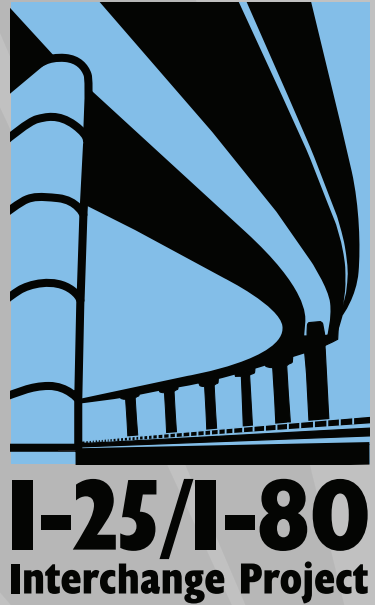
Click on the  
comment button  
in the Virtual  
Open House



**Jacobs**

For general questions about the presentation or the project, please contact WYDOT Project Manager, Andera Allen, at [Andrea.Allen@wyo.gov](mailto:Andrea.Allen@wyo.gov).





# 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.



**Jacobs**

## THANK YOU