



## **For Immediate Release**

**From: Town of Jackson/Teton County – Jackson Hole Community Pathways**

**Date: September 9, 2013**

**Re: Path 22 – Fall 2013 construction**

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### **Work on the Pathway 22 Project continuing this fall**

Teton County and the Town of Jackson are continuing work throughout the fall on the WY22 Pathway Project between Stilson Ranch and the Town of Jackson. Construction of the Snake River Pathway Bridge is ongoing and expected to continue through at least November, with a possible winter shutdown after the structural bridge components are in place. The concrete deck and pedestrian railing will be installed in the late spring or early summer of 2014 as soon as weather and river conditions allow. Two other segments of the project (the WY390 Underpass and the East Segment Phase I) will also start construction in September 2013.

#### **WY390 Underpass**

Work on the WY390 (Moose-Wilson Road) Pedestrian Underpass is expected to start this week, following final construction plan reviews by the Wyoming Department of Transportation. The construction will install an 80'-long concrete culvert underneath WY390 approximately 450' north of the WY390/WY22 intersection, connecting the existing pathways at Stilson Ranch to the future pathway that will extend through the new Rendezvous Park, across the Snake River, and east along WY22 connecting to the pathway system in the Town of Jackson.

Brian Schilling, Pathways Coordinator for the Town of Jackson and Teton County said, "The future pathway crosses the Moose-Wilson Road at an extremely busy location, so providing a safe crossing is imperative given the amount and the speed of traffic and the expected number of pathway users. The underpass was the clear choice for a safe crossing."

The underpass location represents a balance of pathway alignment, minimum height requirements, and site-specific design constraints. The design team aimed to locate the underpass so that the pathway would follow as direct a path as possible between the Stilson Ranch Trailhead and the Snake River, but there are significant groundwater issues in the project area that force the underpass location south towards the WY22/WY390 intersection where the road is higher relative to the surrounding area. Schilling stated, “We wanted to keep the underpass as far north as possible, and our design team found the minimum allowances for interior height, clearance between the underpass and road, and elevation above ground water. The resulting balancing of those elements gave us our underpass location.”

Construction crews plan to maintain two-way traffic throughout the project by working on only one side of the road at a time and diverting traffic to the undisturbed portion of the highway. After the first half of the structure is installed, the road surface will be replaced and traffic will be switched to the other side of the ride in order to install the second half of the structure. While no lane closures are anticipated, drivers should expect to encounter minor delays and slower traffic than usual in the construction area. Construction is expected to be complete by mid-November at the latest.

Funding for this portion of the project will come from the 2008 SPET, which approved \$6.0 million for the WY22 Pathway. The project was awarded to Evans Construction of Jackson for \$352,200.

### **Pathway 22 East – Phase I**

Work will also begin this week on the East Segment – Phase I portion of the Pathway 22 Project, which will construct 1.1 miles of pedestrian and bicycle facilities on West Broadway (US89) between the Flat Creek Bridge and the “Y” intersection of WY22/US89, and on WY22 between the “Y” and Spring Gulch Road. The facilities generally include a 6-foot wide protected bike lane (“cycle track”) separated by 2-4 feet from an 8-foot wide pedestrian sidewalk on both sides of West Broadway, and a 10-foot wide pathway along the west side of WY22. The 6-foot cycle track will also continue on the east side of WY22 from the “Y” intersection up to Spring Gulch Road. All improvements will be located within the WYDOT right of way.

“The West Broadway project incorporates innovative design concepts such as cycle tracks that address the unique features of the corridor,” Schilling stated. “The design team took great care to accommodate the needs of the various user groups. It is such a heavily traveled corridor with so much activity that it required a different design philosophy in order to create safe, comfortable, and functional facilities for pedestrians and cyclists of all abilities.”

The East Segment project has been split into two construction phases. Phase I will include all improvements on the north side of West Broadway and the east side of WY22 and will start construction in Fall 2013. The construction start date is set for September 9<sup>th</sup> 2013 and substantial completion is required by July 31<sup>st</sup> 2014. Phase II will include all construction on the south side of West Broadway and the west side of WY22 and will follow completion of Phase I, likely starting in Fall 2014.

Traffic control measures will be implemented during much of the construction process and will include closing the shoulder on West Broadway, but should not involve closing any travel lanes. In some cases, west bound traffic on West Broadway will be diverted to use the center turn lane but two lanes of traffic will be maintained.

The construction cost of Phase I is approximately \$2.2 million and is funded by a combination of grants received by the Town of Jackson from the Federal Scenic Byways Program, the FTA Livability Program, and the WYDOT On-System Enhancements Program. Project Design and Engineering are funded by the 2008 WY22 Pathway SPET approved by Teton County voters. The construction contract was awarded to Owen PC Construction.

Additional information, including project plans and renderings, is available on the project website at: <http://tetonwyo.org/pathwy/topics/wy22-east-segment/252075/>

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