

Comment No.	Comment	Response
<p>3a</p>	<div style="text-align: center; background-color: #2c4e64; color: white; padding: 5px; font-weight: bold; font-size: 1.2em;">BOARD OF COMMISSIONERS</div> <div style="text-align: center; margin-top: 10px;">  <p>TETON COUNTY WYOMING</p> <p>www.tetonwyo.org</p> <p><u>Commissioners</u> Hank Phibbs, Chairman Ben Ellis, Vice Chair Andy Schwartz Leland Christensen Paul Vogelheim</p> <p><u>County Administrator</u> Jan Friedlund</p> <p>Post Office Box 3594 Jackson, Wyoming 83001 Tel: (307) 733-8094 Fax: (307) 733-4451 Email: commissioners@tetonwyo.org</p> </div> <p>March 4, 2009</p> <p>Transmitted via email to hobackcomments@dot.state.wy.us</p> <p>Mr. Lee Potter, P.E. Federal Highway Administration 2617 E. Lincoln Way, Suite D Cheyenne, WY 82001-5662</p> <p>RE: Comment on Jackson South Draft Environmental Impact Statement (FHWA Project: FHWA-DEIS-08-01)</p> <p>Dear Mr. Potter:</p> <p>On behalf of the Teton County Board of Commissioners, thank you and staff from the Wyoming Department of Transportation (WYDOT) for meeting with us on February 26 to discuss the alternatives contained in the Jackson South Draft Environmental Impact Statement (DEIS) and the County's preferred alternative.</p> <p>The Board believed the County's alternative had been submitted in an appropriate manner when it was delivered to John Eddins in December 2006. To now be told that it was not "formally" submitted is a surprise and a disappointment. At no time were we informed that a specific submission process was required. We relied on WYDOT, as the lead agency, to advise us on procedural matters and to incorporate our input in the appropriate manner. Additionally, at no time was the alternative vetted through the Interdisciplinary Team or the Core Team, as was the case with all other alternatives proposed for consideration. For these reasons we believe the County's alternative did not receive the consideration it was due two years ago.</p> <p>As you recommended, please consider this letter a formal request for consideration of the County's alternative as a third option for reconstruction of the highway. The analysis of the alternative prepared by Felsburg Holt and Ullevig (FHU) is included, as are WYDOT's response, a follow-up response from FHU, and the FHU presentation made during the February 26 meeting (Attachments 1-4).</p>	<p>Comment #3a Response: The Teton County Alternative, documented in FHU's memo dated August 29, 2006, was submitted by Andy Schwartz, Paula Stevens, and Craig Jackson (Teton County) to John Eddins (WYDOT) in the Fall of 2006. At that time, Teton County requested that WYDOT not make the document public or take it to the Interdisciplinary (ID) Team. Teton County's alternative was fully evaluated by WYDOT and FHWA upon receipt, as evidenced in WYDOT's January 10, 2007 memo attached to your comment letter. That memo documented several areas where WYDOT identified incorrect assumptions in FHU's analysis. The January 18, 2007 transmittal letter to Paula Stevens (Teton County) (also attached to your comment letter) that accompanied the January 10, 2007 memo stated that the flaws in FHU's analysis needed to be addressed before the alternative can be called valid. FHU's response a year later did not correct the flaws identified in their analysis, as illustrated in their February 12, 2008 memo attached to your comment letter.</p> <p>On January 14, 2008, in a joint meeting that included WYDOT and FHWA, the County Commissioners made clear they were going to review the project alternatives and provide their preference and opinions. On March 7, 2008, Teton County staff indicated to FHWA and WYDOT to expect a County response regarding the alternatives in coming weeks, but WYDOT never received such a response. During this time, the County never requested that WYDOT consider its new alternative as part of the EIS process, nor did the County bring it to the ID Team. The issue of FHU's traffic report resurfaced in early 2009, which led to another joint meeting between WYDOT and Teton County that was held in February 2009. Only at that time did the County propose that their new alternative concept be brought to the ID Team and considered as part of the EIS process. By that time, the Draft EIS already had been distributed (on January 23, 2009) for public and agency review and comment.</p> <p>FHWA and WYDOT respectfully disagree with your suggestion that (1) WYDOT did not consider the Teton County Alternative, and (2) WYDOT was somehow remiss in not guiding the County on correct procedures for submitting comments.</p> <p>Upon receipt of Teton County's comment letter on the DEIS in March 2009, WYDOT and FHWA re-evaluated the alternative and presented the results of their analysis during the August 5, 2009 ID Team meeting, which was attended by Gordon Gray, Andy Schwartz, and Paul Stevens of Teton County.</p>

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<p>3b</p> <p>3c</p> <p>3d</p> <p>3e</p>	<p>Mr. Lee Potter, P.E. March 4, 2009 Page 2 of 6</p> <p>Because we have been asked to comment on the DEIS, we view the County's alternative as a critique of the build alternatives contained in the document. It is the opinion of the Board that the draft inadequately represents the options that should be considered and that our alternative demonstrates this.</p> <p>As I stated during our meeting, there is much that we agree on regarding the content of the DEIS (Attachment 5). Central to this is the Board's concurrence that the road is in need of reconstruction to improve safety and provide additional capacity. Other areas of agreement were enumerated during our meeting and include:</p> <ul style="list-style-type: none"> • Three-lane cross-section immediately north of Hoback Junction. • Four-lane cross-section through the Horse Creek area. • Five-lane cross-section through the Hog Island area. • Construction of a pathway facility. • Wildlife crossing facilities. • Implementation of the mitigation measures suggested in the United States Forest Service White Paper on the Snake River Wild and Scenic River Eligibility Analysis. • Use of Best Management Practices to protect water quality, aquatic habitats, and fisheries resources during construction. • Acknowledgement that visual impacts must be mitigated. • Avoidance and minimization of impacts to waters of the U.S. and wetlands. • Coordination with the Teton County Floodplain Administrator to ensure compliance with floodplain regulations. <p>Safety and Capacity The principal area of disagreement is the extent to which safety and capacity needs warrant a five-lane highway from Horse Creek to the existing five-lane section at South Park Loop Road. It is the opinion of the Board that neither the accident data nor the capacity analysis support six miles of five-lane highway, and that the DEIS has not provided sufficient empirical analysis to justify this cross-section.</p> <p>The secondary screening criteria contained within the DEIS include two safety related indicators, one of which is "potential to reduce crashes". The Board agrees that widening to five lanes has the potential to reduce crashes. However, we contend that a lesser cross-section meets this criterion through the provision of 12-foot travel lanes, construction of adequate roadway shoulders, correction of horizontal and vertical alignment deficiencies, adequate clear zone areas, removal of / protection from exposed hazards and pavement drop-offs, wildlife crossings, alternating passing lanes and a five-lane passing section. To date, WYDOT has not provided an analysis that clearly and empirically demonstrates otherwise. In fact the</p>	<p>Comment #3b Response: As a member of the ID Team, Teton County fully participated in the alternatives development and screening process from the project's inception in 2000, and therefore should know of the full range of reasonable alternatives that were developed, evaluated, and screened in the EIS process; this is documented in Chapter 2 of the DEIS.</p> <p>Comment #3c Response: Your concurrence for these project elements has been noted.</p> <p>Comment #3d Response: The Combination Alternative was selected as the Preferred Alternative because it was determined to best meet the project's purpose and need while minimizing impacts. It would resolve existing roadway deficiencies while safely and efficiently accommodating current and future traffic volumes and improving system linkage. As stated in Section 1.5.1 of the FEIS, traffic volumes in the Study Corridor are projected to increase an average of 37 percent over the next 20 years, with considerable increases occurring during the peak summer season. The current Study Corridor level of service (LOS) of LOS C and D is forecasted to deteriorate to LOS D and E in year 2026 (refer to Section 1.5.2 of the FEIS for LOS definitions and analysis). Analysis shows that the Preferred Alternative would operate at LOS A-C in year 2026. American Association of State Highway and Transportation Officials (AASHTO) guidelines call for this classification of highway to be designed to at least LOS C. The Preferred Alternative addresses the identified transportation needs, such as improve system linkage, accommodate travel demand, correct roadway and bridge deficiencies, and improve traffic safety. It provides the needed passing opportunities, provides turn lanes, and improves roadway capacity and operation. It will also include measures to reduce the risk of wildlife-vehicle collisions, which is an existing safety issue within the Study Corridor. For additional information, please refer to Sections 1.5.1, 3.8, and 4.8 of the FEIS.</p> <p>The information contained in the FEIS is based on data obtained and analysis performed in accordance with industry standards. As stated in Section 1.5.1 of the DEIS, traffic forecasts were made based on available socioeconomic and demographic information. Teton County planning documents provided population, employment, and traffic projections. WYDOT traffic data and U.S. Census information also were used in preparing the forecasts. It should be noted that Teton County's growth projection is 3%; the County hopes to reduce this to 2% by implementing growth strategies contained in the Comprehensive Plan currently under revision. WYDOT used a 2% growth rate in its analysis, which is consistent with the County's target growth rate of 2%. WYDOT's traffic forecasts were quite conservative and on the low end of the reasonable range of future scenarios. Refer to Sections 1.5.1 and 3.8 of the FEIS for more information.</p> <p>WYDOT evaluated Teton County's alternative against the Preferred Alternative (Combination Alternative). In considering WYDOT's analysis results presented below, the following should be noted:</p> <ul style="list-style-type: none"> • Teton County's current population growth rate is 3% but hopes to reduce this to 2%. WYDOT's two percent annual growth rate for traffic volumes used in their

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		<p>analysis is consistent with Teton County’s target growth rate of two percent, and, therefore provides a conservative estimate for future traffic volumes.</p> <ul style="list-style-type: none"> • FHU’s analysis of Teton County’s alternative was conducted at the planning level, whereas WYDOT’s evaluation and re-evaluation were conducted at the design level, which is a more precise and detailed level of analysis. • FHU’s analysis assumed a 65 mph speed limit. WYDOT conducted traffic modeling based upon a 55 mph design speed, which is an appropriate design speed for this roadway because it is a principal arterial, has numerous access points, and has areas frequently crossed by wildlife. <p>Differences between the Teton County Alternative and the Preferred Alternative centered around: 1) safety issues; and 2) travel demand, capacity, and level of service (LOS) considerations. The analysis focused on these two elements of the project’s Purpose and Need. The results are summarized below.</p> <p>Safety deficiencies:</p> <ul style="list-style-type: none"> • A highway’s design must include areas between different cross-sections that allow for a gradual transition from one cross-section to another to provide for safe and efficient operation. The different cross-sections included in the Teton County Alternative would result in numerous transition areas, such that the length of a transition area would “eat into” the next cross-section. As a result, a driver would spend almost as much time driving in the transition areas as the different cross-sections themselves. Further, these variable cross-sections and design inconsistencies would violate driver expectations. Drivers would need to constantly maneuver to simply stay in one lane, which would become a safety issue, especially at higher speeds. This problem would worsen in snowy conditions when lane markings are less visible. By comparison, the Preferred Alternative would provide a consistent cross-section for approximately 6.1 miles, from MP 148.6 to MP 142.5, where it would begin transitioning into narrower cross-sections as it approaches Hoback Junction. The fewer transition areas under the Preferred Alternative would provide a consistent highway design that would meet driver expectations and provide a safe and efficient highway operation. • A well-designed roadway allows drivers of vehicles traveling at higher/lower speeds to instinctively separate (or “sort”) themselves from each other, so that slower-moving vehicles do not impede the movement of vehicles moving at a higher speed. The numerous transition areas between the different cross-sections, combined with the reduced laneage compared to the Combination Alternative, would not allow safe “sorting” of vehicles to occur. • Currently, the highway has 4.0 miles of no passing zones in the southbound direction; the Teton County Alternative would provide 4.6 miles of no passing zones in the southbound direction. The highway has about 4.0 miles of no passing zones in the northbound direction, while the Teton County Alternative would provide 2.6 miles of no passing zones northbound. Lane configurations under the Teton County Alternative would favor northbound movement into Jackson, but would result in delays for the corresponding southbound movement. Two segments

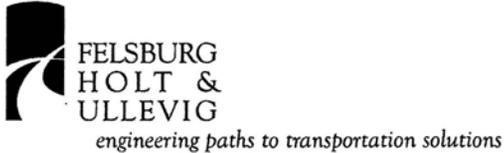
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		<p>of the Teton County Alternative that would not allow for passing are located between MP 141.5 and MP 144.1 and between MP 146.6 and MP 148.6. The limited passing opportunities provided under the Teton County Alternative could induce impatient drivers to attempt unsafe passing maneuvers that would create a potential head-on collision situation. Further, traffic modeling indicates that the Teton County Alternative would operate at LOS D.</p> <p>Travel demand/capacity/LOS deficiencies:</p> <ul style="list-style-type: none"> • The numerous transitions from one cross-section to another “eat up” the roadway, as described under “Safety,” above. This results in a substandard LOS for this alternative. • As discussed under “Safety Deficiencies” above, the numerous transition areas would not allow “sorting” of vehicles (vehicles traveling at higher/lower speeds), which reduces the alternative’s capacity and results in a substandard LOS D. • As discussed under “Safety Deficiencies” above, the limited passing opportunities would reduce capacity and result in LOS D. <p>Because of the safety and capacity deficiencies noted above, the Teton County alternative does not meet the project’s purpose and need, and was dismissed from further consideration.</p> <p>Comment #3e Response: Some of the criteria mentioned in your comment would improve safety; however, please refer to Comment #3d response for a list of the safety and capacity deficiencies identified with the Teton County alternative, and information that supports selection of the Combination Alternative as the Preferred Alternative. Also, please refer to Section 2.6 in the FEIS that describes the Teton County Alternative and the results of WYDOT’s analysis.</p>

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<p>3f</p> <p>3g</p> <p>3h</p> <p>3i</p>	<p>Mr. Lee Potter, P.E. March 4, 2009 Page 3 of 6</p> <p>DEIS states that analysis of the crash data indicates that “most crashes could be attributed to roadway deficiencies” such as those enumerated above. To invest taxpayer money for a more expensive and less context sensitive highway absent a comprehensive safety analysis is not an approach the Board can support. The National Environmental Policy Act requires systematic, rigorous evaluation that has not been undertaken in the DEIS with regard to this element of the document.</p> <p>With regard to meeting capacity needs, the DEIS states that the level of service (LOS) C requirement contained in the document is consistent with County plans. In fact, the County established LOS D as the standard to be met on all arterials within Teton County. The DEIS does not acknowledge this nor does it discuss the difference between the LOS goal adopted by the community and that contained in the DEIS. The document should be updated where necessary to reflect this difference.</p> <p>As discussed on February 26th, the FHU analysis demonstrates that the County’s alternative meets the desired level of service LOS C with the exception of a one-hour period in the southbound direction at the peak travel period during the summer. In the year 2026 this translates into an additional 15 seconds of travel time, which we contend is negligible and not worthy of the associated impacts – both financial and environmental. If the broader context of the utility of the highway and its associated logical termini were considered, it would seem reasonable to expand the LOS analysis to the north to encompass the five-lane section, which would raise the LOS to an acceptable level.</p> <p>Environmental Considerations The County’s current Comprehensive Plan and Land Development Regulations reflect an abiding commitment to protection of the valley’s natural resources. This commitment has been re-affirmed and strengthened through comment from the public on the Comprehensive Plan update currently under way. For these reasons, the Board appreciates the attention given to avoidance and minimization of environmental resource impacts in the DEIS.</p> <p>Where the Board believes the DEIS is inadequate on this point is in the absence of a commitment to constructing a wildlife crossing in the northeast portion of the South Park Wildlife Management Area. The DEIS identifies wildlife roadway crossings as a contributing factor in the above average crash rate within the study corridor. Specific reference is made to the one-mile section that encompasses Game Creek (MP 146 to MP 147) where half of all crashes are attributed to collisions with wildlife. Along the entire study corridor, 93 of the 202 total crashes involved animals.</p> <p>It is the contention of the Board that for both traveler safety and environmental reasons the DEIS should include a commitment to the construction of a wildlife crossing within the MP</p>	<p>Comment #3f Response: A “comprehensive safety analysis,” as you suggest, is not necessary, because the safety concerns pointed out in WYDOT’s January 10, 2007 memo and incorporated into the AASHTO standards were based on standards and practices commonly accepted in the traffic engineering practice. Also, please refer to Sections 1.6, 1.7, Chapter 2, 3.8, and 4.8 that discuss traffic safety.</p> <p>Comment #3g Response: Section 4.8.2 of the DEIS states that the 5-Lane Rural Alternative would meet the Jackson/Teton County Plan goals by improving transportation system efficiency and improving safety. This road is a National Highway System (NHS)-designated principal arterial. Its function is to safely and efficiently transport people and goods. Because this is a state highway and not a local road, WYDOT is responsible for the function and acceptable level of service for this highway. According to the Wyoming Attorney General, “Counties may neither restrict nor reduce the future traffic carrying capacity of any State highway. Only the State, through its Department of Transportation has jurisdiction.”</p> <p>Comment #3h Response: WYDOT conducted traffic modeling based upon a 55 mph design speed (as opposed to the 65 mph used in FHU’s analysis). A 55 mph design speed is appropriate for this roadway because it is a principal arterial, has numerous access points, and has areas frequently crossed by wildlife. Changing that one parameter, it was found that the Teton County Alternative would operate at LOS D at best, not LOS C, and is a fatal flaw of the alternative. LOS D would also result in a longer travel time than shown in the FHU analysis. Please refer to Comment #3d response for additional responses concerning LOS. Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. MP 148.6 was determined to be a logical northern terminus because at that location, the existing highway transitions from a two-lane to a five-lane highway north toward Jackson. MP 141.4 was determined to be a logical southern terminus because at that location planned highway improvements under the Hoback Junction project begin. The project termini were determined at the onset of the project to be logical and define rational end points for developing alternatives, analyzing transportation improvements, and considering environmental issues.</p> <p>Comment #3i Response: FHWA and WYDOT will implement measures under the Preferred Alternative to reduce the risk of wildlife-vehicle collisions. FHWA and WYDOT will provide wildlife crossings at five locations within the Study Corridor: Game Creek, Flat Creek, South Park Bridge over the Snake River in the north and Snake River Bridge, and Horse Creek. In addition, a wildlife crossing will be considered in the area south of Horse Creek Wildlife fencing will be used to guide animals to these crossings. WYDOT will provide fish passage structures for Horse Creek and Game Creek where the highway crosses these waterways. The exact design of wildlife crossing structures, wildlife fencing, and game trail benches adjacent to bridge abutments will be determined during final design. FHWA and WYDOT will continue to work with the ID Team members, Wyoming Game and Fish Department, Bridger-Teton National Forest, and other interested parties to find ways to minimize wildlife/vehicle collisions. Please refer to Section 4.18.5 of the FEIS for more information.</p>

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Central to this theme is our bus system (START), which continues to expand and achieve ever higher ridership levels that meaningfully offset vehicle trips. The DEIS includes a discussion of the importance of transit to the community and the various studies that have been conducted regarding transit service. The DIES also describes the commuter bus service from Star Valley to Jackson. What is missing is a discussion of potential roadway facility modifications that would support or promote bus ridership within the corridor.</p> <p>The inclusion of a separate pathway system is enthusiastically supported by the Board. The construction of a pathway through this section continues the logical connection of the existing pathway to areas of the community in the southern end of the valley. More specifically, the Board has the following comments on the proposed pathway facility:</p> <p>1. County recommended alternative. We support the provision of a pathway along the full length of the corridor, including between Game Creek and Horse Creek, due to the significant populations that would be served by the pathway in the Evans Trailer Park, Hog Island, Riverfront, and other neighborhoods and destinations along this section. This meets the goals of improving system linkage, providing system continuity, and accommodating non-motorized transportation modes stated in the project purpose and need. A pathway adjacent to the highway would be the most direct connection between Hoback Junction and Jackson, and would thereby be more likely to shift trips to non-motorized modes. The fact that the majority of the residential density between Game Creek and Horse Creek is located on the east side of the highway could favor an east-side pathway alignment in this section, which the Board asks WYDOT to consider.</p> <p>If Henry’s Road is determined to be the primary north/south access for the pathway system between Game Creek and Horse Creek, we recommend making significant improvements to the infrastructure. This could include pathway paving, retaining wall stabilization, and protection from periodic landslides.</p> <p>2. Separated grade crossings. The Board supports the provision of separated grade crossings at Game Creek Road and Horse Creek because of the significant existing and expected non-motorized traffic volumes crossing at these locations. Game Creek is a</p>	<p>Comment #3j Response: (continuation of Comment 3i – refer to Comment 3i response.)</p> <p>Comment #3k Response: Although promoting transit ridership in the study corridor is not part of the project’s purpose and need, the Preferred Alternative would not preclude creation of future bus stops along the study corridor. WYDOT is currently completing agreements to build a transit facility adjacent to Hoback Market in Hoback Junction, although that is not a part of this project.</p> <p>Comment #3l Response: Two pathway options were considered in the DEIS: Pathway Option 1 provides a separated path along the west side of the highway from Hoback Junction north to the existing Von Gontard Trail. Pathway Option 2 follows the same alignment as Option 1, except it veers from the highway alignment and runs along Henry’s Road, crossing the highway via underpasses at the Henry’s Road connections. Pathway Option 1 was identified as the preferred pathway option based on comments received from Teton County, citizens, and stakeholder groups, who voiced a preference for the pathway to be located adjacent to the highway throughout the Study Corridor. Option 1 would better serve the populations located along the highway and provide a more direct route than Pathway Option 2. As such, it is anticipated that Pathway Option 1 would experience a higher level of use and better serve the community than Pathway Option 2. Pathway Option 1 would also provide access to the South Park boat launch area and the environmental justice community along the Study Corridor. For these reasons, Pathway Option 1 best meets the Purpose and Need of the project. WYDOT will coordinate with Teton County, Friends of Pathways, and other organizations during final design of the project.</p> <p>WYDOT commits to build the trail in the roadway template. If others are willing to fund separating the trail, WYDOT will work with them on this issue, assuming the design advisory committee concedes to this trail alignment. The design advisory committee would include representatives from WYDOT, FHWA, Teton County, Bridger-Teton National Forest, Wyoming Game and Fish Department, Conservation Alliance, business representatives, and possibly others as well. It should be noted that keeping the pathway in the roadway template would address Wyoming Game and Fish Department concerns that pathways should not promote human access to crucial wildlife habitats.</p> <p>Comment #3m Response: Refer to Comment 3l response. Pathway Option 1, in which the path would be located adjacent to the highway throughout the study corridor, has been identified as the preferred pathway option. Therefore, no improvements to Henry’s Road are proposed. WYDOT plans to transfer ownership and maintenance of Henry’s Road to Teton County.</p> <p>Comment #3n Response: Refer to Comment #3l response concerning pathway location and highway crossings.</p>

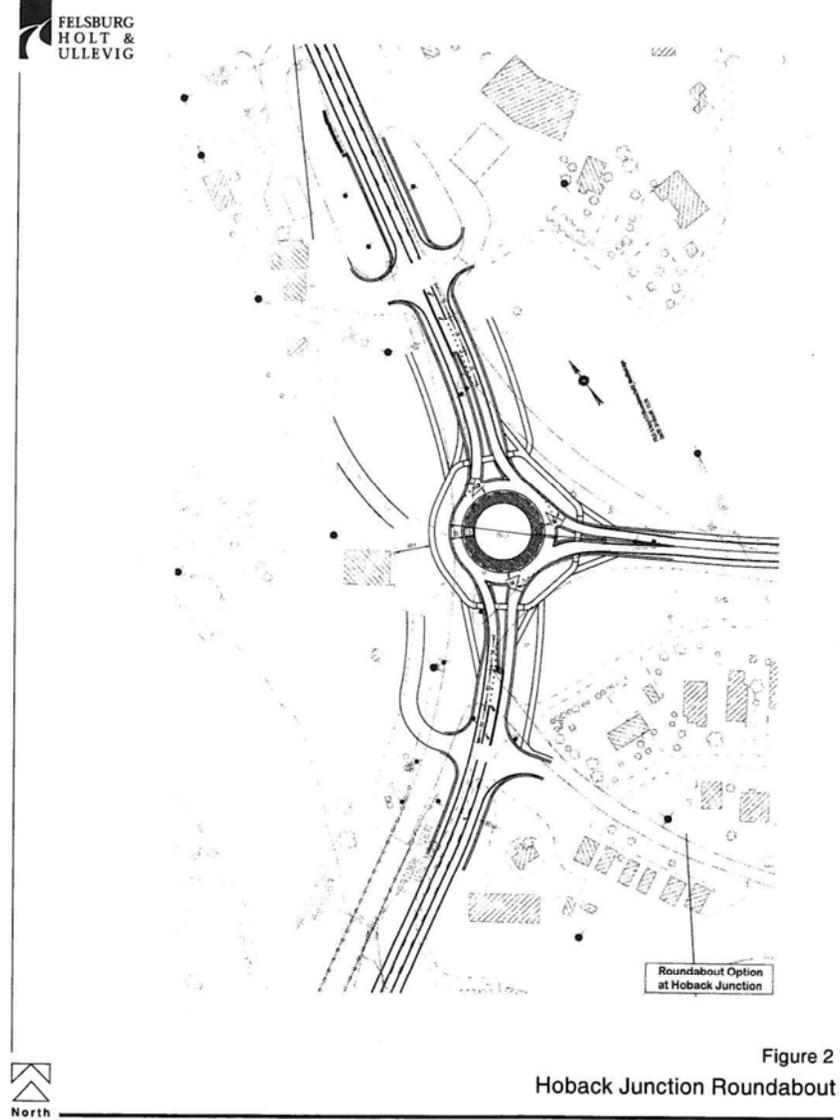
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<p>3u</p>	<p>Mr. Lee Potter, P.E. March 4, 2009 Page 6 of 6</p> <p>for appropriate non-motorized access to the Snake River and other natural resources. There are several publicly owned parcels where the pathway could be routed to increase separation from the roadway and provide interpretive and scenic opportunities, or access to the Snake River. Appropriate closure periods must be established and enforced to minimize impacts to wildlife.</p> <p>South Park River Access The Bureau of Land Management (BLM) owns parcels on each side of the highway and a new boat ramp facility is being planned on the south side of the Snake River. The BLM retained OTAK, a Colorado consulting firm, to prepare a conceptual site plan for these parcels in 2004 (Attachment 6). The BLM plan depicts modifications to the highway necessary to support safe ingress and egress. The plan also includes a new underpass south of the bridge, which would create a separated grade crossing for vehicular and non-motorized traffic.</p> <p>The Board recommends the inclusion of a roadway cross-section that supports the creation of this recreational facility. Additionally, accommodations should be made to provide a non-motorized crossing that would permit users to access the Snake River on both sides of the highway without having to cross the highway at grade.</p> <p>Again, thank you for taking the time to meet with the Board and for considering our comments on this critically important project.</p> <p>Sincerely,</p>  <p>Hank Phibbs, Chairman Teton County Board of Commissioners</p> <p>Attachments:</p> <ol style="list-style-type: none"> 1. Wyoming Highway 89 Alternative Laneage Analysis (August 29, 2006) 2. US 89 Laneage Analysis (January 18, 2007) 3. Wyoming Highway 89 Alternative Laneage Analysis (February 12, 2008) 4. FHU presentation made during the February 26, 2009 meeting 5. Handout from February 26, 2009 meeting 6. Recreation Project Plan, South Park River Access <p>cc: Tim Stark, P.E., Wyoming Department of Transportation Steve Foster, Teton County/Jackson Parks and Recreation Department Jeff Hermansky, Teton County Engineering Brian Schilling, Jackson Hole Community Pathways Paula Stevens, Teton County Planning & Development Michael Wackerly, Southern Teton Area Rapid Transit (START)</p>	<p>Comment #3u Response: The planned development at South Park was discussed in the DEIS in Sections 3.1.5, 3.7.2, 4.7.2, 4.16.4, and 4.25.4. Although that site development is not part of this WYDOT project, WYDOT will coordinate with the Snake River Fund and the Snake River Taskforce regarding accesses at the site, including the underpass included in the site’s development plan. WYDOT will develop an agreement with Teton County regarding County’s maintenance of the path.</p>

Comment No.	Comment	Response
<p>3v</p>	 <p>MEMORANDUM</p> <p>TO: Ms. Paula Stevens, Teton County Planning Department</p> <p>FROM: Jeff Ream, P.E., PTOE, Felsburg, Holt & Ullevig</p> <p>DATE: August 29, 2006</p> <p>SUBJECT: Wyoming Highway 89 Alternative Laneage Analysis FHU Reference No. 06-140</p> <hr/> <p>FHU has prepared this memorandum summarizing the results of the transportation analysis conducted for Teton County's alternative roadway laneage concept for Wyoming State Highway 89 (WY 89). The Wyoming Department of Transportation is in the process of conducting an Environmental Impact Statement (EIS) for an approximately eight mile stretch of WY 89 from South Park Road on the south end of the town of Jackson to just beyond the intersection of WY 189 at Hoback Junction. It also includes improvements to approximately 1.5 miles of WY 189 east of WY 89, but that section is not a part of this analysis.</p> <p>BACKGROUND</p> <p>The WY 89 EIS explored several potential roadway laneage options, including: improving but not widening the existing two lane road; constructing a rural three-lane road with alternating passing lanes; constructing a four lane road with no center turn lane; constructing a five lane road; and maintaining a two lane road but accommodating demand with expanded START commuter bus service. The EIS analysis concluded that the only option that would provide satisfactory levels of service and safety along the corridor (LOS C or better) was the five lane option, and carried forth a preferred alternative that extended the existing five lane cross section at South Park Road further south to just north of Horse Creek Road, transitioned to a four lane cross section for a half mile, then transitioned to a three lane cross section through Hoback Junction (Figure 1). The existing three WY 89/WY 189 intersections would then be replaced by a roundabout (Figure 2).</p> <p>Teton County residents have already expressed concerns that the existing five-lane section north of South Park Loop Road is inconsistent with the rural nature of that part of the county, and would like to avoid extending that type of roadway cross-section further south, if possible. After reviewing the preferred alternative, Teton County staff felt that while it certainly addressed safety and capacity issues for the highway, it may not be an acceptable answer to residents concerns, and developed an alternative laneage concept that limits the five lane cross section to a much shorter segment in the middle of the study area. Figure 3 shows the Teton County alternative.</p>	<p>In addition to responses below, please refer to WYDOT's memo dated January 10, 2007 (which follows this memo) that outlines the inaccurate assumptions that WYDOT identified in FHU's analysis presented in their August 29, 2006 memorandum.</p> <p>Comment #3v response: The Hoback Junction EIS was initiated in 2000, and in 2007 was split into three separate NEPA studies. The Jackson South EIS only includes improvements to a seven-mile stretch of US 26/89/189/191 from MP 148.6 in the north to MP 141.4 to the south; it does not include improvements to Hoback Junction or US 189/191 east of Hoback Junction.</p> <p>Comment #3w response: It should be noted that this comment memo is dated 2006; the Jackson South Draft EIS (DEIS) was completed in January 2009. Corrections to statements contained in Comment #3w follow.</p> <p>Seven alternatives were developed and screened (see Chapter 2 of the Draft and Final EIS for detailed descriptions of each) and include:</p> <ul style="list-style-type: none"> • 2-Lane Rural • 3-Lane Rural • 4-Lane Undivided • 5-Lane Rural • 4-Lane Divided • Combination (developed during the screening process) • No-Action <p>An expanded START commuter bus service was not a component of the alternatives (expanding transit service in the Study Corridor was not part of the project's purpose and need).</p> <p>Two build alternatives emerged from the screening process as best meeting the project's purpose and need: the 5-Lane Rural Alternative and the Combination Alternative. Those two build alternatives, along with the No-Build Alternative, were fully evaluated in the Draft EIS. The Draft EIS did not identify a preferred alternative.</p> <p>Comment #3x response: In response to your concerns regarding impacts to the Study Corridor's character, please note that WYDOT must balance differing needs and interests in providing safe and efficient transportation infrastructure. WYDOT is responsible for providing roadways to accommodate existing and future travel demand, while meeting established operational and safety standards. The Combination Alternative was selected as the Preferred Alternative because it would provide the best balance between meeting identified transportation needs and minimizing impacts, including to community character. These transportation needs include improving system linkage, accommodating travel demand, correcting roadway deficiencies, and improving traffic safety. FHWA and WYDOT are mindful of the concerns voiced by some area residents about the impact of a five-lane roadway on the Study Corridor's character.</p>
	<p>6300 South Syracuse Way, Suite 600 Centennial, CO 80111 tel 303.721.1440 fax 303.721.0832 www.fhueng.com info@fhueng.com</p>	

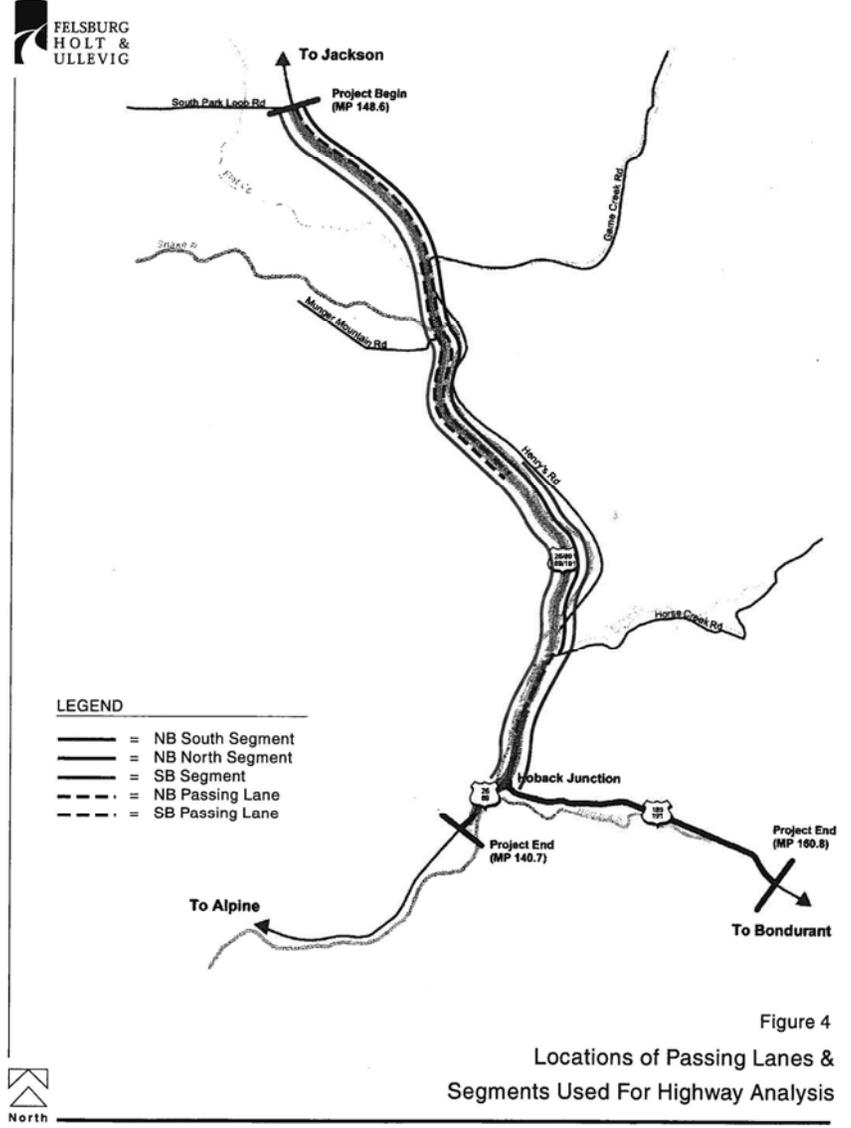
Comment No.	Comment	Response
		<p>Environmental resources related to community character (land use, social conditions, and visual conditions) were fully considered and evaluated in Sections 4.1, 4.3, and 4.22 of the FEIS, respectively. The assessment of cumulative impacts to community character is presented in Section 4.25.8, Community Character. Those sections present impacts associated with the Preferred Alternative and measures that FHWA and WYDOT will implement to mitigate those impacts. For example, the FEIS contains commitments to protect wildlife and minimize visual impacts by minimizing vegetative clearing and use of retaining wall colors and textures that conform to the natural landscape.</p>

Comment No.	Comment	Response
	<p>FELSBURG HOLT & ULLEVIG</p> <p>To Jackson</p> <p>South Park Loop Rd Project Begin (MP 148.8)</p> <p>5-lane segment MP 142.6 to MP 148.7 (6.1 miles)</p> <p>4-lane segment MP 142.1 to MP 142.6 (.5 miles)</p> <p>3-lane segment MP 141.0 to MP 142.1 (1.1 miles)</p> <p>Hoback Junction</p> <p>Project End (MP 140.7)</p> <p>Project End (MP 160.8)</p> <p>To Alpine</p> <p>To Bondurant</p> <p>Figure 1 WY 189 Preferred Alternative</p> <p>North</p> <p>WY89 EIS 06-140 08/28/06</p>	

Comment No.	Comment	Response
	 <p data-bbox="273 284 399 349">FELSBURG HOLT & ULLEVIG</p> <p data-bbox="903 1242 1039 1274">Roundabout Option at Hoback Junction</p> <p data-bbox="262 1339 325 1404">North</p> <p data-bbox="315 1404 451 1421">WY99 EIS 06-140 08/29/06</p> <p data-bbox="787 1323 1102 1388">Figure 2 Hoback Junction Roundabout</p>	

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	<p> FELSBURG HOLT & ULLEVIG Figure 3 Teton County Alternative <small>WY89 EIS 06-140 08/23/06</small> </p>	

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	<p>August 29, 2006 Memorandum to Ms. Paula Stevens Page 5</p> <p>As the figure indicates, the alternative would provide one southbound and two northbound lanes plus left turn lanes at each intersection from the end of the current five lane section to Game Creek Road, two lanes in each direction from Game Creek Road to the south side of the first Snake River Bridge (no left turn lanes would provided because only three low volume access points are located along this section), two lanes in each direction plus a center two way left turn lane from the bridge to just north of the Ross Gravel Pit Road, one lane in each direction plus a center two way left turn lane from there to just south of Horse Creek Road, and the Preferred Alternative three lane cross section from there through Hoback Junction (two northbound lanes and one southbound lane north of Hoback Junction, and one lane in each direction plus a center two way left turn lane through Hoback Junction to the intersection with WY 189).</p> <p>ANALYSIS</p> <p>Level of Service</p> <p>The methodologies outlined in <u>Chapter 20 - Two Lane Highways</u> of the <i>Highway Capacity Manual</i> (HCM), were used to analyze the Teton County alternative for WY 89. The analysis examines levels of service in each direction of a two lane facility, and includes adjustments to account for the presence of passing lanes. To properly account for these adjustments, the northbound analysis was broken into two segments, one extending from Hoback Junction to Ross Gravel Pit Road to analyze the southernmost passing lane, the other from Horse Creek Road to South Park Road to analyze the northernmost passing lane. The two segments overlap by approximately one mile because each was selected to cover the entire two lane section before and after the passing lane in order to capture the vehicle interaction prior to the lane (where the most vehicle platooning would occur) and after the lane (where platooning is initially minimized but increases as the road approaches the next passing lane). The southbound direction was analyzed as one segment because it consists of only one passing lane. Figure 4 shows the locations of the passing lanes, as well as the segments used in the analysis.</p> <p>The traffic volumes used in the analysis were taken from the 2026 traffic forecasts in the EIS. Because the EIS developed forecasts for five segments (Table 1) that did not match up with the passing lane segments, the analysis selected volumes that were representative of the traffic conditions in the middle of the passing lane segment (Table 2).</p> <p>Table 1. 2026 EIS Traffic Forecasts</p> <table border="1" data-bbox="268 1062 1094 1208"> <thead> <tr> <th>EIS Segment</th> <th>From</th> <th>To</th> <th>Distance</th> <th>Peak Direction¹</th> <th>Off-peak Direction¹</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Hoback Junction South</td> <td>Fall Creek</td> <td>Hoback Junction</td> <td>0.84 mi.</td> <td>626</td> <td>418</td> <td>1,044</td> </tr> <tr> <td>Hoback Junction North</td> <td>Hoback Junction</td> <td>WYDOT</td> <td>4.34 mi.</td> <td>878</td> <td>586</td> <td>1,464</td> </tr> <tr> <td>Munger Mountain</td> <td>WYDOT</td> <td>Horsethief Canyon</td> <td>1.59 mi.</td> <td>958</td> <td>639</td> <td>1,597</td> </tr> <tr> <td>Horse Thief Canyon</td> <td>Horsethief Canyon</td> <td>Horsethief Canyon II</td> <td>0.07 mi.</td> <td>1014</td> <td>676</td> <td>1,690</td> </tr> <tr> <td>South Park Road</td> <td>Horsethief Canyon II</td> <td>South Park Road</td> <td>1.30 mi.</td> <td>1142</td> <td>762</td> <td>1,904</td> </tr> </tbody> </table> <p>¹. Assumes a 60/40 peak/off-peak directional split, with the northbound peak occurring in the morning and the southbound peak occurring in the afternoon.</p>	EIS Segment	From	To	Distance	Peak Direction ¹	Off-peak Direction ¹	Total	Hoback Junction South	Fall Creek	Hoback Junction	0.84 mi.	626	418	1,044	Hoback Junction North	Hoback Junction	WYDOT	4.34 mi.	878	586	1,464	Munger Mountain	WYDOT	Horsethief Canyon	1.59 mi.	958	639	1,597	Horse Thief Canyon	Horsethief Canyon	Horsethief Canyon II	0.07 mi.	1014	676	1,690	South Park Road	Horsethief Canyon II	South Park Road	1.30 mi.	1142	762	1,904	<p>Please refer to WYDOT’s memo dated January 10, 2007 (which follows this memo) that responds to this memo and discusses WYDOT’s concerns with FHU’s analysis. You may also refer to Comment #3d responses and Section 2.6 of the FEIS that describes the Teton County Alternative and the results of WYDOT’s analysis.</p>
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	 <p>LEGEND</p> <ul style="list-style-type: none"> — = NB South Segment — = NB North Segment — = SB Segment - - - = NB Passing Lane - - - = SB Passing Lane <p>Figure 4 Locations of Passing Lanes & Segments Used For Highway Analysis</p> <p>North</p> <p>WY99 EIS 06-140 08/23/05</p>	

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	<p data-bbox="310 280 588 337">August 29, 2006 Memorandum to Ms. Paula Stevens Page 7</p> <p data-bbox="310 378 892 399">Table 2. Traffic Volumes Used in Passing Lane Segment Analysis</p> <table border="1" data-bbox="268 415 1094 521"> <thead> <tr> <th>Passing Lane Segment</th> <th>From</th> <th>To</th> <th>Distance</th> <th>Peak Direction</th> <th>Off-peak Direction</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>NB South Passing Lane</td> <td>WY 189</td> <td>Ross Gravel Pit Road</td> <td>3.5 mi.</td> <td>878</td> <td>586</td> <td>1,464</td> </tr> <tr> <td>NB North Passing Lane</td> <td>Horse Creek Road</td> <td>South Park Road</td> <td>5.5 mi.</td> <td>958</td> <td>639</td> <td>1,597</td> </tr> <tr> <td>SB Passing Lane</td> <td>South Park Road</td> <td>WY 189</td> <td>7.5 mi.</td> <td>878</td> <td>586</td> <td>1,464</td> </tr> </tbody> </table> <p data-bbox="310 540 1041 716">Table 3 summarizes the results of the highway level of service analysis. Level of service (LOS) is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay. Levels of service are described by a letter designation ranging from LOS A to LOS F, with LOS A representing the best possible conditions and LOS F representing congested conditions. For two lane highways, levels of service are presented in terms of both average travel speed and percent time spent following for the facility. As the table indicates, both the northbound and southbound laneage would operate at LOS C during the peak directional period (northbound in the morning and southbound in the afternoon). This would meet the minimum acceptable level of service criteria for the roadway as outlined in the EIS (LOS C).</p> <p data-bbox="310 735 743 756">Table 3. WY 89 Peak Direction Levels of Service</p> <table border="1" data-bbox="306 773 1037 898"> <thead> <tr> <th>Direction</th> <th>Average Travel Speed</th> <th>Percent Time Spent Following</th> <th>^A Level of Service</th> </tr> </thead> <tbody> <tr> <td>NB South Passing Lane</td> <td>51.5</td> <td>59.2%</td> <td>LOS C</td> </tr> <tr> <td>NB North Passing Lane</td> <td>51.0</td> <td>59.3%</td> <td>LOS C</td> </tr> <tr> <td>Northbound Total</td> <td>51.2</td> <td>59.2%</td> <td>LOS C</td> </tr> <tr> <td>Southbound Total</td> <td>51.3</td> <td>61.1%</td> <td>LOS C</td> </tr> </tbody> </table> <p data-bbox="310 917 1041 1170">Since the southbound direction is forecast to have a higher percent time spent following value, a sensitivity analysis of that direction was performed using traffic volumes from the next section north (Munger Mountain). These higher volumes cause the section to drop to LOS D with a percent time spent following of 65.7 percent, just over the LOS C/D percent time spent following threshold of 65 percent. Extending the passing from a length of 2.5 miles to 2.8 miles improves the level of service back to LOS C, so Teton County may want to consider adding 0.3 to 0.5 miles to the south end of the passing lane to provide a facility that can better serve higher volumes. It also should be noted that if traffic volume projections for the Horse Thief Canyon segment are used in the southbound analysis, the southbound passing lane would need to be extended to 3.2 miles to meet the LOS C criteria, and if projections for the South Park Road segment are used the lane would need to be extended to 3.8 miles. Extending the passing lane to those lengths is not recommended, however, because it would be based on applying the traffic volume projections for the northernmost 1.4 miles of the roadway to the entire corridor.</p> <p data-bbox="310 1190 1041 1284">The conclusion in the EIS that the roadway would not rise above LOS D even with passing lanes was not able to be replicated in this analysis. In addition, when the EIS alternative is analyzed as a four lane road, the analysis indicates LOS A, but when it is analyzed as a two lane road with continuous passing lanes north of Hoback Junction, the analysis indicates LOS C, with an average travel speed of 53.7 mph northbound and 53.8 mph southbound.</p>	Passing Lane Segment	From	To	Distance	Peak Direction	Off-peak Direction	Total	NB South Passing Lane	WY 189	Ross Gravel Pit Road	3.5 mi.	878	586	1,464	NB North Passing Lane	Horse Creek Road	South Park Road	5.5 mi.	958	639	1,597	SB Passing Lane	South Park Road	WY 189	7.5 mi.	878	586	1,464	Direction	Average Travel Speed	Percent Time Spent Following	^A Level of Service	NB South Passing Lane	51.5	59.2%	LOS C	NB North Passing Lane	51.0	59.3%	LOS C	Northbound Total	51.2	59.2%	LOS C	Southbound Total	51.3	61.1%	LOS C	<p data-bbox="1136 280 1992 386">Please refer to WYDOT's memo dated January 10, 2007 (which follows this memo) that responds to this memo and discusses WYDOT's concerns with FHU's analysis. You may also refer to Comment #3d responses and Section 2.6 of the FEIS that describes the Teton County Alternative and the results of WYDOT's analysis.</p>
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	<p>August 29, 2006 Memorandum to Ms. Paula Stevens Page 8</p> <p>Additional Operational Analyses</p> <p>In addition to the HCM analysis, operational analyses of the facility were conducted using the Synchro and SimTraffic traffic analysis software packages. The first step in the analysis process was to create two scale models of the corridor using Synchro, one with the EIS preferred alternative laneage, the other with the Teton County alternative laneage. Each model included all 59 access points along the highway that are located within the study area.</p> <p>Next, land use information was obtained for each access point, and trips were generated for each using the Institute of Transportation Engineers <u>Trip Generation</u>, Seventh Edition (2003). Starting with the through traffic on WY 89 at the south end of the corridor from the EIS (626 vph southbound, 418 vph northbound) and working north, the volumes were first balanced based on entering and exiting traffic at the roundabout, and then each access points' traffic was added to or subtracted from the WY 89 through volume, using a distribution of 60 percent to/from the north, and 40 percent to/from the south (from the EIS). This assignment resulted in through volumes at the south end of the corridor that were somewhat higher than those estimated in the EIS and volumes at the north end of the corridor that were somewhat lower (Table 4). These differences were a result of a combination of the volume balancing process at the roundabout (which resulted in higher volumes on the south end), and no additional growth assumptions for each of the access points as the corridor progressed northward (which resulted in lower volumes on the north end). A higher north/south split (65/35 or 70/30) may have also helped balance north end volumes, but it was decided to adhere to the EIS assumptions as best as possible.</p> <p>Table 4. 2026 Synchro Volumes versus EIS Traffic Forecasts</p> <table border="1" data-bbox="275 951 1094 1117"> <thead> <tr> <th rowspan="2">EIS Segment</th> <th colspan="3">EIS</th> <th colspan="3">Synchro</th> </tr> <tr> <th>Southbound</th> <th>Northbound</th> <th>Total</th> <th>Southbound</th> <th>Northbound</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Hoback Junction South</td> <td>626</td> <td>418</td> <td>1,044</td> <td>834</td> <td>688</td> <td>1,522</td> </tr> <tr> <td>Hoback Junction North</td> <td>878</td> <td>586</td> <td>1,464</td> <td>874</td> <td>710</td> <td>1,584</td> </tr> <tr> <td>Munger Mountain</td> <td>958</td> <td>639</td> <td>1,597</td> <td>901</td> <td>734</td> <td>1,635</td> </tr> <tr> <td>Horse Thief Canyon</td> <td>1,014</td> <td>676</td> <td>1,690</td> <td>903</td> <td>734</td> <td>1,637</td> </tr> <tr> <td>South Park Road</td> <td>1,142</td> <td>762</td> <td>1,904</td> <td>935</td> <td>792</td> <td>1,727</td> </tr> </tbody> </table> <p>Next, the volumes were input into the two Synchro networks and arterial Measures of Effectiveness (MOE) analyses was performed on each. Table 5 shows a comparison of the results. As the table indicates, the EIS preferred alternative offers slightly better travel times, speeds and overall performance, while the Teton County alternative provides slightly better fuel economy. These results are to be expected, as the EIS alternative offers much longer passing lanes that allow vehicles to move at higher speeds throughout the corridor, but these higher speeds come at the expense of fuel economy. Nevertheless, overall the Teton County alternative appears to offer reasonable performance compared to the EIS alternative.</p>	EIS Segment	EIS			Synchro			Southbound	Northbound	Total	Southbound	Northbound	Total	Hoback Junction South	626	418	1,044	834	688	1,522	Hoback Junction North	878	586	1,464	874	710	1,584	Munger Mountain	958	639	1,597	901	734	1,635	Horse Thief Canyon	1,014	676	1,690	903	734	1,637	South Park Road	1,142	762	1,904	935	792	1,727	<p>Please refer to WYDOT's memo dated January 10, 2007 (which follows this memo) that responds to this memo and discusses WYDOT's concerns with FHU's analysis. You may also refer to Comment #3d responses and Section 2.6 of the FEIS that describes the Teton County Alternative and the results of WYDOT's analysis.</p>
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	<p>August 29, 2006 Memorandum to Ms. Paula Stevens Page 9</p> <p>Table 5. Synchro Arterial Measures of Effectiveness</p> <table border="1" data-bbox="275 428 1066 719"> <thead> <tr> <th>Measure of Effectiveness</th> <th>EIS Preferred Alternative</th> <th>Teton County Alternative</th> </tr> </thead> <tbody> <tr><td>Total Delay (hours)</td><td>3</td><td>4</td></tr> <tr><td>Stops/Vehicle</td><td>0.03</td><td>0.03</td></tr> <tr><td>Stops (Total)</td><td>2,747</td><td>2,746</td></tr> <tr><td>Average Speed (mph)</td><td>64</td><td>55</td></tr> <tr><td>Total Travel Time (hours)</td><td>204</td><td>234</td></tr> <tr><td>Distance Traveled (miles)</td><td>12,948</td><td>12,948</td></tr> <tr><td>Fuel Consumed (gal)</td><td>526</td><td>500</td></tr> <tr><td>Fuel Economy (mpg)</td><td>24.6</td><td>25.9</td></tr> <tr><td>CO Emissions (kg.)</td><td>36.8</td><td>35.0</td></tr> <tr><td>NOx Emissions (kg.)</td><td>7.2</td><td>6.8</td></tr> <tr><td>VOC Emissions (kg.)</td><td>8.4</td><td>8.1</td></tr> <tr><td>Performance Index</td><td>11.0</td><td>11.4</td></tr> </tbody> </table> <p>Performance Index is a combination of the delays, stops and queuing penalty. The lower the value, the better the performance.</p> <p>Shaded cells indicate the better performance value.</p> <p>The final analysis consisted of corridor operations simulations for both alternatives using the SimTraffic traffic simulation program. Each network was simulated for one hour to determine the average speed and delay for the road system. The results are presented in Table 6. As with the Synchro analysis, the simulation indicated that the EIS alternative would operate with slightly higher speeds and less delay than the Teton County alternative, but both offered reasonable performance overall.</p> <p>Table 6. SimTraffic Arterial Measures of Effectiveness</p> <table border="1" data-bbox="275 1011 1089 1117"> <thead> <tr> <th rowspan="2">Measure of Effectiveness</th> <th colspan="3">EIS Preferred Alternative</th> <th colspan="3">Teton County Alternative</th> </tr> <tr> <th>Northbound</th> <th>Southbound</th> <th>Total</th> <th>Northbound</th> <th>Southbound</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Delay/Vehicle (sec)</td> <td>69.2</td> <td>98.3</td> <td>86.7</td> <td>92.3</td> <td>124.2</td> <td>111.4</td> </tr> <tr> <td>Average Speed (mph)</td> <td>53</td> <td>50</td> <td>51</td> <td>47</td> <td>44</td> <td>45</td> </tr> </tbody> </table> <p>Safety</p> <p>Both the preferred alternative and the Teton County alternative include a center two way left turn lane along the majority of the roadway, improving safety for left turning vehicles at nearly all of the access points. The only difference between the two is that the Teton County alternative does not include a center lane from south of Game Creek Road to the south end of the north Snake River Bridge. This approximately 0.65 mile section includes three low volume accesses; two river accesses and an access to both the river and the National Forest. None of the three are anticipated to generate significant traffic volumes throughout the day, so the impact on safety of not having a center turn lane at each is minimal.</p>	Measure of Effectiveness	EIS Preferred Alternative	Teton County Alternative	Total Delay (hours)	3	4	Stops/Vehicle	0.03	0.03	Stops (Total)	2,747	2,746	Average Speed (mph)	64	55	Total Travel Time (hours)	204	234	Distance Traveled (miles)	12,948	12,948	Fuel Consumed (gal)	526	500	Fuel Economy (mpg)	24.6	25.9	CO Emissions (kg.)	36.8	35.0	NOx Emissions (kg.)	7.2	6.8	VOC Emissions (kg.)	8.4	8.1	Performance Index	11.0	11.4	Measure of Effectiveness	EIS Preferred Alternative			Teton County Alternative			Northbound	Southbound	Total	Northbound	Southbound	Total	Delay/Vehicle (sec)	69.2	98.3	86.7	92.3	124.2	111.4	Average Speed (mph)	53	50	51	47	44	45	<p>Please refer to WYDOT’s memo dated January 10, 2007 (which follows this memo) that responds to this memo and discusses WYDOT’s concerns with FHU’s analysis. You may also refer to Comment #3d responses and Section 2.6 of the FEIS that describes the Teton County Alternative and the results of WYDOT’s analysis.</p>
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	<p>August 29, 2006 Memorandum to Ms. Paula Stevens Page 10</p> <p>CONCLUSIONS AND RECOMMENDATIONS</p> <p>Based on the above analysis, it would appear that the alternative proposed by Teton County would provide reasonable overall performance compared to the preferred alternative outlined in the WY 89 EIS. While the alternative alignment would not operate at as high of travel speeds as that proposed in the EIS, it would operate at LOS C in the peak direction during both the morning and afternoon peak periods, which meets the minimum level of service criteria outlined in the EIS. By way of comparison, the EIS preferred alternative operates at LOS A when analyzed as a four lane road, but LOS C when analyzed as a two lane road with continuous passing lanes north of Hoback Junction, with travel speeds 2.5 mph faster than the Teton County alternative). Further analysis using the Synchro and SimTraffic traffic analysis software packages confirmed that the Teton County alternative offers reasonable overall performance as compared to the EIS alternative; all three analyses indicated it would take somewhere between 30 and 60 seconds longer to travel the eight mile corridor under the Teton County alternative. From a safety standpoint, the only difference between the two alignments is that the Teton County alternative does not include a center lane from south of Game Creek Road to the south end of the north Snake River Bridge; a section that includes only three low volume river and forest access points.</p> <p>Given this, it is recommended that Teton County pursue the revised cross-section concept with WYDOT. The county should consider extending the southbound passing lane an additional 0.3 to 0.5 miles south, however, to ensure that the southbound direction would operate at LOS C under higher traffic conditions.</p> <p>I trust the above information is sufficient for you to make an informed decision on the alternative cross section. If you have any questions or need further clarification, please give me a call at (303) 721-1440.</p>	<p>Please refer to WYDOT's memo dated January 10, 2007 (which follows this memo) that responds to this memo and discusses WYDOT's concerns with FHU's analysis. You may also refer to Comment #3d responses and Section 2.6 of the FEIS that describes the Teton County Alternative and the results of WYDOT's analysis.</p>