CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

PLATTE PARK

PLANNING AND ENVIRONMENTAL LINKAGE STUDY

January 2016

Platte Park PEL

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List of Abbreviations and Acronyms

Abbreviation or Acronym	Definition
ADT	Average Daily Traffic
AOI	Area of Influence
BMP	Best Management Practices
BNSF	Burlington Northern Santa Fe Railroad
CY	Cubic Yard
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information System
KLJ	Kadrmas, Lee, and Jackson
MBTA	Migratory Bird Treaty Act
MPO	Casper Area Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPMS	National Pipeline Mapping System
PEL	Planning and Environmental Linkage
RCRA	Resource Conservation and Recovery Act
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SF	Square Foot
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WDEQ	Wyoming Department of Environmental Quality
WYDOT	Wyoming Department of Transportation

1.0 Introduction

1.1 Study Location and Description

The Town of Evansville, Wyoming lies within Natrona County slightly northeast of Casper, Wyoming. Due to the increasing number of trains traveling along the Burlington Northern Santa Fe (BNSF) mainline, there is a transportation-related safety concern associated with the railroad corridor. In addition, there is a growing need for north-south connectivity over the North Platte River in the development areas north of the Town of Evansville. Currently, there are only three railroad crossings in and out of the Town of Evansville, and they are all at-grade crossings. Therefore, when a train passes through the Town of Evansville, there is a period when all of the at-grade crossings are blocked for several minutes, compromising the safety of the Town of Evansville residents.

Recognizing the need for additional means of access to the Town of Evansville, the Casper Area Metropolitan Planning Organization (MPO) initiated this Planning and Environmental Linkage (PEL) study in the summer of 2015. The MPO undertook this study along with the Wyoming Division of the Federal Highway Administration (FHWA) and the Wyoming Department of Transportation (WYDOT) in cooperation with The Town of Evansville. Figure 1 shows the initial study area in consideration.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005, emphasized the need to include environmental considerations in the planning process and to better link planning with the environmental review process. As noted by FHWA, and consistent with SAFETEA-LU provisions, a PEL study represents an approach to transportation decision making that considers environmental, community, and economic goals early in the planning process, and uses the resulting information, analysis, and products to inform the environmental review process. This study has been prepared in accordance with FHWA guidance and requirements for a PEL, with the intent that the MPO may use the analysis and coordination contained herein as the basis for any future environmental documents prepared in compliance with the National Environmental Policy Act (NEPA).

The scope of this PEL study is to develop and evaluate transportation alternatives that would provide additional means of access for the Town of Evansville that would not be blocked by train traffic and would provide a means of access in the event of a potential train incident in the vicinity. This PEL study secondarily sought to develop and evaluate alternatives that would provide connectivity between the Town of Evansville and the area north of the North Platte River to allow for further development of a regionally stable roadway network and support planned development.

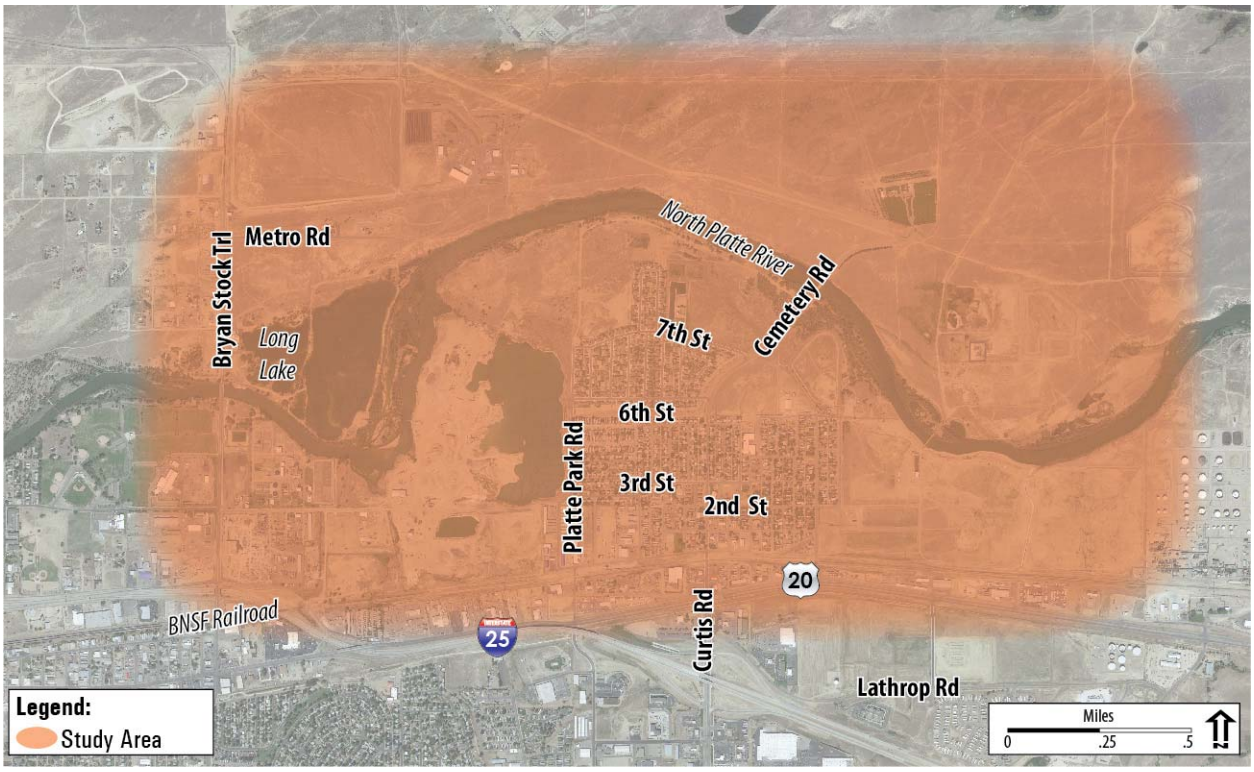

Figure 1: Initial Study Area

1.2 Previous Studies

In November 2014, the consultant firm Kadrmas, Lee, and Jackson (KLJ) was retained by the Town of Evansville to prepare a study titled "Feasibility Study for a Secondary Access to the Town of Evansville", known as the Secondary Access Study. Safety issues associated with the nature of train traffic and blockage of critical routes was the driving factor for the study. On average, there are approximately eight, 100 car trains that pass through Evansville daily. The trains can reach a length of up to 5,780 feet (1.1 miles) and travel at a speed of 15 miles per hour. At this speed and length, a single train can take six to seven minutes to pass an individual crossing. With approximately eight trains daily at that speed, the total blockage time is approximately 50 to 55 minutes per day. This study also identified an isolation zone for spills or toxic releases of a half mile from the railroad. The purpose of the Secondary Access Study was to develop and evaluate the comparative merits of transportation alternatives that would provide secondary access points in and out of the Town of Evansville. Originally, there were six alternatives, but through refinements and input, nine alternatives were ultimately identified and evaluated. Four of the alternatives were located on the Knife River Corporation property, two were located on City of Casper and State of Wyoming property, and three were located on Chevron and Jona, Inc. property. KLJ then met with property owners, City officials, and key stakeholders to gain background on area issues and to discuss the alternatives. After meeting with stakeholders, KLJ prepared a ranking matrix for all alternatives assessing their relative viability. Finalizing the study, KLJ selected two alternatives as preferred alternatives. The two alternatives included a bridge over the

North Platte River directly north of the Town of Evansville, and an additional at-grade crossing through the Texaco Star Business Park (shown in Figure 3). For purposes of this PEL, all nine alternatives proposed in the Secondary Access Study were carried forward through at least the first level of screening. Further analysis of each alternative and their relative merits is discussed in Chapters 3 and 4.

1.3 Logical Termini

Logical termini represent rational starting and stopping points for evaluating transportation improvements. In determining limits of the study, the study team considered an area that would provide sufficient study area to address the issues on a broad scope.

The study limits consist of the Town of Evansville and immediately adjacent property just north of the North Platte River and immediately west of the Town's limits. Several proposed connections to the existing regionally stable network lie slightly outside the Town of Evansville property. The BNSF railroad tracks serve as the south terminus because enhancements to existing crossings are considered. Bryan Stock Trail serves as the western terminus because the Bryan Stock Trail bridge could be used to ultimately provide a connection to the north. The eastern terminus is considered to be the extension of Lathrop Road because it provides access from I-25.

1.4 Purpose and Need

A Purpose and Need statement describes the transportation needs that exist and the problems to be addressed. It serves as the basis for identifying reasonable alternatives. The Purpose and Need statement for this PEL was developed with input from FHWA and WYDOT, as well as from stakeholders and prior public involvement conducted for the Secondary Access Study.

Purpose

As mentioned above, the purpose of the study is to evaluate alternatives to improve transportation access and safety for the traveling public to and from the Town of Evansville, Wyoming. This improved access would avoid conflicts with railroad tracks and meet the local and regional land use planning with the Town of Evansville's Community Development Plan, described below.

Need 1: Provide additional access to and from Evansville to address potential safety issues posed by train conflicts.

Three streets currently provide access into the Town of Evansville, but all have at-grade railroad crossings. Emergency response has been slowed because of increasing train traffic and the proximity of at-grade crossings to one another. Further, a single train can halt all traffic into and out of the area for an extended time when trains are disabled, posing a serious risk by preventing timely emergency response or evacuation due to hazards such as a chemical spill. Providing additional access to the north to avoid train interference will address this safety concern.

Need 2: Secondarily, provide connectivity between Evansville and areas north of the North Platte River to allow for the creation of a regionally stable roadway network

The Town of Evansville's roadway network has limited access to points north of the North Platte River. An additional connection across the river would enhance the local transportation network and promote orderly development within the Town's Corporate Limits. This secondary access road would help the Town of Evansville implement its future growth plan as identified in the Town's Community Development Plan, which calls for residential and commercial development in the area north of the North Platte River. By providing connectivity to Metro Road, which leads to the Bryan-Stock Trail, this additional access would provide a connection into Casper and Natrona County that would help with development opportunities.

1.5 Study Goals

Project goals supplement the defined Purpose and Need described above. These goals help differentiate between the transportation improvements identified to meet the transportation needs, and, therefore, help guide the alternatives development and screening process. While the needs must be addressed by the alternatives, the goals provide a framework by which the potential improvements can exceed those requirements.

The following goals were developed using criteria from the Secondary Access Study and were updated to meet PEL standards. The process for engaging the stakeholders and the public is described in Chapter 5. The goals identified for this study are to:

- Provide one or more secondary means of access to the Town of Evansville at least 0.5 mile from existing railroad tracks
- Address potential safety conflicts posed by train conflicts
- Provide connectivity to the north side of the North Platte River
- Allow for creation of a regionally stable roadway network
- Provide access for future growth
- Avoid and minimize utility and environmental impacts
- Provide a cost-effective alternative

2.0 Existing Conditions

This chapter provides context for the development of alternatives by describing key existing conditions that may affect the alignment of alternatives or result in environmental constraints that may require design alterations or result in delays in implementing future improvements.

2.1 Jurisdictional Boundaries

Figure 2 shows the jurisdictional and property boundaries around the Town of Evansville and Casper. Jurisdiction and property ownership issues affect the ability of a project sponsor to acquire the necessary rights-of-way to not only construct a facility, but control and maintain access. As shown on Figure 2, the vacant area west of Platte Park Road is owned by Natrona County.

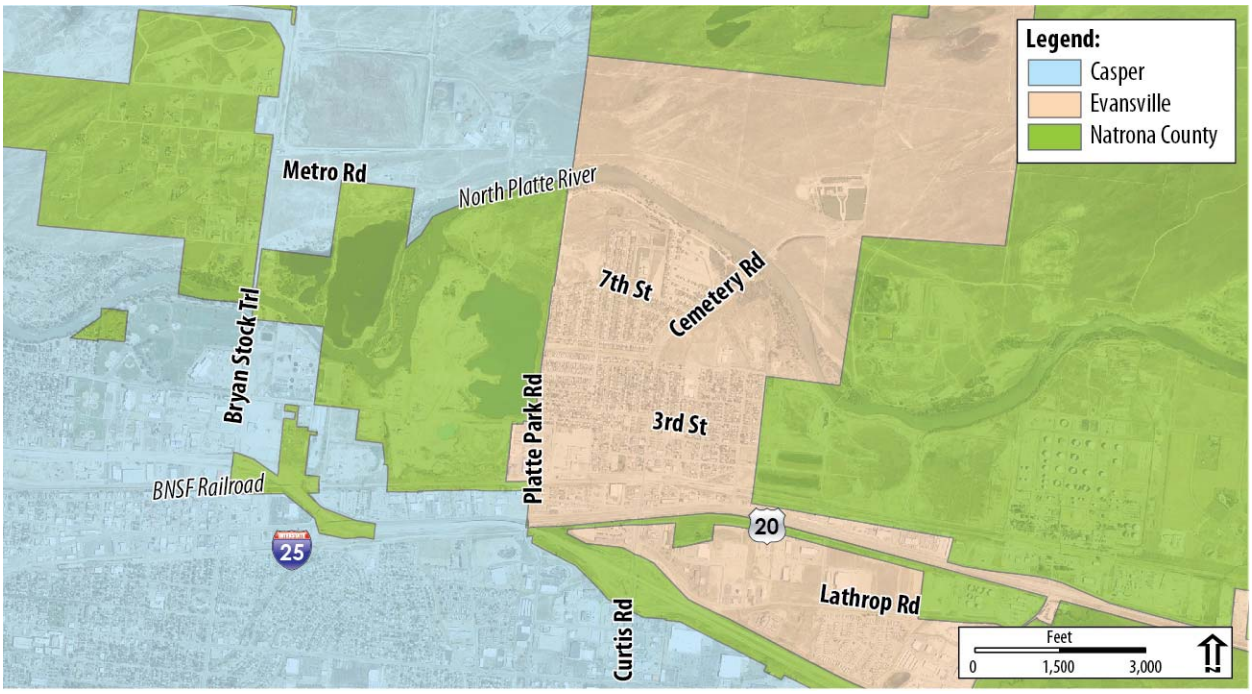

Figure 2: Jurisdictional Boundaries in the Initial Study Area

2.2 Traffic Volumes

Traffic counts were collected at key points along the existing travel ways that would potentially be impacted by the proposed alternatives. These locations are listed in Table 1.

As mentioned previously, there are numerous trains that travel through the Town of Evansville daily creating delays of approximately 50 to 55 minutes. It is estimated that at least 2 of these trains are crude oil trains from the Bishop Rail Hub.

At the existing intersection of Metro Road and Station Road, queues can form on Saturdays during the City of Casper Regional Landfill's times of operation. An estimation of vehicles visiting the landfill was

provided to total approximately 900 to 1,000 cars per day on Saturdays. During the peak period, the queues can extend to the Casper Metro Animal Control Services, creating delays along Metro Road.

Table 1: Average Daily Traffic (ADT)

Intersection	Approximate Average Daily Traffic (ADT)
Bryan Stock Trail at Metro Road	2,200 vehicles
Metro Road East of Casper Metro Animal Services	1,900 vehicles
Metro Road West of Casper Metro Animal Services	1,650 vehicles
Platte Park Road and 5th Street	1,400 vehicles

2.3 Land Use

The area near the Town of Evansville has various different land uses, mainly consisting of residential, commercial, and industrial developments. To the west of the Town of Evansville, the Knife River Property owns a large portion of the land for excavation. Reshaw Park is located just north of the northernmost housing community and borders the southern bank of the North Platte River. Land just north of the North Platte River has been proposed as parkland and open space to take advantage of the area's history. The area immediately north of the northernmost housing community and the area north of the North Platte River has been annexed to the Town of Evansville for future growth, and will be dedicated as residential development. Areas of retail/commercial development will also be scattered into areas north of the North Platte River. The former Texaco Star Refinery Business Park is located east of the Town of Evansville, and will be redeveloped to include open space areas along the river, a commercial area, and an industrial development farther east. Several areas south of the railroad tracks will potentially be developed as commercial and industrial uses. The City of Casper Regional Landfill is located north of the North Platte River at the corner of Metro Road and Station Road, and is planned to undergo remediation in the near future. All of the proposed alternatives would travel through at least one of these future development areas. Figure 3 shows the locations of major facilities that contribute to the land use in the study area.

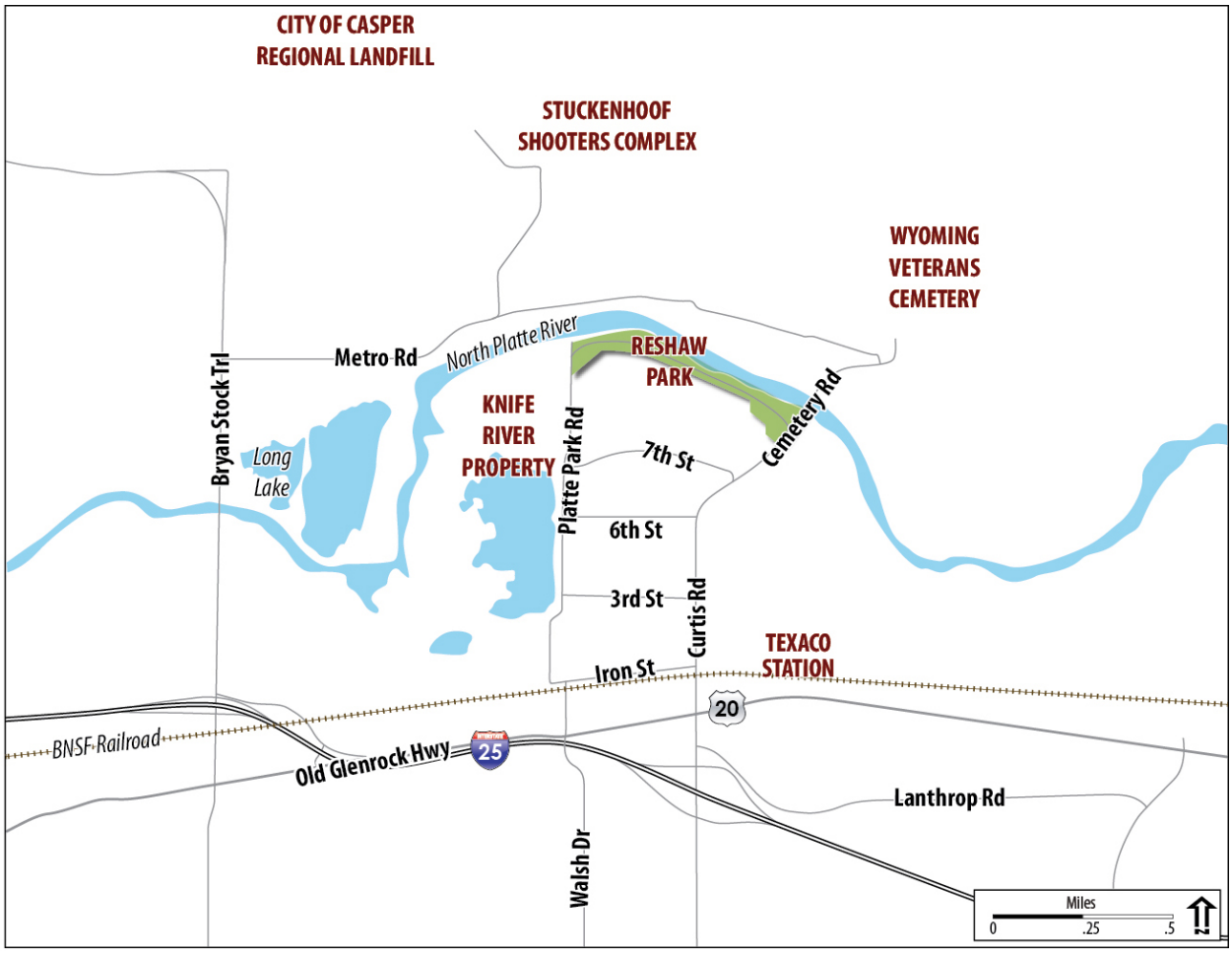

Figure 3: Locations of Major Land Use facilities

2.4 Parks

Figure 4 illustrates the location of several parks and trail systems within the Initial Study area. With an emphasis on serving the local communities, most parks provide both passive and active recreational opportunities. Reshaw Park is located directly north of the Town of Evansville and adjacent to the North Platte River. In addition to providing recreational qualities, Reshaw Park also has historical significance because it was once the site of a historic bridge used to cross the North Platte River during the westward expansion of the United States. Although it is likely that most alternatives would actually improve access to these parks, if any alternative adversely affects any of these parks or trails, the project sponsor would be required to undergo a Section 4(f) approval process that would require evaluation of avoidance alternatives and consideration of mitigation, which could potentially delay the project. In addition, if any of the impacted parks were purchased or improved with Land and Water Conservation Funds and the project resulted in a conversion of a portion of the park, the project sponsor would be required to undergo an avoidance analysis and consider mitigation, which could also potentially delay the project.

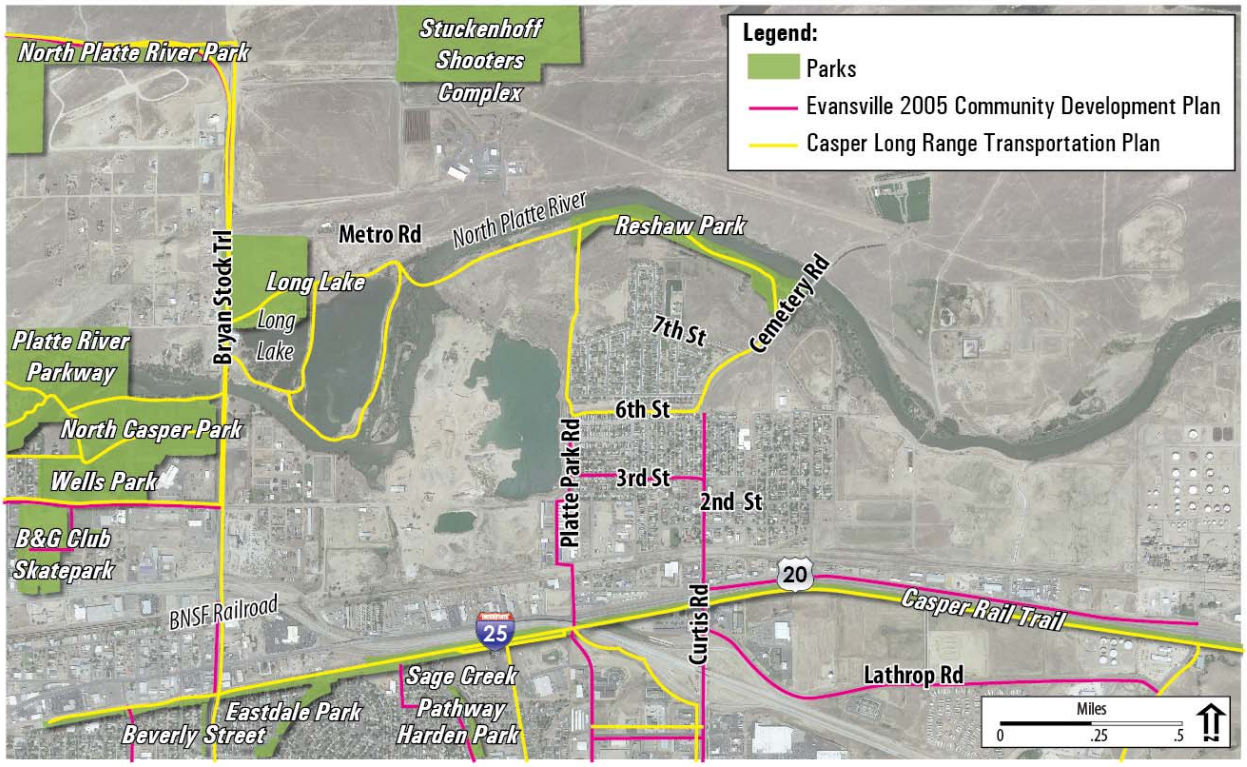

Figure 4: Parks and Trails in the Initial Study Area

2.5 Historic and Archeological Resources

A query of the Wyoming Cultural Resources Online Database indicated numerous historic and archaeological properties have been documented within the study area. However, because the entirety of the study area has not been previously surveyed, previously unknown historic and archaeological properties could potentially be encountered. The study area is located in an area known to have been occupied during the prehistoric, protohistoric, and historic periods. The North Platte River and its immediate environs were heavily relied upon for subsistence, travel, and trade throughout all periods of occupation. Historic records indicate that locations of fording areas and early bridges often attracted ancillary activities such as businesses, forts, and dwellings. Because of these factors, the entire study area, and thus every alternative, has the potential for encountering previously unrecorded historic and archaeological properties. During the NEPA process, the project sponsor will have to perform an official file search through the Wyoming State Historic Preservation Offices Cultural Records Office no more than 60 days prior to field inventory. Depending on the significance of an historic property and the degree of effect on such resources, a project sponsor may be required to consider avoidance alternatives, develop mitigation measures, and undergo a consultation process with the State Historic Preservation Office, Tribes, and other interested parties under Section 106 of the National Historic Preservation Act and could potentially delay the project.

2.6 Floodplains

Figure 5 depicts the limits of the Federal Emergency Management Agency (FEMA) regulated 100-year floodplain within the Initial Study Area. During the NEPA phase, coordination with appropriate agencies will be required to ensure that any project within the floodplain complies with federal, state, and local regulations. These regulations may require consideration of avoidance and mitigation measures that require design alterations, which could result in possible delays in implementation.

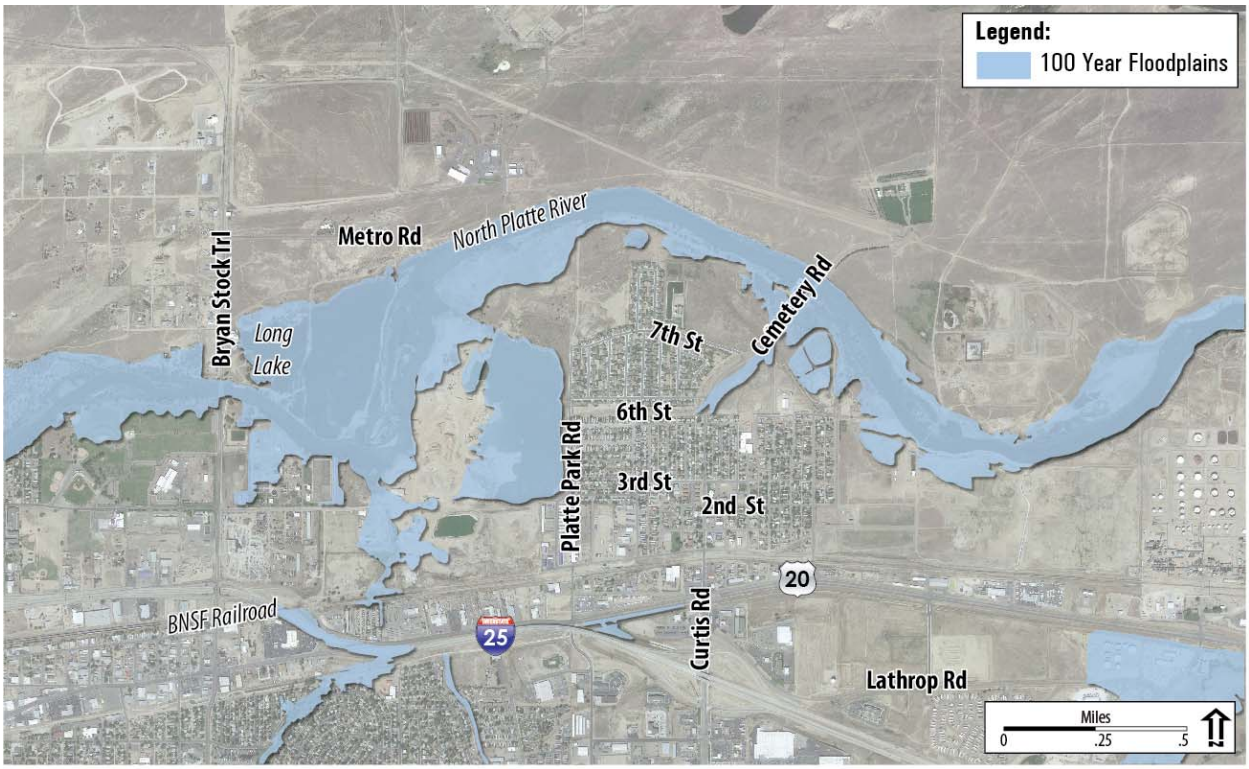

Figure 5: 100-Year Floodplain in the Initial Study Area

2.7 Wetlands and other Waters of the US in the Initial Study Area

Figure 6 illustrates wetlands within the Initial Study Area. Waters of the US have not been identified at this time, but are known to exist within the study area as well. Several alternatives would likely have impacts to U.S. Army Corps of Engineers (USACE) jurisdictional wetlands and other waters of the US, due to construction of a new bridge over the North Platte River. Based on existing wetlands mapping from county geographic information system (GIS) data and the National Wetlands Inventory, several wetland areas exist within the study area and could be impacted. During the NEPA phase, wetland delineations will be required to identify wetlands and other waters of the US and determine definitive impacts and permitting/mitigation needs. Based on the amount of impacts to wetlands and other waters of the US, the project sponsor may be required to develop avoidance alternatives, compensatory mitigation, and in some cases additional analysis to provide to the USACE in support of their Least Environmentally Damaging Practicable Alternative finding.

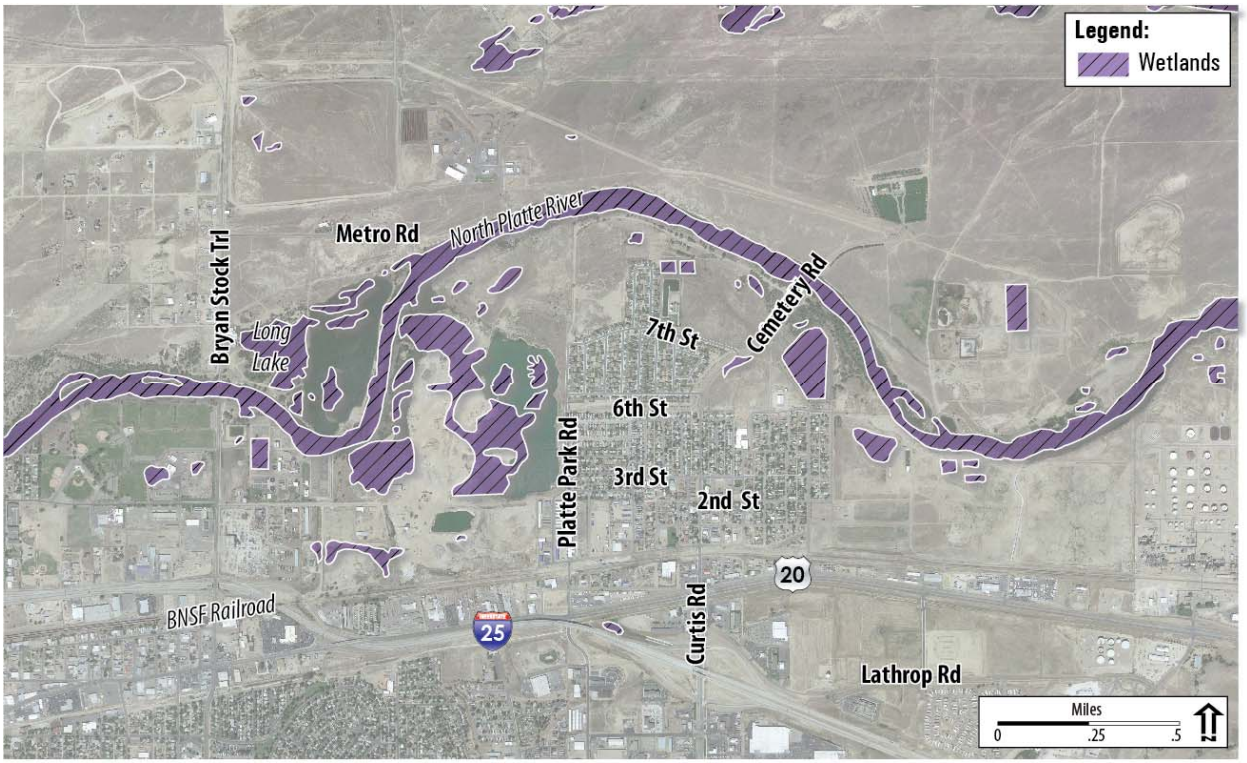

Figure 6: Wetlands in the Initial Study Area

2.8 Protected Species

All of the alternatives could potentially impact threatened and endangered species and migratory birds due to their proximity to potential suitable habitats (i.e. open areas, wetlands, etc.). The U.S. Fish and Wildlife Service (USFWS) lists 6 threatened and endangered species and 24 migratory birds as potentially occurring within Natrona County. Table 7 at the end of Chapter 4 summarizes the potential impacts to threatened and endangered species. Habitat surveys will be needed to determine potential impacts to these species.

There are potential Migratory Bird Treaty Act (MBTA) issues for any project constructed in the Initial Study Area, especially if tree/vegetation removal is required. Surveys for nesting raptors may be required 0.5 mile from the project area between approximately February 1 and July 31, and surveys within 0.5 mile of the project area may be required for bald eagle roost sites between approximately December 1 and March 1. Table 2 lists Birds of Conservation Concern that may be present in the project area and will require additional consideration during the planning and construction of any alternative.

Table 2: Birds of Conservation Concern and Potential to Occur in Study Area

Bird Species	Potential to Occur
American bittern	Not likely to occur
Bald eagle	May occur
Black Rosy-finch	Not likely to occur
Brewer's Sparrow	May occur
Cassin's finch	Not likely to occur
Ferruginous Hawk	May occur
Fox sparrow	May occur
Golden Eagle	May occur
Grasshopper's sparrow	May occur
Greater sage-grouse	Not likely to occur
Lewis's woodpecker	May occur
Loggerhead shrike	May occur
Long-Billed Curlew	May occur
McCowns Longspur	May occur
Mountain Plover	Not likely to occur
Olive-sided flycatcher	May occur
Pinyon jay	May occur
Prairie Falcon	May occur
Sage thrasher	May occur
Short-eared Owl	May occur
Swainson's Hawk	May occur
Veery	May occur
Western Burrowing Owl	May occur

Source: USFWS, 2015

2.9 Hazardous Materials

According to the U.S. Environmental Protection Agency (EPA) and county GIS data, there are over 50 listed sites and regulated facilities associated with potential hazardous materials (solid waste, mining, refinery, superfund, generators, etc.) in the Initial Study Area. According to the county GIS data and the national pipeline mapping system (NPMS), alternatives may be constructed in the vicinity of existing pipelines. Figure 7 illustrates potential hazardous material sites and existing pipelines within the Initial Study Area and in vicinity of the proposed alternatives. Table 3 shows the easement identity and the company and resource associated with each utility in the study area. The majority of these sites are located south of the North Platte River in more developed areas. The groundwater flow is likely toward the north and the North Platte River. If contamination is present, it could potentially impact portions of all alternatives. According to the Wyoming Department of Environmental Quality (WYDEQ) storage tank programs, there are no registered contaminated storage tank facilities within 0.25 mile of the proposed alternatives. According to WYDEQ voluntary remediation programs, there is one active remediation site, Stroud Pipeline Release and Sinclair Transportation, within the Town of Evansville. However,

according to google maps, this site is located over five miles west of the proposed project area. There are also two hazardous waste permitting/corrective action (Resource Conservation and Recovery Act [RCRA]) sites, Sinclair Casper Refinery and Former Texaco Refinery or Chevron Environmental, within the Town of Evansville. The Chevron site is located approximately one mile south of the proposed project area and the Sinclair site is located farther east. According to the WYDEQ solid waste program, a solid waste facility is located near the western limits of the study area. Even if future alternatives do not result in any direct impacts, they could be impacted as a result of traffic in and out of the facility and for remedial activities. Coordination with landfill staff and appropriate agencies will need to be conducted. During the NEPA phase, a Phase I Environmental Site Assessment (ESA), and potentially a Phase II ESA, is recommended to determine potential hazardous materials impacts, especially where property acquisitions and deep excavation would be required.

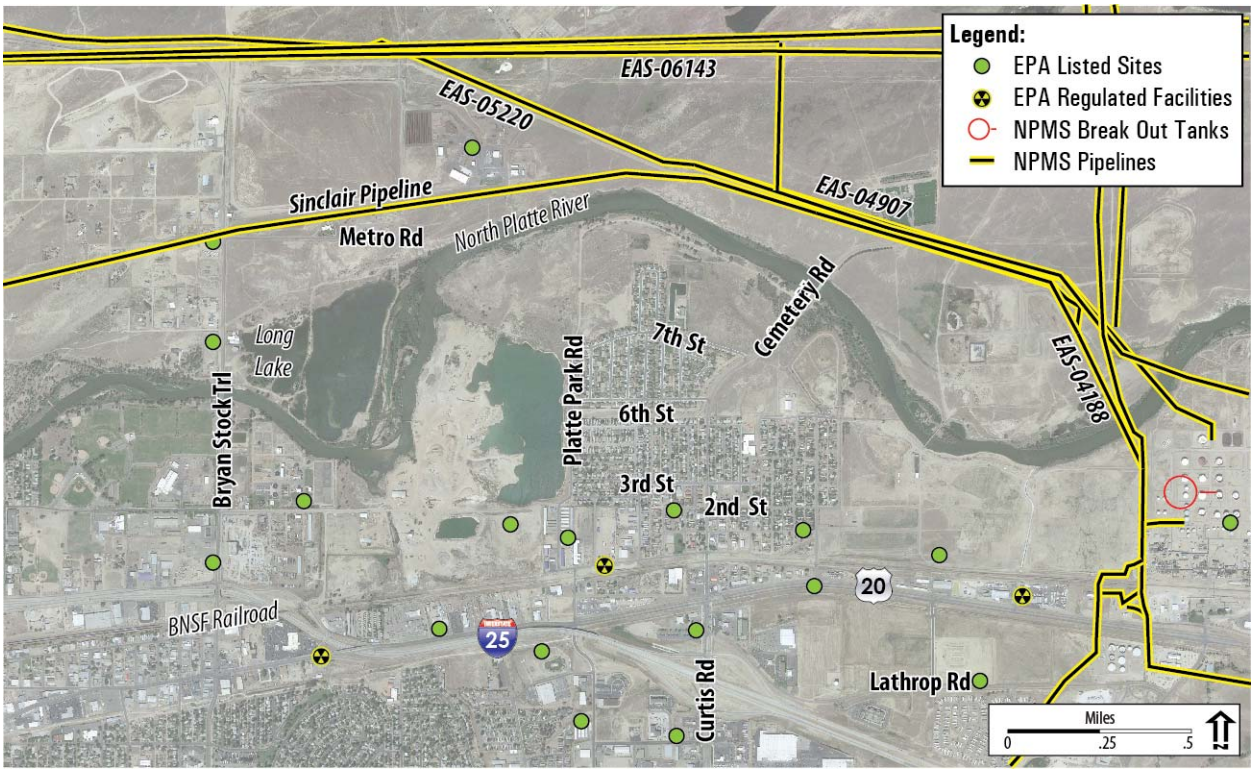

Figure 7: Hazardous Materials and Pipelines in the Initial Study Area

Table 3: Easement Identities

Easement Number	Utility Company	Utility Resource	Size of Easement (ft.)
EAS-04907	Rocky Mountain Pipeline System, LLC.	Crude Oil Pipeline	50
EAS-06143	Central Wyoming Regional Water System	Water Pipeline	25
EAS-04188	Pacific Power and Light Company	Power Line	25
EAS-05220	Sinclair Pipeline	Crude Oil Pipeline	N/A
N/A	WYCO Pipeline Company	Crude Oil Pipeline	50
N/A	BP/AMOCO Pipeline Company	Crude Oil Pipeline	50
N/A	Norther Utilities	Natural Gas	50

2.10 Resources Not Evaluated

This PEL study only evaluated resources having the potential to influence the screening of alternatives. Resources not evaluated should be revisited during the NEPA process to determine if their analysis is required. These resources include, but are not limited to the following:

2.10.1 Noise

Traffic noise levels in the study area would increase as traffic increases, regardless of whether the proposed alternatives are implemented. Also, short-term noise impacts would occur during construction. FHWA advocates using a “common sense approach” to controlling noise impacts of construction equipment and activities. In addition, Best Management Practices (BMPs) could be incorporated to minimize the effect of construction noise on local residents and sensitive noise receptors. For these reasons, noise was not a factor in screening the alternatives.

2.10.2 Air Quality

Air quality is generally assessed by comparing concentrations of air pollutants within a study area to National Ambient Air Quality Standards (NAAQS), which are established by the EPA to protect human health and welfare. The Clean Air Act of 1970 identifies six “criteria” air pollutants that can be harmful to public health and the environment. Areas with concentrations of criteria pollutants that are below the NAAQS are considered in “attainment.”

Natrona County is in attainment for all criteria pollutants. No measureable long-term operational impacts to air quality are expected. Air quality mitigation identified during the NEPA process may include dust suppression during construction; installation of equipment to reduce emissions from construction vehicles; and sand sweeping as part of winter maintenance practices.

2.10.3 Vegetation

Vegetation growing within the proposed alternatives right-of-way may be maintained for safety and aesthetics by the owning agency. Proposed roadways would disturb vegetation, and a revegetation plan would be developed to address vegetation disturbance, if needed.

Motor vehicles can spread noxious weeds, and ground disturbed by construction activities can become colonized by noxious weeds. Implementation of weed control BMPs would help control the spread of noxious weeds. Vegetation would be affected similarly by any of the proposed alternatives. Therefore, it was not a factor in screening the alternatives.

3.0 Alternatives

This chapter describes the process used to identify, evaluate, and screen alternatives for the study.

3.1 Decision Making Process

The alternatives development and screening process was a combined stakeholder and study team process that included the Casper MPO, Town of Evansville, WYDOT, and FHWA. The alternatives presented in this report were developed based on input from the scoping process and in coordination with the stakeholders.

A collaborative and iterative process was used to solicit input from the stakeholders and the community. This information was then vetted with the public at an open house meeting, individual meetings, and via written comments and website information. In this way, alternatives were jointly developed and screened. Chapter 5 provides more information regarding agency and public engagement.

The following sections describe the process used to develop the range of reasonable alternatives and screen them. In summary, this process involved the following steps:

- Develop a Purpose and Need Statement.
- Identify a set of project goals.
- Develop project evaluation criteria based on the purpose and need, community values, and project goals.
- Identify potentially feasible alternatives based on an assessment of the existing conditions in the project area, project Purpose and Need, and public and agency input. Various alternatives were carried through from the previous Secondary Access Study work.
- Conduct fatal flaw screening to eliminate those alternatives that could not meet the Purpose and Need or have fatal flaws (Level 1).
- Conduct a qualitative and quantitative comparison screening (Level 2 and Level 3) of the remaining alternatives to identify those alternatives that are most practical or feasible from a technical, economic, and environmental standpoint.
- Prioritize the remaining alternatives to aid future decisions about phasing and implementation

3.2 Range of Alternatives

The study team developed a broad range of alternatives to address the Purpose and Need presented in Chapter 1. Current safety and transportation problems in the Town of Evansville drove the development of these needs. Figure 8 shows the locations of all ten alternatives considered.

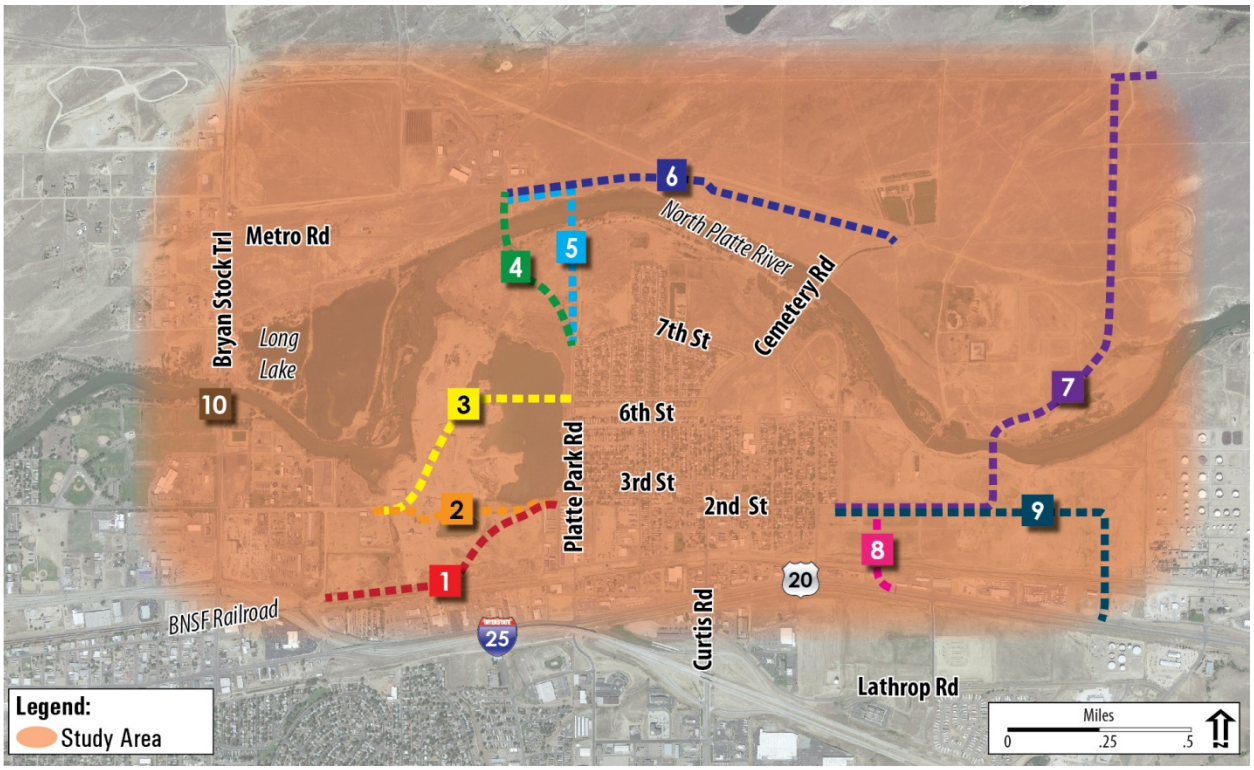

Figure 8: Range of Alternatives

3.2.1 Alternatives Considered

The process identified a wide range of alternatives and design options. In general:

- Alternatives provide different connection points for secondary access to the Town of Evansville
- Alternatives provide different options relative to the railroad and safety concerns in the event of a train accident

Alternative 1 – Knife River South

Alternative 1 is approximately 0.75 mile in length and includes a newly constructed road parallel to the BNSF railroad west of the Town of Evansville and south of the Knife River property. It would provide a direct connection to Bryan Stock Trail, as well as access to Beverly Street, I-25 and F Street. Alternative 1 alignment was identified for the direct connection to major arterials and I-25 within the project area. Alternative 1 would not facilitate the future growth of the Town of Evansville, but would not cross the railroad tracks but would provide an access point in or out of the Town of Evansville in times of disruptive train traffic.

Alternative 2 – Bryan-Evansville Road

The Bryan-Evansville Road acts as the primary access point for the Knife River mining site. All employees, drivers, and customers for the Knife River property must access the plant from the Bryan-Evansville Road. Alternative 2 uses the main access road for the Knife River property as an emergency

access road, but major reconstruction of the roadway in this area or a facility reconfiguration would be needed for better traffic flow. Alternative 2 was chosen because of the existing roadway in the area that currently connects to a large arterial and is heavily used. Connecting the entrance road for the Knife River property to Platte Park Road would prove to be beneficial not only to Knife River employees who live in the Town of Evansville, but also to others who wish to travel in and out of the Town of Evansville with a more direct connection but would cut the mining site in half.

Alternative 3 – Knife River North

As mining operations continue with the Knife River property, significant amounts of dirt will be removed and can be used to construct a causeway across the east pond on the Knife River property. Alternative 3 would construct the causeway across the east pond on the Knife River property, providing access in or out of the Town of Evansville in times of high train traffic. Ultimately, when the Knife River development vacates the property, the area could be developed further as an attractive entrance to the Town of Evansville. Though potentially a costly alternative, Alternative 3 was identified because it would provide a direct connection to a larger arterial and an opportunity for an attractive entryway to the Town of Evansville.

Alternative 4 – Knife River Bridge

Alternative 4 would construct a new bridge over the North Platte River on the northwest side of the Town of Evansville, traveling into City of Casper property to connect at the Metro Road and Station Road intersection and providing direct access to Bryan Stock Trail. Alternative 4 would use the alignment to provide the most direct connection to Metro Road and provide the shortest distance across the North Platte River. The proposed alignment could cross environmentally sensitive areas, such as floodplains and wetlands, to connect the bridge to Metro Road at a desirable location.

Alternative 5 – Platte Park Road Bridge

Alternative 5 is similar to Alternative 4 in that it includes constructing a bridge over the North Platte River directly north of Platte Park Road. Alternative 5 was identified because it is a direct continuation of Platte Park Road to the north that would provide access to Reshaw Park. The alignment would avoid any parkland, thus avoiding parkland impacts. Alternative 5 would include construction of a new portion of roadway north of the river that would allow connections for future growth of the Town of Evansville, and would provide a direct connection to Metro Road and Bryan Stock Trail. The bridge could be lowered on the northern bank of the river, but a significant embankment cut would be needed. Environmental impacts are not expected to be fatal flaws for this concept.

Alternative 6 – Cemetery Road Bridge

Alternative 6 involves using the existing Cemetery Road Bridge on the east side of the Town of Evansville and constructing a new alignment along the northern bank of the North Platte River to connect Metro Road and Cemetery Road. Cemetery Road Bridge is owned by the Wyoming Veterans Commission who

has entered into a Memorandum of Agreement with the Town of Evansville for the repair, maintenance, and management of the roadway from the bridge south to 5th Street. The Wyoming Military Department would have to approve any new connections to Cemetery Road per the Memorandum of Agreement, and the owner of the new alignment would have to repay the Wyoming Veterans Commission for a portion of the cost of the bridge. Alternative 6 was identified because it would efficiently utilize an existing structure, provide access to Curtis Road, which acts as the primary access for the Town of Evansville, and would provide a favorable connection to Metro Road. The land directly north of the North Platte River has been annexed to the Town of Evansville and Alternative 6 would allow for growth opportunities.

Alternative 7 – 2005 Community Development Plan and Road Plan

In accordance with the 2005 Community Development Plan, a main objective was to identify favorable locations for future residential, commercial, and industrial growth. Alternative 7 would create a new north-south road bisecting the decommissioned Texaco property, and would require a new bridge over the North Platte River. The new roadway would be approximately 4.5 miles long and would be built from the intersection of 2nd Street and Leavitt Street on the east side of the Town of Evansville to Cole Creek Road. The proposed alignment was identified because it would connect future growth areas in the Town of Evansville while providing the opportunity to avoid train traffic. The roadway would be constructed outside the Town of Evansville town limits and would require further connections toward the Town of Evansville to serve as a viable connection to future development. Because the property previously served as a refinery, potential hazardous materials issues could arise.

Alternative 8 – Eastside Underpass

Alternative 8 includes a new railroad underpass starting at the intersection of 2nd Street and Leavitt Street, and traveling south to East Yellowstone Highway on the east side of the Town of Evansville. An underpass of the railroad is more viable than an overpass because the clearance for a truck is less than that of a train. Alternative 8 was identified because it would provide a favorable connection to a major arterial while providing a means of bypassing train traffic. However, Alternative 8 would present challenging ground water and environmental soil contamination issues that would require extensive design and coordination with the railroad.

Alternative 9 – Texaco Star Business Park Crossing

Alternative 9 includes construction of a new at-grade railroad crossing located approximately 2,300 feet east of the Town of Evansville that would allow at least one at-grade crossing to not be blocked by a single train in times of high train traffic. A connection at 2nd Street and Leavitt Street and at East Yellowstone Highway would need to be created, along with a new roadway and at-grade railroad crossing. Although at-grade crossings are not desirable, Alternative 9 was identified because at least one crossing would remain open when trains travel through the Town of Evansville. Because the property previously served as a refinery, soil contamination and hazardous materials issues are likely.

Alternative 10 – No Action Alternative

The No Action Alternative includes reasonably foreseeable and programmed projects near the project area. Currently, the only project programmed in the project area is the replacement of the Bryan Stock Trail bridge over the North Platte River.

3.3 Level 1 Screening/Fatal Flaw Analysis

During the Level 1 screening, the study team evaluated alternatives at a concept and qualitative level of detail sufficient to determine fatal flaws and determine their ability to meet the Purpose and Need and project vision. The fatal flaw criteria are listed below:

- Exorbitant cost
- Irreconcilable environmental impacts
- Unproven technology
- Improvement constructability
- Is the improvement part of the No Action Alternative?

The project goals and more detailed screening criteria outlined in Section 3.4 were used in subsequent levels of screening. Alternatives were either eliminated from further consideration or carried forward into Level 2 screening for more detailed evaluation. Table 4 summarizes the results of whether or not alternatives would meet the Purpose and Need and/or are fatally flawed.

Table 4: Level 1 Screening Results Based on Purpose and Need and Fatal Flaw Analysis

Criteria	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9	Alt 10
Meets Purpose and Need	No	No	No	Yes	Yes	Yes	Yes	Somewhat	Somewhat	No
Fatally Flawed?	No	No	Yes	No	No	No	No	Yes	Yes	No
Alternative carried forward?	No	No	No	Yes	Yes	Yes	Yes	No	No	No

Alternative 1 – Knife River South

Alternative 1 was eliminated because it did not meet the Purpose and Need for the reason that it would be located within 0.5 mile of the railroad, has the potential to block access due to a disabled or derailed train, and would not allow for future growth through lack of connectivity.

Alternative 2 – Bryan-Evansville Road

Alternative 2 was eliminated because it did not meet the Purpose and Need for the reason that it would be located approximately 0.2 miles from the railroad, has the potential to block access due to a disabled or derailed train, and would not allow for future growth through lack of connectivity.

Alternative 3 – Knife River North

Alternative 3 was eliminated because it did not meet the Purpose and Need for the reason that it would not allow for future growth north of the river. In addition, it is fatally flawed because of the exorbitant cost of the causeway and difficult construction required.

Alternative 4 – Knife River Bridge

This alternative meets the Purpose and Need because it would provide a secondary access as well as provide an opportunity for future growth. Alternative 4 was advanced to the Level 2 Screening.

Alternative 5 – Platte Park Road Bridge

This alternative meets the Purpose and Need because it would provide a secondary access as well as provide an opportunity for future growth. Alternative 5 was advanced to the Level 2 Screening.

Alternative 6 – Veterans Administration Bridge

This alternative meets the Purpose and Need because it would provide a secondary mean of access as well as provide an opportunity for future growth. Alternative 6 was advanced to the Level 2 Screening.

Alternative 7 – 2005 Community Development Plan and Road Plan

This alternative meets the Purpose and Need because it would provide a secondary access, provide an opportunity for future growth, and connect two future growth areas. Alternative 7 was advanced to the Level 2 Screening.

Alternative 8 – Eastside Underpass

Alternative 8 was eliminated because it did not meet the Purpose and Need for the reason that it is located within 0.5 mile of the railroad, has the potential to block access due to a disabled or derailed train, and would not allow for future growth north of the river, but would potentially allow for future growth in the Texaco Business Park. It is also fatally flawed because of the exorbitant cost of extensive environmental cleanup.

Alternative 9 – Texaco Star Business Park Crossing

Alternative 9 was eliminated because it did not meet the Purpose and Need for the reason that it is located within 0.5 mile of the railroad, has the potential to block access due to a disabled or derailed train, and would not allow for future growth north of the river, but would potentially allow for future growth in the Texaco Business Park.

Alternative 10 - No Action Alternative

Alternative 10 does not meet the Purpose and Need for the reason that it would not provide a secondary access and would not support future growth. However, the No Action Alternative was advanced to Level 2 Screening to serve as baseline screening for other alternatives.

3.4 Level 2 Screening Process

While the Purpose and Need and fatal flaw analysis shaped the screening criteria by which potential alternatives were compared during the Level 1 screening, the study team developed more detailed criteria based on the Purpose and Need and project goals for subsequent screening. The Level 2 screening criteria are presented below, grouped by seven transportation needs and environmental considerations. Alternatives were evaluated on their relative ability to achieve the following transportation factors or reduce impacts to the following environmental resources:

Implementation

- Realistic implementation timeline
- Financially realistic

Route Availability

- Relative distance from railroad
- Upgrades to existing roadway required

Emergency Route Value

- Secondary access provided
- Does not cross existing railroad lines
- Good connectivity to hospitals roads, interstates, etc.
- Impact on connecting streets
- Reduced traffic congestion

Community Planning

- Compatibility with Community Plan
- Future growth plans for community supported
- Favorable location for future utilities
- Context sensitive
    - Potential buffering at cemetery

Jurisdictional Issues

- Right-of-way purchase timing

Community Support

- Stakeholder support – BNSF (Based upon prior study feedback), Casper/the Town of Evansville, WYDOT, Veterans Administration
- Neighborhood population

Environmental

- Floodplain impacts and wetlands
- Historic Section 4(f) impacts
- Recreational Section 4(f) impacts
- Hazardous materials from nearby facilities
- Protected species

3.4.1 Level 2 Screening

During the Level 2 screening, the study team evaluated alternatives at a higher level of detail. Level 2 criteria included addressing the Purpose and Need elements while evaluating each alternative with more rigorous screening criteria. The Level 2 screening was carried forward using consumer bubbles representing a rating of "worse," "good," and "better." The four alternatives were then evaluated against each criterion and given the appropriate consumer bubble. Table 5 shows the breakdown between the four alternatives based on the screening criteria.

Table 5: Results of the Level 2 Screening Analysis

Criteria	Alt 4	Alt 5	Alt 6	Alt 7
Meets Purpose and Need	●	●	●	◑
Implementation	◑	◑	●	◑
Routing Availability	◑	◑	◑	○
Emergency Route Value	●	●	◑	○
Community Planning	◑	◑	◑	◑
Jurisdictional Issues	◑	●	◑	○
Community Support	◑	◑	◑	○
Environmental	○	◑	●	○

○ Worse, ◑ Good, ● Better

Alternative 4

The proposed roadway would traverse through a large floodplain area that could require extensive avoidance or mitigation, which could delay or potentially inhibit the project. In addition, the alignment could traverse existing wetlands and wildlife areas, resulting in potential impacts to protected species and requiring extensive environmental permitting and mitigation. This alignment also provides a shorter

connection to the northern undeveloped areas of the Casper area while providing a secondary access. As a result, this alternative was ranked as "better" relative to meeting Purpose and Need and Emergency Route Value criteria. At this level of analysis, this alternative appears to have lower utility line conflicts than other alternatives located to the east.

Alternative 5

This alternative meets the Purpose and Need and is fairly well supported by the adjacent jurisdictions of Casper and the Town of Evansville. Similar to Alternative 4, it provides good connectivity to the north and provides Emergency Route Value by providing a route located away from the BNSF railroad. Also similar to Alternative 4, the proposed roadway would traverse through a large floodplain area that could require extensive avoidance or mitigation, which could delay or potentially inhibit the project. In addition, the alignment would traverse existing wetlands and wildlife areas, resulting in potential impacts to protected species and requiring extensive environmental permitting and mitigation.

Alternative 6

This alternative also meets the Purpose and Need but would require an east- west connection that could impact utilities, and may not be well supported by the Veterans Administration. While attempting to avoid utilities, the proposed roadway could potentially require extensive cut and fill to allow the roadway to travel close to the bluff just north of the North Platte River. It may be easier to implement due to the existing bridge across the North Platte River. This also results in a better Environmental ranking due to the avoidance of the river bank, water way issues, and suitable habitat for protected species.

Alternative 7

The proposed roadway would traverse a significant distance to the east of the Town of Evansville, which would force out-of-direction travel for emergency vehicles. The impacted property from this alignment is located outside the Town of Evansville and Casper city limits, potentially making right-of-way acquisition more complicated because an additional entity would have to be involved in the negotiations. Based on previous community and stakeholder outreach from the Secondary Access Study, this option does not appear to be well supported by stakeholders. Because this alternative would be located on land previously used as a refinery, the environmental remediation could potentially be considerable.

3.4.2 Level 2 Screening Results

Alternatives 4, 5, and 6 were carried forward for further analysis because they would meet the identified need for improvements and are not expected to result in insurmountable environmental impacts. *Alternative 7 was eliminated* at this level due to the out-of-direction travel required for emergency response, environmental challenges, and lack of community support based on previous surveys conducted by KLJ. Future connectivity to this crossing alternative could also require more street infrastructure.

4.0 Level 3 Screening

During the Level 3 screening process, the study team evaluated Alternative 4, 5, and 6 in greater detail, generating proposed conceptual horizontal and vertical alignments and cross sections to calculate the amount of earthwork. Figure 9 shows the revised study area and the shortlisted alternatives. For the purpose of the Level 3 screening concept costs, a 40-foot cross section was used for all alternatives, which would accommodate two 12-foot travel lanes, two 6-foot shoulders, and two 2-foot tapers. It was assumed that 36 feet of the cross section would be comprised of 6 inches of asphalt with a 12-inch aggregate base course underneath. It was assumed that the 2-foot tapers would be constructed using 6 inches of aggregate base course. To account for the numerous unknown conditions and constructability issues, contingencies were added to all calculations. In sum, there was a 30 percent contingency added to all alternatives, which included a 3 percent contingency for traffic control / signals, 10 percent contingency for drainage, 1 percent contingency for signing, 3 percent contingency for construction signing and traffic control, and 7 to10 percent contingency for mobilization. Table 6 shows the screening criteria for the Level 3 screening. A more detailed discussion of Alternatives 4, 5, and 6 is provided in the following sections.

Figure 9: Revised Study Area and Shortlisted Alternatives

Table 6: Level 3 Screening Analysis

Criteria | Type of Analysis | Measure	Alt 4	Alt 5	Alt 6
1. Meets Purpose and Need			
a. Safety – Qualitative – Train Blockage	No ●	No ●	No ●
b. Connectivity – Quantitative - Volume	200-300 ◑	200-300 ◑	700-800 ●
2. Implementation			
a. Realistic implementation timeline – Qualitative – Funding source	◑	◑	◑
b. Financially realistic – Quantitative - Cost	$5,390,000 ◑	$7,100,000 ○	$4,000,000 ●
c. Utilities – Quantitative - # of Crossings	1 ◑	1 (runs along it) ○	3 ○
d. Right-of-Way – Quantitative – Area outside the Town of Evansville	Entirely out ○	50% out ◑	20% out ●
e. Design – Qualitative – Meets Standards	Yes ●	Yes/1 sharp turn ◑	Yes ●
3. Routing Availability			
a. Relative distance from railroad – Quantitative - Distance	0.64 miles ◑	0.64 miles ◑	1.0 mile ●
b. Requires upgrades to existing roadway – Qualitative – Yes/No	Yes ◑	Yes ◑	Yes ◑
4. Emergency Route Value			
a. Provides secondary access – Quantitative - Volume	200-300 ◑	200-300 ◑	700-800 ●
b. Does alternative cross existing railroad lines – Qualitative – Yes/No	No ●	No ●	No ●
c. Good connectivity to hospital roads, interstates, etc. – Quantitative - Distance	3.48 miles ●	3.65 miles ◑	4.60 miles ○

Criteria | Type of Analysis | Measure	Alt 4	Alt 5	Alt 6
d. Impact of connecting streets – Quantitative – Volume	Metro: 600 Veterans: 9154 Platte Park: 1671 ◑	Metro: 600 Veterans: 9154 Platte Park: 1671 ◑	Metro: 1145 Veterans: 8650 Platte Park: 1546 ◑
e. Reduced traffic congestion – Quantitative – Volume on Alternate	200-300 ◑	200-300 ◑	700-800 ●
5. Community Planning			
a. Compatibility with Community Plan – Qualitative	◑	◑	●
b. Supports future growth plans for community - Qualitative	○	◑	●
c. Favorable location for future utilities - Qualitative	◑	◑	◑
d. Context sensitive – Qualitative	◑	◑	○
6. Jurisdictional Issues			
a. Jurisdictional Boundary Complications - Qualitative	○	◑	○
7. Community Support			
a. Stakeholder support – Qualitative	◑	◑	○
b. Neighborhood population - Qualitative	◑	◑	●
8. Environmental			
a. Floodplain impacts and wetlands	○	◑	●
b. Historic 4(f) impacts	◑	◑	◑
c. Recreational 4(f) impacts	◑	◑	●
d. Hazardous materials from nearby facilities	◑	◑	●
e. Protected species	◑	◑	◑

○ Worse, ◑ Good, ● Better

4.1 Alternative 4

The alignment of Alternative 4 would potentially traverse north of Platte Park Road, diverting immediately west toward the open land west of the Town of Evansville, and then cross the North Platte River to connect at Metro Road. Figure 10 shows the location of Alternative 4. A few key points to Alternative 4 are that the proposed alignment would traverse potential wetlands, be located outside of the Town of Evansville jurisdiction, and would require a future roadway to the east to provide connectivity for future growth. Below is a breakdown of several main aspects for Alternative 4.

Figure 10: Proposed Location of Alternative 4

Cost

The major conceptual cost items for this alternative are summarized as follows: The proposed roadway would extend approximately 2,118 feet. The bridge deck would extend a distance of approximately 360 feet and would cost $125 per square foot (SF), totaling approximately $1.8 million. The retaining wall used at the approaches to the bridge on the southern side of the river would total about 2,720 SF per side. At $75 per SF, this totals approximately $0.408 million. The earthwork for the project would total almost 8,180 cubic yards (CY) and would cost approximately $0.195 million for both cut and fill. After several contingencies for traffic signals, drainage, signing, mobilization, etc., the total cost for

Alternative 4 is approximately **$5.39 million**. A more detailed breakdown of the cost estimate can be found in Appendix D.

Grade and Geometrics

Alternative 4 begins at the northern edge of Platte Park Road in the Town of Evansville. The roadway would extend to the northwest of the Town of Evansville through wetlands adjacent to the Town of Evansville. The road alignment would curve to the west to cross the North Platte River at a narrower area of the river. A bridge would be constructed over the river to connect with Metro Road south of the City of Casper Regional Landfill.

The floodplain crossed by Alternative 4 is relatively flat, and the largest grade in the area is 1.36%. The bridge crossing the North Platte would have a grade of approximately 3 percent and a bridge depth of 7 feet leading up to the bluff on the northern side of the river. Based on the 100-year flood elevation of 5,091 feet from the Secondary Access Study, and a bottom of bridge elevation of 5,098 feet, the bridge for Alternative 4 would be built above the standard 4 feet above the 100-year flood elevation. The design team evaluated whether the bridge could be cut into the bluff on the northern bank of the river, but its cost versus earthwork cost would not result in a significant amount of savings and was not considered further.

Roundabout

A roundabout included in Alternative 4 would be located at the intersection of the proposed roadway and Metro Road. Modifications to the existing lanes for the City of Casper Regional Landfill would need to be discussed with the property owners and could prove challenging in regard to meeting the specific heavy vehicle requirements for turning radii and effects to existing utilities in the area. As stated previously, the City of Casper Regional Landfill experiences approximately 900 to 1,000 vehicles per day based on estimates from the landfill. With queueing backing up to the Casper Metro Animal Control Services, queuing within the roundabout would be a major issue and decrease the feasibility of a roundabout at this location.

Right-of-Way

The boundary between the Town of Evansville and Casper runs adjacent to Platte Park Road. Alternative 4 would immediately cross this border and be located on Casper land. This would continue for the entirety of the roadway and right-of-way purchasing could prove costly and time restrictive.

Transportation and Traffic

With a new connection to Metro Road from the south, Alternative 4 is projected to experience approximately 200 to 300 cars per day in 2040 based upon the Casper MPO Travel Demand model. This value is taken from the MPO's 2040 fiscally constrained travel demand model network. The proposed connection with Metro Road would warrant a stop sign. Figure 11 shows the traffic demand model output with predicted volumes for 2040. Note that Figure 11 also includes a connection to Cemetery

Road. The projected traffic was adjusted to reflect only Alternative 4 traffic. "Do Not Block Intersection" signs and pavement markings would need to be applied to the new intersection so that traffic on Saturdays for the City of Casper Regional Landfill does not impede traffic at the intersection.

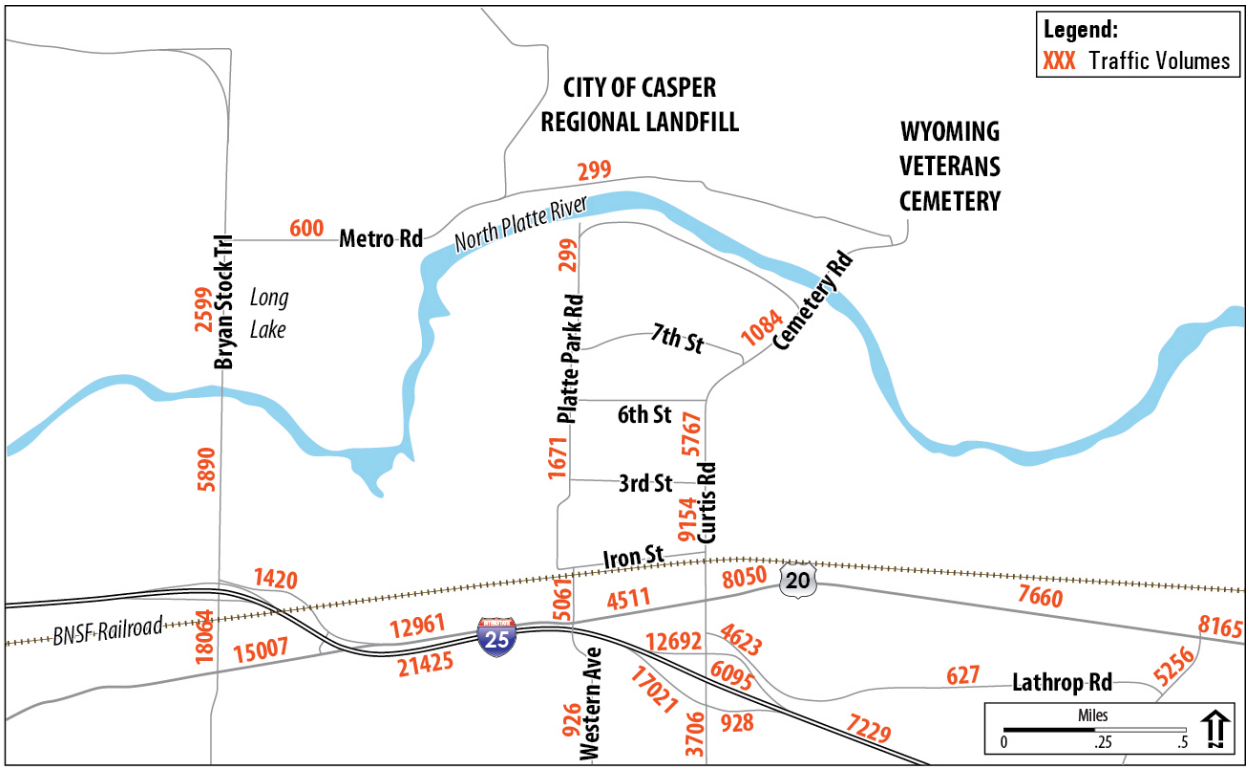

Figure 11: 2040 Volumes for Platte Park Road Extended to Metro Road

Utilities

Alternative 4 would have little to no utility conflicts along the proposed roadway. One potential utility conflict could stem from the overhead electric lines where the proposed roadway would connect to Metro Road. There is a wood pole that could potentially require relocation.

Environmental

Alternative 4 would traverse through potential wetlands and the 100-year floodplain for the North Platte River. As stated previously in Chapter 2, Alternative 4 has the potential to disturb previously unrecorded historic and archeological resources as well as any protected species that could be located in the area. Alternative 4 would completely avoid existing parkland but would potentially disturb existing trails in the area. There could be potential hazardous materials impacts, but a further study would need to be conducted before moving forward. Figure 17 shows Alternative 4 floodplain impacts, Figure 18 shows the locations of hazardous material sites in relation to Alternative 4, Figure 19 shows the locations of parks and trails in relation to Alternative 4, and Figure 20 Alternative 4 wetland impacts.

Table 7 describes the likelihood of encountering endangered species under Alternative 4. These figures and table are located at the end of this chapter.

4.2 Alternative 5

The alignment of Alternative 5 would traverse north of Platte Park Road, slightly diverting to the west to avoid Reshaw Park, and then cross the river where the road would curve to the west to connect at Metro Road. Figure 12 shows the location of Alternative 5. A few key points for Alternative 5 are that the proposed alignment would bypass parkland, be located mostly outside of the Town of Evansville jurisdiction, have potential utility conflicts with existing pipelines in the area north of the river, and a future spur would need to be developed to provide connectivity for future growth. Below is a breakdown of several main aspects for Alternative 5.

Figure 12: Proposed Location of Alternative 5

Cost

Some of the major concept cost items are presented as follows: The proposed roadway would extend approximately 2,765 feet and would cost approximately $0.36 million. The bridge deck would extend for a distance of approximately 435 feet and would cost $125 per SF, totaling approximately $2.75 million. The retaining wall used to lead up to the bridge on the southern side of the river would be

about 3,328 SF per side, totaling 6,656 SF and would cost $75 per SF, coming to a total of approximately $0.5 million. The conceptual earthwork for the project totals 17,500 CY and would cost approximately $0.407 million for both cut and fill. The utility conflicts in the area are not as well known, but could potentially cost as much as $0.175 million to relocate existing pipelines. After several contingencies for traffic signals, drainage, signing, mobilization, etc., the total for Alternative 5 is approximately **$7.1 million.** This alternative has a higher cost relative to Alternative 4 due to the higher embankment elevation on the north side of the river requiring more retaining walls, and a longer overall bridge crossing. A more detailed cost estimate can be found in Appendix D.

Grade and Geometrics

Alternative 5 begins at the northern edge of Platte Park Road in the Town of Evansville and continues directly north, extending adjacent to the existing pedestrian path leading to Platte Park. Immediately north, the roadway would curve to the west and continue directly north to avoid impacts to Reshaw Park. The bridge would cross perpendicular to the river and immediately curve west toward Metro Road. The connection with Metro Road would occur where Metro Road transitions into Station Road.

The proposed road to the north of Platte Park Road is relatively flat and would have a maximum grade of 1.85 percent. The bridge would have a grade of approximately 2.9 percent and a depth of 9 feet with a down grade of 2.22 percent to connect with Metro Road. Based on the 100-year flood elevation of 5,091 feet from the Secondary Access Study, and a bridge bottom elevation of 5,100 feet, the bridge for Alternative 5 would be built above the standard 4-foot free board requirement above the 100-year flood elevation. The design team evaluated whether the bridge could be cut into the bluff on the northern bank of the river, but its cost versus earthwork cost would not result in a significant amount of savings.

Roundabout

A potential roundabout option for Alternative 5 could be located in two places. The first would be located at the intersection of the proposed roadway and Metro Road, with the second roundabout option located north of the North Platte River where the proposed roadway would continue west. The roundabout at the intersection with Metro Road could prove challenging in regards to accommodating the approach lanes for the City of Casper Regional Landfill, providing clearance in the roundabout for the larger design vehicle, and avoiding existing utilities in the area. Traffic queues from the City of Casper Regional Landfill could potentially extend into the roundabout and would block traffic at the intersection. For that reason, a roundabout at this location is not desirable. See Figure 13 for the proposed location of the option 1 roundabout. The second option would only be viable if a spur to the east was constructed, connecting Cemetery Road to the proposed roadway. Otherwise, the intersection could be configured with a sharper curve signed for a lower speed limit and then constructed in the future when the area is being developed. See Figure 14 for the proposed location of the option 2 roundabout. More detailed concepts showing the single lane 150 ft. diameter roundabouts are provided in Appendix A.

Figure 13: Alternative 5 Roundabout Option 1

Figure 14: Alternative 5 Roundabout Option 2

Right-of-Way

The Alternative 5 alignment would be located in the Town of Evansville limits until just south of Reshaw Park. At this location, the proposed roadway would swing to the west into Natrona County to avoid parkland and then continue north over the North Platte River into Casper.

Transportation and Traffic

With a new connection to Metro Road from the south, Alternative 5 would experience approximately 200 to 300 cars per day by 2040 based on travel demand model results. The proposed connection with Metro Road would warrant a stop sign. Figure 11 shows the travel demand model results with predicted volumes for 2040. The projected volumes are similar to the volumes for Alternative 4.

Utilities

Alternative 5 would have potential utility conflicts just north of the North Platte River and east of Metro Road. In this area, there is a 50-foot easement for Rocky Mountain Pipeline Systems, a 25-foot easement for Central Wyoming Regional Water System, a 25-foot easement for Pacific Power and Light Company, and a large easement for Sinclair Oil. Table 3 lists all easements in the project vicinity. The proposed roadway would potentially extend along the existing access road for the Sinclair Oil easement

and could cause utility conflicts if utilities are located in the area or impact the existing access road. Discussions with Sinclair Oil representatives have revealed that relocations could potentially cost $150,000 because Sinclair Oil has prior rights. The proposed roadway could experience utility conflicts at the proposed connection to Metro Road where there are three overlapping 50-foot easements for Northern Utilities, the WYCO Pipeline Company, and the AMOCO Pipeline Company.

Environmental

Alternative 5 would traverse the 100-year floodplain for the North Platte River but would not affect any known wetlands. Alternative 5 has the potential to disturb previously unrecorded historic and archeological resources, as well as any protected species that could be located in the area. Alternative 5 would avoid parkland impacts but could potentially require existing trail relocations in the area, which are located outside of park property. There could be potential for hazardous materials within the alignment area, but a further study would need to be conducted to verify this. Figure 17 shows Alternative 4 floodplain impacts, Figure 18 shows the locations of hazardous material sites in relation to Alternative 4, Figure 19 shows the locations of parks and trails in relation to Alternative 4, and Figure 20 shows Alternative 4 wetland impacts. Table 7 describes the likelihood of encountering endangered species for Alternative 5. These figures and table are located at the end of this chapter.

4.3 Alternative 6

The alignment of Alternative 6 would potentially follow the northern river bank connecting at Metro Road and at Cemetery Road. The advantage of this option would be the use of an existing bridge across the North Platte River. Figure 15 shows the design location of Alternative 6. Two options are shown for the connection to Cemetery Road. Option A is a more standard connection that would require less reconstruction but would result in a more skewed connection. Option B would reconfigure the intersection to create a drive away from the Oregon Trail Veterans Cemetery. A few considerations for Alternative 6 are that the proposed alignment would be located mostly inside the Town of Evansville jurisdiction, and have the potential for utility conflicts with existing pipelines in the area north of the river and have an alignment with up to 7 percent grades. It would require the longest constructed roadway amongst the alternatives, but would not require construction of a bridge. Below is a breakdown of the several main aspects and conceptual cost for Alternative 6.

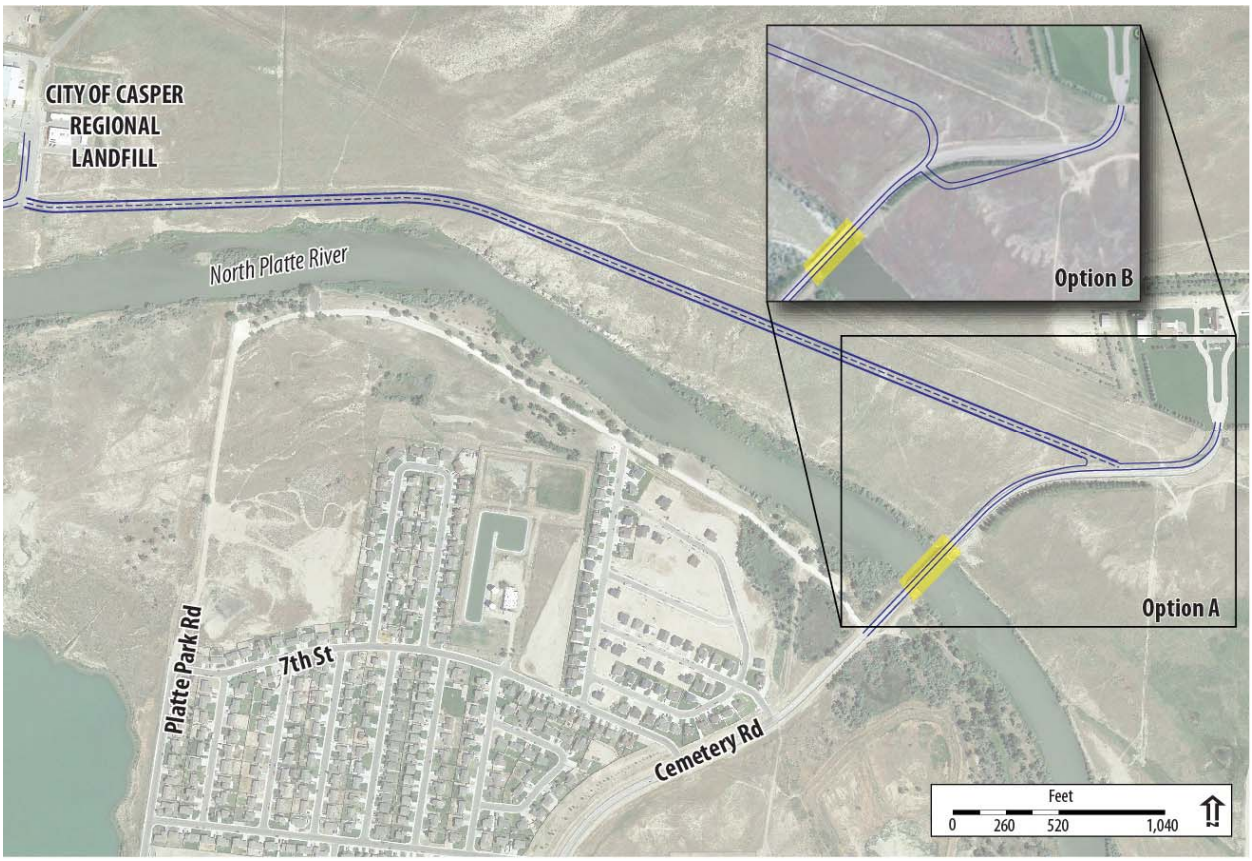

Figure 15: Proposed Location of Alternative 6

Cost

The proposed roadway would extend approximately 5,690 feet and would cost approximately $0.739 million. Due to a prior use agreement with the Wyoming Military, the existing bridge along Veterans Road leading toward the cemetery would need to be repaid at a cost of $0.672 million. The earthwork for the project would total to almost 24,912 CY and would cost approximately $0.567 million for both cut and fill. Potential utility relocation cost could potentially cost $0.115 million. After several contingencies for traffic signals, drainage, signing, mobilization, etc., the total for Alternative 6 is approximately **$4.0 million**. A more detailed cost estimate can be found in Appendix D.

Grade and Geometrics

Alternative 6 would begin at the location of Metro Road where it turns into Station Road. The proposed roadway would continue to the east, avoiding all utilities and staying close to the river bank. The roadway would follow the bank and then continue to a connection with Cemetery Road.

The topography in the area is very diverse and uneven. Starting at Metro Road, the proposed roadway would experience grades of approximately 2 to 3 percent. Approximately 2,000 feet east of the connection at Metro Road, the roadway would experience a grade of approximately 7 percent. From

there, the roadway would crest the hill and continue downward at a grade of almost 2 percent to the connection of Cemetery Road.

Roundabout

A roundabout option in Alternative 6 could be located at the intersection of the proposed roadway and Metro Road. However, this could prove challenging in regard to accommodating the desired lanes for the City of Casper Sanitary Landfill, providing clearance in the roundabout for the specific design vehicle, and avoiding existing utilities in the area. Queues from the City of Casper Regional Landfill could potentially extend into the roundabout and would block traffic at the intersection. For that reason, a roundabout at this location is not desirable.

Right-of-Way

Alternative 6 would remain in the Town of Evansville limits until a location approximately 1,100 feet to the east of Metro Road.

Transportation and Traffic

With a new connection to Metro Road from the east along with a new connection to Cemetery Road from the west, Alternative 6 could experience approximately 700 to 800 cars per day in 2040. This volume is based on the Casper MPO's 2040 travel demand model. The proposed connections with Metro Road and Cemetery Road would warrant stop signs. Figure 16 shows the travel demand model results with predicted volumes for 2040.

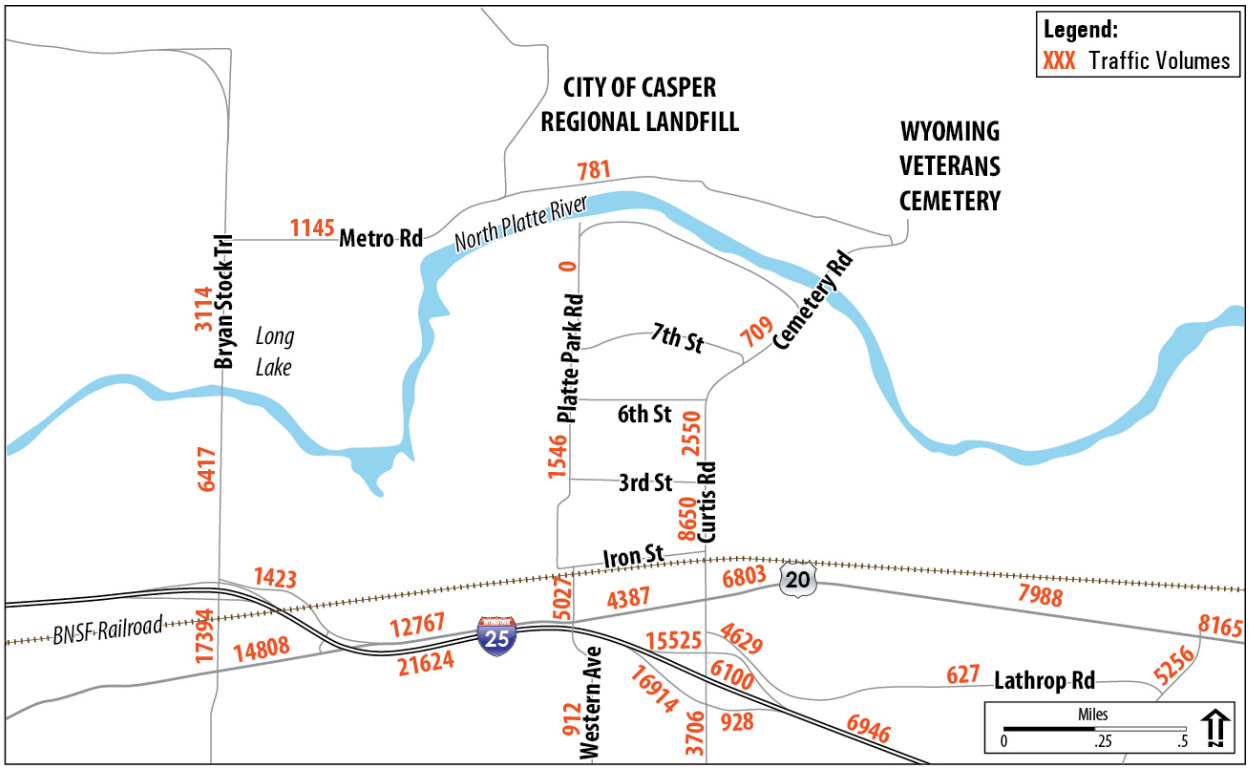

Figure 16: 2040 Volumes for Metro Rd. Extended to Wyoming Veterans Administration Cemetery Rd.

Utilities

Alternative 6 would have potential utility conflicts along the entire length of proposed roadway. The proposed roadway would potentially travel between a 50-foot easement for Rocky Mountain Pipeline Systems and a 25-foot easement for Central Wyoming Regional Water System and a Sinclair Oil easement and the river bank, but would travel along a 25-foot easement for Pacific Power and Light Company that could require relocation of three or four poles. Table 3 lists all easements in the project vicinity. At the intersection with Metro Road, there are three 50-foot easements to accommodate Northern Utilities, the WYCO Pipeline Company, and the AMOCO Pipeline Company that overlap each other and could potentially cause design challenges. At the intersection, Sinclair Oil lines may need to be relocated. Concept level costs are up to $115,000 for utility relocations.

Environmental

Alternative 6 would not cross the 100-year floodplain for the North Platte River because it would be located on the northern side of the river and located significantly higher than existing water levels. Alternative 6 would not impact any wetlands. It has the potential to disturb previously unrecorded historic and archeological resources, more so than Alternatives 4 and 5 because of its potential for a greater roadway cut or fill. While Alternative 6 would completely avoid any parkland and would not disturb existing trails in the area, there is a slight potential to affect protected species due to the larger

earthwork template. There could be potential for hazardous materials, but is unlikely because the hazardous waste sites are south of the river. A further study will need to be conducted before moving forward. Figure 17 shows Alternative 4 floodplain impacts, Figure 18 shows the locations of hazardous material sites in relation to Alternative 4, Figure 19 shows the locations of parks and trails in relation to Alternative 4, and Figure 20 Alternative 4 wetland impacts. Table 7 describes the likelihood of encountering endangered species under Alternative 6. These figures and table are located at the end of this chapter.

Figure 17: Alternative 4, 5, and 6 Floodplain Impacts

Figure 18: Alternative 4, 5, and 6 Hazardous Materials Impacts

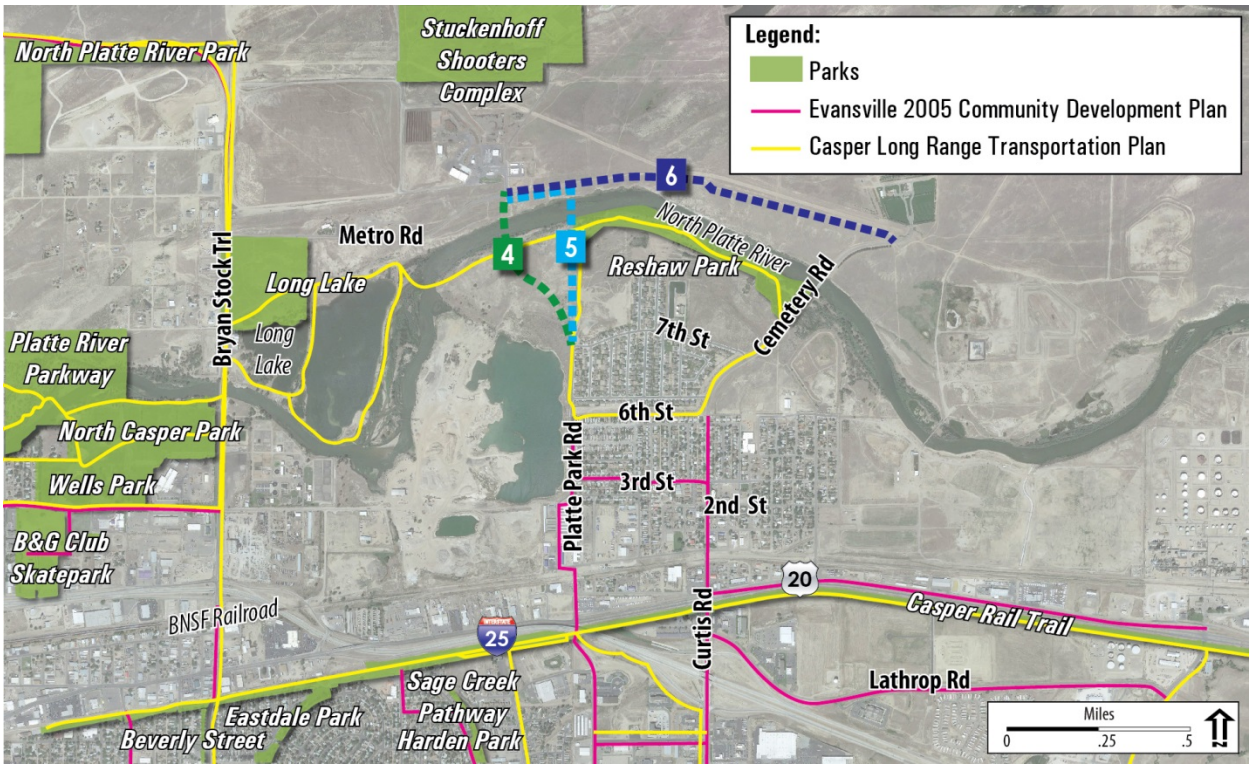

Figure 19: Alternative 4, 5, and 6 Park Impacts

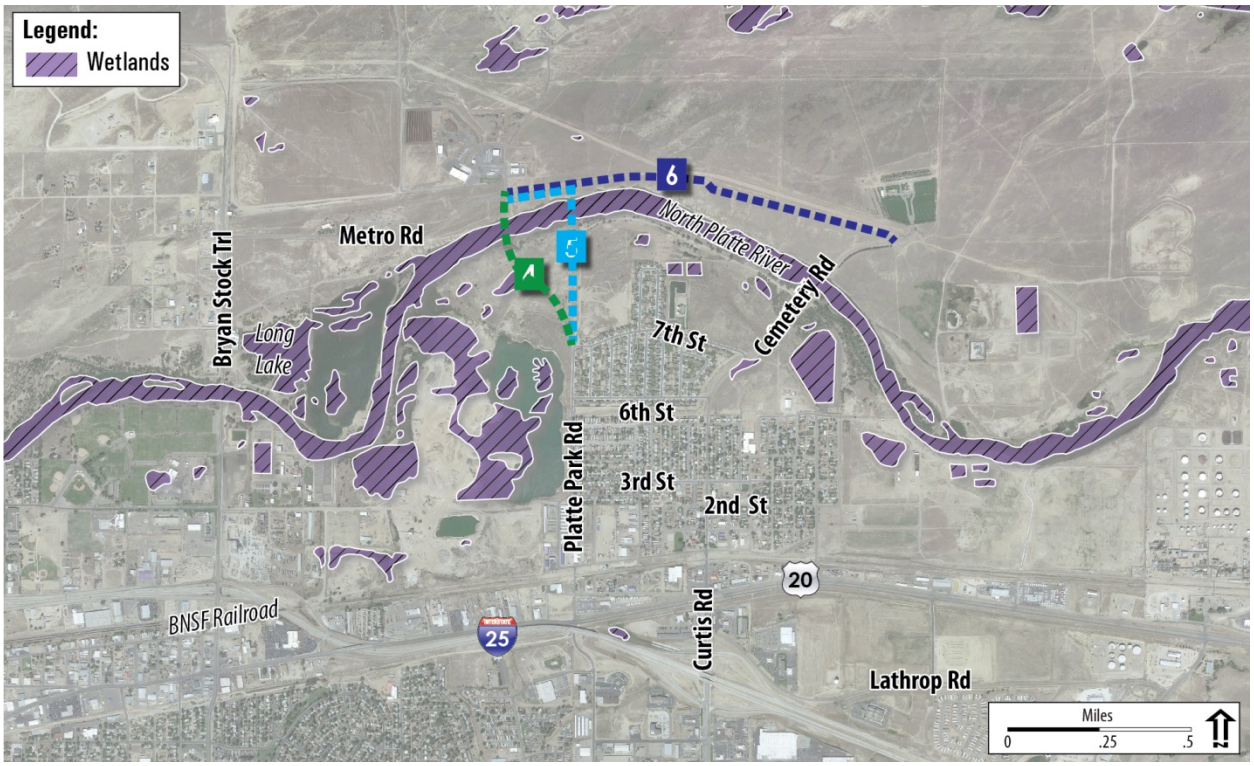

Figure 20: Alternative 4, 5, and 6Wetland Impacts

Table 7: Alternative 4, 5, and 6 Potential Threatened and Endangered Species Impacts

Species	Status	Habitat Type	Potential to be Impacted		
			Alt. 4	Alt. 5	Alt 6.
Birds					
Greater sage-grouse	Candidate	Inhabits upland sagebrush habitat in rolling hills and benches. Breeding occurs on open leks (or strutting grounds), and nesting and brooding occurs in upland areas and meadows in proximity to water and generally within a 2-mile radius of the lek.	Very low – Project is within known distribution of species. However, the project is within a developed area and the surrounding vegetation appears to be void of large, well-established sagebrush stands.	Very low – Project is within known distribution of species. However, the project is within a developed area and the surrounding vegetation appears to be void of large, well-established sagebrush stands.	Very low – Project is within known distribution of species. However, the project is within a developed area and the surrounding vegetation appears to be void of large, well-established sagebrush stands.
Least Tern	Endangered	Nests in colonies on beaches and sandbars.	Low – Mainly associated with riverine systems. The North Platte River is within the Area of Influence (AOI) for the species and alternative may have impacts to water quality.	Low – Mainly associated with riverine systems. The North Platte River is within the Area of Influence (AOI) for the species and alternative may have impacts to water quality.	None – No effects to water quality to the North Platte River anticipated.
Piping Plover	Threatened	Northern Great Plains piping plovers favor wide, sparsely vegetated sand or gravel beaches adjacent to vast alkali lakes, along rivers, or on natural and dredge islands in rivers, in gravel pits along rivers.	Very low – Some alkali and gravel pits may be present in the vicinity of the project as well as sand bars along river. These features would not likely be disturbed and it is unlikely the species nests in the project vicinity.	Very low – Some alkali and gravel pits may be present in the vicinity of the project as well as sand bars along river. These features would not likely be disturbed and it is unlikely the species nests in the project vicinity.	None – No effects to water quality to the North Platte River anticipated nor would any potential nesting sites be disturbed.

Species	Status	Habitat Type	Potential to be Impacted		
			Alt. 4	Alt. 5	Alt 6.
Whooping Crane	Endangered	The whooping crane breeds, migrates, winters, and forages in a variety of wetland and other habitats, including coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows and rivers, and agricultural fields.	Very Low – Possible migrant through the region, unlikely to use portion of North Platte River near the project.	Very Low – Possible migrant through the region, unlikely to use portion of North Platte River near the project.	None – No effects to water quality to the North Platte River anticipated.
Fish					
Pallid Sturgeon	Endangered	Pallid sturgeons evolved and adapted to living close to the bottom of large, silty rivers with natural a hydrograph.	Low – Unlikely species occupies project portion of the North Platte River. Potential affects to downstream water quality.	Low – Unlikely species occupies project portion of the North Platte River. Potential affects to downstream water quality.	None – No effects to water quality to the North Platte River anticipated.
Flowering Plants					
Ute Ladies'-tresses	Threatened	Moist meadows associated with perennial stream terraces, floodplains, and oxbows at elevations between 4300-6850 feet.	Moderate – Project is within mapped Area of Influence (AOI) and potential habitat may be available along the North Platte River.	Moderate – Project is within mapped Area of Influence (AOI) and potential habitat may be available along the North Platte River.	None – Associated habitat types not present.
Western Prairie Fringed Orchid	Threatened	Found most often on unplowed, calcareous prairies and sedge meadows. Soil moisture is a critical determinant of growth, flowering, and distribution.	Low – Associated habitat types not likely present.	Low – Associated habitat types not likely present.	None – Associated habitat types not present.

4.4 Area Recommendations

The results of the alternatives development and screening process have been summarized in the tables and narrative above. Based on in-depth analysis, community and agency outreach, Alternative 6 has been identified as the preferred alternative. The biggest advantage of Alternative 6 is the lower environmental impacts. By traversing the northern border of the North Platte River and using an existing bridge, the majority of environmental impacts to floodplains, wetlands, and hazardous material locations would be avoided. Although there is a higher potential to encounter archeological resources under Alternative 6 due to its alignment along the northern bluff of the North Platte River, the potential to avoid other major environmental impacts may outweigh this potential impact, depending on the significance of any such archaeological resources encountered. Because the alternative traverses the northern border of the river in an undeveloped area, there is a greater ability to promote future development under Alternative 6. This would be more compatible with the Purpose and Need statement, placing Alternative 6 slightly ahead of Alternatives 4 and 5. The utility conflicts in the area could potentially create an issue, but by working closely with Sinclair Oil, the conflict would be manageable. A major cost savings under Alternative 6 is the ability to use the existing Cemetery Road Bridge over the North Platte River. This alone would shorten the construction schedule and allow the project to be constructed significantly faster than constructing a new bridge. The only potential conflicts with Alternative 6 would be the potential payback of the existing bridge and reaching an agreement with the Wyoming Military. At the time of this writing, discussions are occurring with the Wyoming Military on options for payback of the bridge. Overall, Alternative 6 would provide the best solution to meet the Purpose and Need and study goals. By minimizing environmental and utility impacts, providing consistency with the community plan for future growth, circumventing existing railroad tracks by at least 0.5 mile, and using the existing Cemetery Road Bridge, Alternative 6 provides the most cost effective option for a secondary access north of the North Platte River amongst the build alternatives.

5.0 Agency Coordination and Public Involvement

5.1 Public Involvement

5.1.1 Public Open House Meeting

A public meeting was held on November 5, 2015, from 5:00pm to 7:00pm at the Town Hall. The meeting was held in an open house format that allowed participants to have personal interaction with planners, engineers, and representatives from the study team and the Casper Area MPO. The open house was designed to provide information to the general public and obtain their input. The meeting provided individuals interested in the proposed roadway with time to express their concerns and have questions answered. Appendix A provides more detailed information on the public open house meeting.

For those that could not attend the meeting, the Casper Area MPO also posted materials and comment sheets on their website for public comment. The following comments and questions were heard at the meeting:

- Questions about why projected volumes are higher on Cemetery Road than other alternatives
- Concerns with increased traffic on Curtis Street where it necks down between 2nd and 3rd
- Questions if Curtis Street will ever become a 4 lane road
- Questions about where the area land and jurisdictional boundaries are
- Questions about land ownership north of the river
- Questions about when or if funding is available for the project
- Questions about whether or not the cost estimates take into account land acquisition
- Concerns with train blockages and time it takes to circumvent
- Questions if the document will provide a recommended alternative
- Overall consensus is that citizens would like to see the project move forward
- Support for Alternative 6

5.2 Stakeholder Involvement

5.2.1 Agency Outreach

The majority of the agency outreach meetings were held via conference calls due to distance between the study team's office and the study area. The agency outreach meetings were designed to allow the study team to better understand the needs of the client as well as receive input from the client throughout the project. Appendix B provides more detailed information on the following agency outreach meetings:

- June 2, 2015, Kick off meeting with Casper Area MPO, WYDOT, FHWA, Town of Evansville, and Wyoming Veterans Administration
    - Introductions were made and past experiences were exchanged.
    - Major issues in the area were discussed such as train blockage of all three at-grade crossings.
    - Preliminary alternatives were discussed to minimize impacts to the cemetery or the landfill.
    - Section 4(f) impacts will be a major consideration along the northern edge of the Town of Evansville.
    - The purpose and need statement shall include emergency egress out of town from rail impacts, enhanced street connectivity, and expansion of developments.
    - Environmental constraints were discussed.
    - All existing structures were discussed to find any viable alternatives regarding a path across the North Platte River, and new structures were discussed.
- July 28, 2015, Discussion with Casper Area MPO, WYDOT, and FHWA via conference call
    - Discussed the draft purpose and need statement to finalize the statement.
    - Discussed the Level 1 fatal flaw analysis document to solidify the process and to ensure that alternatives either meet the purpose and need statement or are fatally flawed.
    - Discussed use of a standard “safe” distance from the railroad and settled on 0.5 mile.
    - The use of consumer report bubbles was suggested.
- August 31, 2015, Discussion with Casper Area MPO and WYDOT via conference call
    - Wording of the project purpose was updated to include previously studied alternatives.
    - Finalized the Purpose and Need statement.
    - The original Alternative 10, replacing the Bryan Stock Trail Bridge was removed since the project is already being designed and Alternative 11 was changed to Alternative 10, which is the No-Build Alternative.
    - Updates were made to several of the alternatives to align them with the purpose and need statement and the Level 2 screening.
- November 4, 2015, Casper Area MPO meeting
    - Project update was provided to the MPO and Town staff and elected officials.
    - The consultant provided the Level 3 Alternative Analysis.
    - Alternative 6 showed the lowest environmental impacts with the ability to be cost effective through the use of the existing Cemetery Road Bridge. The Wyoming Military would need to be reimbursed for previous grant monies.
    - At this point, the Wyoming Military is open to discussions.
- December 2, 2015, Discussion with Casper Area MPO and WYDOT via conference call
    - Project update was provided to the MPO and WYDOT.
    - Two areas were highlighted to change the wording slightly to remove any confusion.

- WYDOT asked if the potential wetlands on Alternative 4 would dismiss the alternative and the answer was no because it is not certain if there are actually wetlands at that location.
- Projected traffic volumes and how they were deduced was discussed.
- The MPO noted that the Wyoming Veterans Administration would be willing to undergo talks about the connection for Alternative 6, as long as the money used to repay for Cemetery bridge would go to the cemetery instead.
- WYDOT asked about the feedback from the public and the general consensus of those in attendance was that Alternative 6 was preferred.
- The FHWA PEL Checklist was presented and only one comment was made.
- A draft report will be submitted mid-December for further review.

5.2.2 Resource Agency Coordination

The MPO provided resource agencies and the local State Representative notification of the PEL and solicited input via a letter dated November 14, 2015. The MPO letter requested a response from the agencies describing any environmental resources or issues of concern in the vicinity of the project alternatives that may need to be addressed. An example of the letter is provided in Appendix B. Letters were submitted to the following:

- Bureau of Land Management – Casper Field Office
- Gerald Gay – Representative, State of Wyoming Legislature
- Natrona County – Conservation District
- Natrona County – Planning & Development
- Natural Resources Conservation Service – Casper
- U.S. Fish and Wildlife Service – Wyoming Field Office
- U.S. Army Corps of Engineers – Omaha District
- U.S. Environmental Protection Agency – Region 8 NEPA Compliance and Review Program
- Wyoming Department of Environmental Quality – Director
- Wyoming Game and Fish Department – Office Director, Habitat Protection Coordinator
- Wyoming Game and Fish Department Casper Region – Regional Wildlife Supervisor
- Wyoming Game and Fish Department Casper Region – Regional Fisheries Supervisor
- Wyoming State Historic Preservation Office – State Historic Preservation Officer
- Wyoming Office of State Lands – Deputy Director

To date, two responses have been received, as follows:

- **Director of the Wyoming Department of Environmental Quality**. The response letter states in part: This project will likely require a Large Construction General Storm Water Permit and may require other permitting such as a WYPDES permit

for ground water pumping discharges or Air Quality permits for gravel or batch plant operations.

- **Wyoming Office of State Lands and Investments**. The response letter states in part: Because the Board of Land Commissioners and OSLI are responsible for managing these trust assets for short- and long- term returns to the beneficiaries, we are quite interested in any action that could impact land use and/or development on state trust lands. While the Office has no specific concerns regarding the proposed project at this time, changes in the project scope which are not explicitly stated in this letter may potentially warrant additional review by our office. The project proponents are advised that they must comply with the Rules and Regulations adopted by the Board of Land Commissioners in accordance with W.S. §36-2-107 and §36-9-118, in the event that development occurs on, or is necessary to traverse, state lands.

6.0 Next Steps

This PEL study assessed the transportation needs within the project area. The study team engaged the community stakeholders and the public to develop a vision for the Town of Evansville. The study process considered effects on the human and natural environment from various alternatives, and also included consultation with applicable resource agencies.

This planning process sets the stage for moving ahead in the future with individual improvement projects. Future studies, initiated under NEPA, will be able to incorporate planning products from this PEL study. No unusual environmental constraints or requirements were identified during the development of the PEL, but NEPA and applicable environmental laws and requirements must be completed prior to implementation of the project. Key requirements which are likely to influence final design and construction of the project include, but are not limited to: Endangered Species Act, National Historic Preservation Act, Migratory Bird Treaty Act, Clean Air Act, and the Clean Water Act.

Several issues will need to be resolved before the process can move forward:

- First and foremost, the funding sources to build the Preferred Alternative will need to be identified. Funding should be sufficient to cover construction, preliminary and final design, right-of-way acquisition, payback for the Cemetery Bridge, and any costs associated with utilities.
- In conjunction with funding discussions, discussions with the Wyoming Veterans Administration would need to identify a payback plan to cover the 1983 access agreement and grant terms identified for the construction of the access road to the Oregon Trail State Veterans Cemetery. At the time of this study, conversations with the Wyoming Veterans Administration have indicated that the agency might consider reimbursement in the form of maintenance cost recovery.
- Continue discussions with the Wyoming Veterans Administration regarding configuration of the intersection of Cemetery Road and the Metro Road extension. If Alternative 6 is advanced, then selection of Option A or Option B that realigns the drive access to the Cemetery would need to be formalized.
- While Alternative 6 is ranked highest based on the Level 3 screening score and would be considered the Preferred Alternative for this study, Alternatives 4 and 5 are the next highest ranked alternatives. If negotiations with the Wyoming Veterans Administration for use of the bridge are not successful, or if other factors determined through further design and study make this alternative less desirable, Alternative 4 or 5 could be advanced.

7.0 References

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Appendix A

Public Involvement

Meeting Notes

Meeting Date: June 2, 2015
Location: Town Hall, Evansville
Purpose: Kickoff Meeting for PEL

In Attendance:
(see Attendance sheet) Calling in were Jim Clarke, Velvet Keusel, Jim Krogman and Jeff Mehle of Jacobs

Introductions
Andrew Nelson introduced the project purpose and the group introduced themselves, including four Jacobs staff who phoned in.

Study Background
Chris Sheffer described the PEL process and prior project work.

- The Planning and Environmental Linkage (PEL) study is intended to provide efficiencies that can speed the NEPA process up as well as avoid repeating work by addressing public involvement , analysis of alternatives and basic environmental issues identification in a fashion consistent with NEPA.
- Information from the Feasibility Study for Secondary Access to the Town of Evansville (AKA Secondary Access Study) can be used in this PEL but will need to be reviewed to determine if information is inclusive and consistent with PEL requirements.
- The Extension of Metro Rd that ties into the Veterans Rd may not be locally funded. This alternative should be included in PEL and evaluated as with the other alternatives

Alternatives to be Considered

- A full presentation to legislation will be done at the end of project
- Senator Meyer proposed another option: Emergency access graded road without paving
    - This option may be problematic with ambulance, snow removal and the fire department
- The project must avoid all impacts to the Cemetery
- The old landfill may be a problem for western bridge connection (blue) option
- 4F impacts are a major consideration due to the waterfront parks along the Platte River

Purpose and Need

- Transportation emergency egress out of town from rail impacts
- Enhanced street connectivity
- Expanded development

Critical Issues

Traffic

- 6 to 12 trains travel through Evansville daily. Bishop rail loads crude petroleum products
- Trains can be a mile long train and travel as slow as 10mph

- An overpass on Curtis Street was considered in Long Range Plan but is cost prohibitive. Space constrains are a factor for overpass
- A travel demand model run was last done in April 2014. The Cheyenne MPO is maintaining the state Travel Demand model
- Projections from last April may be the most recent model information

Roadway

- Polaris Dr included prior alternatives assessed as part of the PEL
- Tie vertical to stick figures on very basic level
- Jeff Purdy mentioned that an illustrative screen of fatal flaws of prior alternatives would be okay as long as all were listed.

Environmental

- The scope of the Environmental analysis would be to id properties with impacts, constraints, band to map these locations using existing information.

Structures

- The existing Veterans Rd structure is about 275', built in 1985 and currently has a sufficiency rating of 68. The sufficiency dropped recently, perhaps due to needed maintenance
- The Bryan Stock bridge has a low 9 sufficiency rating and is listed in STIP for replacement and widening of the 2 side by side bridges.
- A new bridge would be about 300 ft costing approximately 1 to 1.5M
- Hydrology / Hydraulics will need to be addressed since the proposed bridge could be two to three spans requiring pier evaluation.
- Knife River operations could be affected by channel proximity
- Restoration of the north island and both banks is currently underway
- The PEL clock starts on approval of FHWA and lasts for 5 years

Questions and Concerns

- Should the railroad be approached about solving this issue? The railroad was previously interviewed but no real discussions resulted. Typically the BNSF has not had funding of these types of projects and the process can be very lengthy.
- Why would this two mile segment have a disaster? We are not anticipating this, but it would be more difficult to evacuate and manage an event in this segment
- Alternates that include improvements to the east were considered in last Secondary Access Study, and maybe brought into PEL
- Two alternatives were recommended, Alts 9 and 5 – Alt 9 was eliminated due to down wind conditions that could carry toxic fumes
- New bridge criteria requires three feet of freeboard above 100 year flood level
- The Texaco bridge is single lane bridge in poor condition

- Why not use the Veterans bridge? The bridge serves cemetery, private road and private bridge, and is designated for cemetery uses only. The Town tried to get bridge turned over to Evansville, but it would require a reimbursement of cost. It was originally built with a Federal and State money split, with a clause to get reimbursed.

- If the Town were to buy the Cemetery bridge contract out, this would trigger a NEPA process since Federal funds were involved.
- Metro Rd is used a lot on Saturday and may meet warrants for signalization

Additional Purpose and Need and Miscellaneous Discussion

- Facilitation of development, transportation network connectivity and safety are valid purpose and need items
- Secondary impacts and /or cumulative impacts due to development should be noted
- State land property north of the river may be the last to be developed
- Future funding could be set up for developer contributions
- A new bridge could preserve the character of what is there along with the purpose of cemetery access. This should be included as a project goal if not appropriate for the purpose and need statement.
- Ground water tests revealed some contamination (Rocky Mt Hydro / Tri Hydro have test results for Contact Shawn Harshman

Action Item: Send out Secondary Access Study to attendance

Meeting Notes

Meeting Date: August 31, 2015
Location: Town Hall, Evansville
Purpose: Conference Call Meeting for PEL

In Attendance:
(see Attendance sheet) Calling in were Jim Clarke, Chris Sheffer, and Matt Fralick of Jacobs, Jeff Purdy, Tim Stark, Kevin McCoy, and Nick Hines of Wyoming DOT, and Andrew Nelson of the Casper County MPO

Draft Purpose and Need Statement
Chris Sheffer described the PEL process and prior project work.

- Wording of the project purpose was updated to state the project purpose in a better manner to fairly evaluate all alternatives
- An additional line at the end of Need 1 was added to help define the original need
- Need 2 was reworded to focus on creating a regionally stable roadway network to existing roadway networks north of the North Platte River

Draft Alternative Fatal Flaw Analysis

- After discussion, it was determined Alternative 10, the standalone bridge replacement at Bryan-Stock Trail, was removed from the project because it is currently under design
- Through further discussion, it was decided that Alternative 3 was fatally flawed

Draft Level 1 Alternatives

- Alternative 10 was eliminated from the project because the Bryan-Stock Trail bridge is already being designed
- Alternative 11 was changed to alternative 10 and will include the replacement of the Bryan-Stock Trail, which is currently under design

Draft Level 2 Screening

- Updated number 1 to ensure that it meets the alternative meets the purpose and need statement in regards to safety and connectivity
- Number 5 was updated to better align the needs to the community plan. Two new items were added to include a favorable location for future utilities and to provide a potential buffer zone at the cemetery
- Number 7 was updated to include the neighborhood population instead of saying non-stakeholders
- Updated number 8 to remove part f and reword part a to include part f
- In the Analysis portion, Alternative 7 was changed to a half filled circle for purpose and need section because it somewhat meets the purpose and need. It lays too far out of the Evansville area

- In the Analysis portion, Alternative 6 was changed to a full circle in the implementation section because it already has a bridge constructed and the roadway portion will take as long to construct
- In the Analysis portion, Alternative 7 was changed to an empty circle for the routing availability section because it would require extensive roadway upgrades and a significantly longer portion of roadway
- In the Analysis portion, Alternative 6 was changed to a half circle for the jurisdictional issues section because it would travel through land owned by the State of Wyoming
- It was discussed and decided that Alternative 7 will not move forward in the process

Meeting Notes

Meeting Date: September 16, 2015
Location: Town Hall, Evansville
Purpose: Webex Meeting for PEL

In Attendance:
(see Attendance sheet) Calling in were Chris Sheffer, Jim Krogman, and Matt Fralick of Jacobs, and Andrew Nelson and Constance Lake of the Casper County MPO

Scheduling

- Jacobs will continue to carry the No-Action alternative through the process
- Kevin with WYDOT had concerns that Alternative 2 would solve the issue, but Andrew has said not to go forward with that
- The legislative meeting will start on February 8, 2016 and will need to have everything complete
- There is a transportation committee meeting on November 12-13. A draft report or specific chapters will need to be turned in for the meeting
- As discussed, the open house meeting, MPO meeting, and the Evansville meeting will tentatively be held on November 4-5
    - Jacobs will need to have the alternatives laid out with cost estimates and possibly the preferred alternative recommended

Traffic Projections/Modeling

- Casper MPO is trying to get the projections from the Cheyenne MPO, but is having trouble acquiring these

Alternatives

- It was discussed that the design speed will remain as 35 mph
    - Alternative 4: The wetlands could be a potential issue; Jacobs will continue to investigate
    - Alternative 5: Some concern with proximity to the riverbank; Jacobs will continue to investigate
    - Alternative 6/6A: Still waiting on location of easements/utilities. Provide the largest buffer possible around the cemetery. Several potential utility issues regarding the northern side of the river; Jacobs will continue to investigate

Performance Targets

- Jacobs asked about the performance targets and MAP21 will be the process to be used
    - The MPO is waiting on finalized rules from the USDOT
    - There will be 7 performance targets and a 1-2 page summary describing issues and how it would benefit the project

Oregon Trail Research

- Jacobs will continue to research this to make sure the Trail will not be disturbed

Future Meetings/Conference Calls

- It was discussed that Jacobs will set up meetings with Casper MPO based on a milestone by milestone format and will provide several dates for potential meeting dates
- Jacobs will send a reminder email stating that Jacobs will continue the No-Action alternative through

Meeting Notes

Meeting Date: October 13, 2015
Location: Town Hall, Evansville
Purpose: Webex Meeting for PEL

In Attendance:
(see Attendance sheet) Calling in were Chris Sheffer, Jim Clark, and Matt Fralick of Jacobs, and Andrew Nelson of the City of Casper MPO

Notes

- Jacobs will continue to look at alternative 4 to view the aerial images to try and understand the extents of the wetlands in the area
- Alternative 4 has the lowest impact on utilities but could prove to be difficult due to wetlands where alternative 6 is the cheapest but has high cut/fill volumes and the bridge would be approximately 672K
- Due to the floodplain, alternative 5 would rate higher. Alternative 4 faces a larger area of the 100 year floodplain and could prove challenging to design/construct
- Jacobs will factor in hydraulics for Alternative 4 cost analysis
- Jacobs will reach out to utility companies to learn about construction restrictions in regards to the easements
    - Can we use existing access roads?
- Andrew will try to get utility contacts to Jacobs

Traffic Projections/Modeling

- Andrew will see if Constance can add any sensitivity analysis to see how it affects the volumes in regards to developments on the north side of the river

HAZMAT

- Most listed sites are south of the river and will not affect design. Potential conflict could arise from the landfill remediation; the location is undecided at this moment.

Wetlands

- Alternative 4 would run directly through a small portion of wetlands and could potentially be a "no go"

Parks

- Alternative 5 would travel directly along the western portion of Reshaw Park. This alternative could be shifted to the west, but this would put the alternative outside of Evansville jurisdiction
- The proposed trails to the west of Evansville are planned but will not be implemented soon

- There is park land north of the river. Most everything located south of the main stretch of Sinclair utilities is zoned as open space. This land could be classified as 4(f) and could be very tough to use it
- Jacobs will contact the Evansville mayor to discuss this area
- Dana will check the statewide open space plan
- Zoning boundaries are in GIS

Jurisdictional Boundaries

- Alternative 5 would have to be moved to the west to avoid Reshaw Park and this would put it outside of the Town of Evansville into the City of Casper land
- Both Evansville and the County may have issues with jurisdictional boundaries but may be able to annex specific areas

Historic

- Jacobs will continue to look into historic properties. Tried to reach out to WYDOT but they provided a way for Jacobs to submit for information

Agency Scoping

- Jacobs will reach out to EPA, Fish and Wildlife, BLM, etc to allow for the agencies inputs for the alternatives
- Jacobs will send to Andrew to look over the list and provide contacts

Future Development

- How would Evansville provide access for future growth without Alternative 6
- Jacobs/Evansville could sell this as allowing the private sector to address these concerns

Next Month's Meetings

- Does Jacobs provide a preferred alternative? No
- Show levels of screening, pros/cons, and get input from the public then provide a preferred alternative
- Jacobs will send Andrew needs, dates, etc for the public meeting and Pam will work with Chris Sheffer directly to lock down time, location, etc

Meeting Notes

Meeting Date: December 2, 2015
Location: Conference Call
Purpose: Webex Meeting for PEL

In Attendance:
Calling in were Chris Sheffer, Jim Clark, and Matt Fralick of Jacobs, Andrew Nelson of the City of Casper MPO, and Jeff Purdy, Nick Hines, Kevin McCoy, and Tim Stark of Wyoming DOT

Notes

- Chris Sheffer went quickly over the Level 2 and Level 3 analyses.
- A point about the "Emergency Routing" section was brought up to reword to be specific on the hospitals, not clinics, that you are assessing from
- Wording for "ROW Purchase Timing" will be reworded
- Andrew provided more insight for the VA connection on Cemetery Rd. The VA is willing to talk since the bridge is over 30 years old and well kept. They do not have an issue with the connection as long as the money that would repay for the cost of the bridge would be invested in the actual cemetery instead
- Projected traffic volumes for the alternatives were discussed and Andrew said that the model is not robust. That it took existing land use and then projected traffic volumes. No projected projects were used
- A question arose about the potential wetlands on Alternative 4 and if it would eliminate the alternative. The answer was no since Jacobs was not sure there are even wetlands at that location.
- WyDOT asked what the feedback from the public was and Chris notified them that the majority at the town hall meeting supported Alternative 6 but several people commented negatively on a facebook page for an article discussing the project
- The questionnaire was presented next and asked if anyone had comments
    - Nick with WyDOT asked if we want to include FHWA as a transportation agency as well as WyDOT
- A draft report will be submitted mid-December for further review

Appendix B

Agency and Local Government Coordination

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Wyoming Regulatory Office
US Army Corps of Engineers – Omaha District
2232 Dell Range Boulevard, Suite 210
Cheyenne, WY 82009

Re: Platte Park PEL, Agency Scoping

Dear Wyoming Regulatory Office:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

The purpose of the PEL is to address several identified transportation needs:

- Provide connectivity between Evansville and areas north of the North Platte River to enhance a regional roadway network and allow for potential economic and residential growth; and
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Decisions made in the PEL could be used in future environmental documents as individual projects in the corridor are planned and constructed.

To meet the Purpose and Need, each of the following alternatives includes a two lane arterial connection with shoulders and taper. These street connection alternatives are intended to provide secondary access that cannot be blocked by the frequent train traffic, and that provide connectivity to areas north of the North Platte River as further described in the Purpose and Need statement.

The screening analysis identified ten potential alternatives for the PEL (see description below and attached map).

- **Alternative 1 – Knife River South**: Alternative 1 is approximately 0.75 miles and includes a newly constructed road parallel to the BNSF railroad west of Evansville and south of the Knife River property. This alternative would not cross the railroad, but would run parallel to it and connect at EF Street and continue to the intersection with Bryan-Stock Trail.
- **Alternative 2 – Bryan-Evansville Road:** Alternative 2 uses the main road for the Knife River property as an emergency access road. A major reconstruction of the roadway in this area or a facility re-configuration would be needed for better traffic flow.

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- **Alternative 10 – No Build***:* Alternative 10 involves leaving the existing conditions as they currently are. Trains will still be able to block the three at-grade crossings at the same time still allowing for the citizens and emergency response units of Evansville to be trapped.

The purpose of this letter is to provide you early notification of the proposed project. In addition, CAMPO is soliciting your input concerning this project. As such, I am writing to request a scoping letter from your agency describing any environmental resources or issues of concern in the vicinity of the project that you believe need to be addressed.

I would appreciate a written letter of response to this request by December 14, 2015, if possible. Please send the letter to the following address:

Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

Please contact me at (307) 235-8255 or anelson@cityofcasperwy.com with any questions or comments regarding this request.

Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Rhen Etzelmiller
Acting Field Manager
Bureau of Land Management – Casper Field Office
2987 Prospector Drive
Casper, WY 82604-2968

Re: Platte Park PEL, Agency Scoping

Dear Ms. Etzelmiller:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

Please contact me at (307) 235-8255 or anelson@cityofcasperwy.com with any questions or comments regarding this request.

Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Todd Parfitt
Director
Wyoming Department of Environmental Quality
200 W 17th Street, 4th Floor
Cheyenne, WY 82002

Re: Platte Park PEL, Agency Scoping

Dear Mr. Parfitt:

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Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

Please contact me at (307) 235-8255 or anelson@cityofcasperwy.com with any questions or comments regarding this request.

Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Carol Anderson
NEPA Reviewer
US Environmental Protection Agency Region 8 NEPA Compliance & Review Program
1595 Wynkoop Street
Denver, CO 80202

Re: Platte Park PEL, Agency Scoping

Dear Ms. Anderson:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Jason Gutierrez
Planning Director
Natrona County Planning & Development
200 North Center Street, Room 202
Casper, WY 82601

Re: Platte Park PEL, Agency Scoping

Dear Mr. Gutierrez:

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Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Lisa Ogden
Natrona County Conservation District
5880 Enterprise Drive, Suite 100
Casper, WY 82609

Re: Platte Park PEL, Agency Scoping

Dear Ms. Ogden:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Casey Sheley
Asst. State Conservationist
Natural Resources Conservation Service
P.O. Box 33124
Casper, WY 82602

Re: Platte Park PEL, Agency Scoping

Dear Ms. Sheley:

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I would appreciate a written letter of response to this request by December 14, 2015, if possible. Please send the letter to the following address:

Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

Please contact me at (307) 235-8255 or anelson@cityofcasperwy.com with any questions or comments regarding this request.

Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Mary Hopkins
State Historic Preservation Officer
Wyoming State Histroic Preservation Office
2301 Central Avenue, Barret Building
Cheyenne, WY 82002

Re: Platte Park PEL, Agency Scoping

Dear Ms. Hopkins:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

The purpose of the PEL is to address several identified transportation needs:

- Provide connectivity between Evansville and areas north of the North Platte River to enhance a regional roadway network and allow for potential economic and residential growth; and
- Provide one or more secondary access points to and from Evansville that cannot be blocked by train traffic and are away from the railroad.

Decisions made in the PEL could be used in future environmental documents as individual projects in the corridor are planned and constructed.

To meet the Purpose and Need, each of the following alternatives includes a two lane arterial connection with shoulders and taper. These street connection alternatives are intended to provide secondary access that cannot be blocked by the frequent train traffic, and that provide connectivity to areas north of the North Platte River as further described in the Purpose and Need statement.

The screening analysis identified ten potential alternatives for the PEL (see description below and attached map).

- **Alternative 1 – Knife River South**: Alternative 1 is approximately 0.75 miles and includes a newly constructed road parallel to the BNSF railroad west of Evansville and south of the Knife River property. This alternative would not cross the railroad, but would run parallel to it and connect at EF Street and continue to the intersection with Bryan-Stock Trail.
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200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Mark Sattelberg
Field Supervisor
US Fish and Wildlife Service – Wyoming Field Office
5353 Yellowstone Road, Ste 308A
Cheyenne, WY 82009

Re: Platte Park PEL, Agency Scoping

Dear Mr. Sattelberg:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
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CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Mary Flanderka
Office Director – Habitat Protection Coordinator
Wyoming Game and Fish Department Headquarters
5400 Bishop Boulevard
Cheyenne, WY 82006

Re: Platte Park PEL, Agency Scoping

Dear Ms. Flanderka:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
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CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Brian Olsen
Regional Wildlife Supervisor
Wyoming Game and Fish Department Casper Region
3030 Energy Lane
Casper, WY 82604

Re: Platte Park PEL, Agency Scoping

Dear Mr. Olsen:

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200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Al Conder
Regional Fisheries Supervisor
Wyoming Game and Fish Department Casper Region
3030 Energy Lane
Casper, WY 82604

Re: Platte Park PEL, Agency Scoping

Dear Mr. Conder:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Gerald Gay
Representative
State of Wyoming Legislature
510 Payne Avenue
Casper, WY 82609

Re: Platte Park PEL, Agency Scoping

Dear Mr. Gay:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

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Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

November 13, 2015

Susan Child
Deputy Director
Wyoming Office of State Lands
122 W 25th Herschler Building, 3W
Cheyenne, WY 82002

Re: Platte Park PEL, Agency Scoping

Dear Ms. Child:

The Casper Area Metropolitan Planning Organization (CAMPO), Wyoming Department of Transportation (WYDOT), and the Federal Highway Administration (FHWA) are conducting a Planning and Environmental Linkages (PEL) study for the Platte Park area in Natrona County.

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- **Alternative 1 – Knife River South**: Alternative 1 is approximately 0.75 miles and includes a newly constructed road parallel to the BNSF railroad west of Evansville and south of the Knife River property. This alternative would not cross the railroad, but would run parallel to it and connect at EF Street and continue to the intersection with Bryan-Stock Trail.
- **Alternative 2 – Bryan-Evansville Road:** Alternative 2 uses the main road for the Knife River property as an emergency access road. A major reconstruction of the roadway in this area or a facility re-configuration would be needed for better traffic flow.

- **Alternative 3 – Knife River North:** Alternative 3 would utilize a land bridge across the east pond on the Knife River property. Alternative 3 is a longer term project that could potentially become an attractive entry way into Evansville
- **Alternative 4 – Knife River Bridge**: Alternative 4 would create a new bridge over the North Platte River on the northwest side of Evansville. The road would connect Platte Park Road to Metro Road.
- **Alternative 5 – Platte Park Road Bridge**: Alternative 5 is similar to alternative 4 and includes a bridge over the North Platte River directly north of Platte Park Road. A new roadway will need to be constructed to connect to Metro Road
- **Alternative 6 – Veterans Administration Bridge**: Alternative 6 involves using the existing Veterans Administration Bridge on the East side of Evansville and creating a new roadway to connect Metro Road and Cemetery Road.
- **Alternative 7 – 2005 Community Development Plan and Road Plan**: Alternative 7 would create a new North-South road bisecting the decommissioned Texaco property and would require a new bridge over the North Platte River. The new roadway would be approximately 4.5 miles long and would be built from the intersection of 2nd Street and Leavitt Street on the east side of Evansville to Cole Creek Road.
- **Alternative 8 – Eastside Underpass**: Alternative 8 includes a new railroad underpass starting at the intersection of 2nd Street and Leavitt Street traveling south to E Yellowstone Highway on the east side of Evansville.
- **Alternative 9 – Texaco Star Business Park Crossing***:* Alternative 9 includes a new at grade railroad crossing 2,300 feet east of Evansville that would allow at least one at grade crossing to not be blocked by a single train. A connection at 2nd Street and Leavitt Street and at E Yellowstone Highway would need to be created, along with a new roadway and at grade railroad crossing.
- **Alternative 10 – No Build***:* Alternative 10 involves leaving the existing conditions as they currently are. Trains will still be able to block the three at-grade crossings at the same time still allowing for the citizens and emergency response units of Evansville to be trapped.

The purpose of this letter is to provide you early notification of the proposed project. In addition, CAMPO is soliciting your input concerning this project. As such, I am writing to request a scoping letter from your agency describing any environmental resources or issues of concern in the vicinity of the project that you believe need to be addressed.

I would appreciate a written letter of response to this request by December 14, 2015, if possible. Please send the letter to the following address:

Mr. Andrew Nelson
Casper Area Metropolitan Planning Organization
200 N David Street
Casper, Wyoming 82601

Please contact me at (307) 235-8255 or anelson@cityofcasperwy.com with any questions or comments regarding this request.

Sincerely,

Andrew Nelson
Metropolitan Planning Manager

Cc: Jeff Purdy, FHWA
Nick Hines, WYDOT
Attachments

Appendix C

FHWA Acceptance Letter and Questionnaire

Background

What is the name of the PEL document and other identifying project information (e.g. sub-account or STIP numbers)?	Platte Park PEL WyDOT Project NumberXXXX
Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were conducted.	Study Period: June, 2014 to November 2014 – Secondary Access Study June 2015: PEL Project Kick-off August 2015: Visioning Stakeholder Discussions August - September 2015: Development of Purpose and Need Sept - Oct, 2015: Development of Reasonable Range of Alternatives Oct - Nov, 2015: Evaluation of Alternatives Nov 2015: Public Open House Dec 2015: Recommended Alternatives and Project Prioritization Jan 2016 : Final Report
Provide a description of the existing transportation corridor, including project limits, modes, number of lanes, shoulder, access control and surrounding environment (urban vs. rural, residential vs. commercial, etc.)	The Town of Evansville, Wyoming lies within Natrona County slightly northeast of Casper, Wyoming in a residential and somewhat rural area. With the growing population of Evansville and increasing number of trains traveling along the Burlington Northern Santa Fe (BNSF) mainline, which separates Evansville from Casper, there is a growing safety concern. The railroad creates a southern boundary with key streets such as Curtis Rd, Cemetery Rd, Platte Park Rd being two lane collector streets and Bryan Stock Tr. being a four lane arterial. The study limits include Metro Rd a two lane collector, the BNSF tracks, Bryan Stock Tr. and Lathrop Rd to the east. .
Who was the sponsor of the PEL study? (DOT, Local Agency, Other)	Local Agency - Casper MPO
Who was included on the study team (Name and title of agency representatives, consultants, etc.)?	**FHWA**: Jeff Purdy, Planning and Right-of-Way Program Manager **WYDO**T: Nick Hines, Natural Resources Supervisor Timothy Stark, Environmental Services Manager Kevin Mc coy – Planning Manager Mark Wingate, Planning Manager **Casper MPO** Andrew Nelson, MPO Manager **Jacobs:** Chris Sheffer, Project Manager Jim Clarke, Environmental Manager

Are there recent, current or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?	A previous study, Feasibility Study for a Secondary Access to the Town of Evansville was completed in November of 2014. This included Alternatives Analysis and Stakeholder and Public Outreach. This feasibility study helped inform the Purpose and Need and initial alternatives identification for the PEL.
	Methodology
Did you use NEPA-like language? Why or why not?	Yes; NEPA-like language was appropriate since the study team followed a NEPA-like process for activities such as Scoping, Purpose and Need and Alternatives development, logical termini and impact assessment. Use of NEPA terms also will facilitate use of the PEL in future NEPA project(s) on the corridor.
What were the actual terms used and how did you define them? (Provide examples or list)	Example NEPA terms included: Logical Termini. The termini identified for the study represent rational starting and stopping points for evaluating transportation improvements. In determining limits of the study, the study team also considered end points that would provide sufficient length to address corridor issues on a broad scope. Purpose and Need. The Purpose and Need statement describes the transportation needs that exist and the problems to be addressed. It serves as the basis for the identification of reasonable alternatives. No Action Alternative. The No Action Alternative includes reasonably foreseeable and programmed projects near the study area. Public Involvement. The public and agency involvement program provided opportunities for interested parties to participate in and contribute to the PEL study. The intent was to solicit information, ideas, and opinions from the public and agencies. Environmental Resources. Similar to many NEPA documents, this chapter describes 'Existing Conditions' for various resources to establish baseline conditions, and then discusses 'Environmental Consequences' from study alternatives. . Mitigation. Mitigation measures should seek to avoid, minimize, and mitigate adverse environmental effects.
How do you see these terms being used in NEPA documents?	It is expected that these terms will be used in future NEPA projects in the corridor. Minor modifications to the terms may be needed based on NEPA class of action or other consideration.

What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by CDOT and the local agency, with buy-in from FHWA, the Corps, and USFWS.	The study team conducted an effective public and agency involvement program to provide opportunities for interested parties to participate in and contribute to the PEL study. The intent was to solicit information, ideas, and opinions from the public and agencies. Key stakeholders included the Town of Evansville, and the Wyoming Veterans Administration.
How should the PEL information below be presented in NEPA?	This PEL completes the early planning stages for future NEPA projects. Future NEPA stages will involve: 1) providing notice to the public and agencies that planning products made as part of the PEL will be used during NEPA and 2) making the PEL report available to these parties for review.

Agency Coordination

Provide a synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.	At the onset of the study, the team sent scoping letters to the following state and federal agencies: Environmental Protection Agency, US Army Corps of Engineers, US Fish and Wildlife Service, Bureau of Land Management, U.S. Forest Service, Natural Resources Conservation Service, Wyoming Game and Fish Department, Wyoming Office of State Lands, Wyoming State Historic Preservation Office and Wyoming Department of Environmental Quality. The purpose of these letters was to conduct scoping, collect data, and obtain input on the Purpose and Need and range of alternatives. Several agencies have responded.
What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved in the PEL study?	Transportation agencies were comprised of the Town of Evansville and the City of Casper and WYDOT.
What steps will need to be taken with each agency during NEPA scoping?	The agencies will be contacted at the initiation of a NEPA project on the corridor, with a reference to their previous involvement on this PEL study. Steps to be taken with the agencies will vary and depend on the potential resources and impacts from the particular NEPA project. However, future steps during NEPA scoping likely will include activities such as informal consultation with US Fish and Wildlife Service on federally protected species, coordination with the Wyoming State Historic Preservation Office on Areas of Potential Effect, and coordination with the Wyoming DEQ on hazardous materials and water quality issues.

Public Coordination

Provide a synopsis of your coordination efforts with the public and stakeholders.	The Casper MPO conducted an public involvement program to provide opportunities for interested parties to participate in and contribute to the PEL study. The intent was to solicit information, ideas, and opinions from the public and stakeholders. A recent Public Open House was held on November 5, 2015 in the Town of Evansville. Materials and survey sheets were included on the Casper MPO website. Also, public and stakeholder outreach was conducted during the previous Secondary Access Study

Corridor Vision/Purpose and Need

What was the scope of the PEL study and the reason for doing it?	The primary purpose of the Platte Park PEL study was to develop one or more secondary means of access for the Town of Evansville. The study also sought to provide connectivity between Evansville and the area to the north of the Platte River to allow for the creation of a regionally stable roadway network to existing roadways. This is in response to safety issues related to trains blocking traffic flow at rail crossings on the south side of the town.
Provide the corridor vision, objectives, or purpose and need statement.	**Purpose** The purpose of the study is to evaluate alternatives to improve transportation access and safety for the traveling public to and from Evansville, Wyoming. This improved access would, avoid conflicts with railroad tracks and meet the local and regional land use planning with the town's Community Development Plan, described below. **Need 1**: **Provide additional access to and from Evansville to address potential safety issues posed by train conflicts.** **Need 2**: **Secondarily, provide connectivity between Evansville and areas north of the North Platte River to allow for the creation of a regionally stable roadway network to roadways such as Bryan-Stock Trail.**
What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?	For future NEPA study(s), the PEL Purpose and Need statement will need to be revisited and some data may need to be updated. However, major changes to the Purpose and Need statement are not anticipated. .

Range of Alternatives Considered, Screening Criteria and Screening Process

What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)	The study team developed a reasonable range of alternatives to address the purpose and need. Ten alternatives including the No Action Alternative were evaluated. Build alternatives generally consisted of two-lane arterials. Some alternatives were on new locations while others made use of existing formal and informal roadways. Alternative

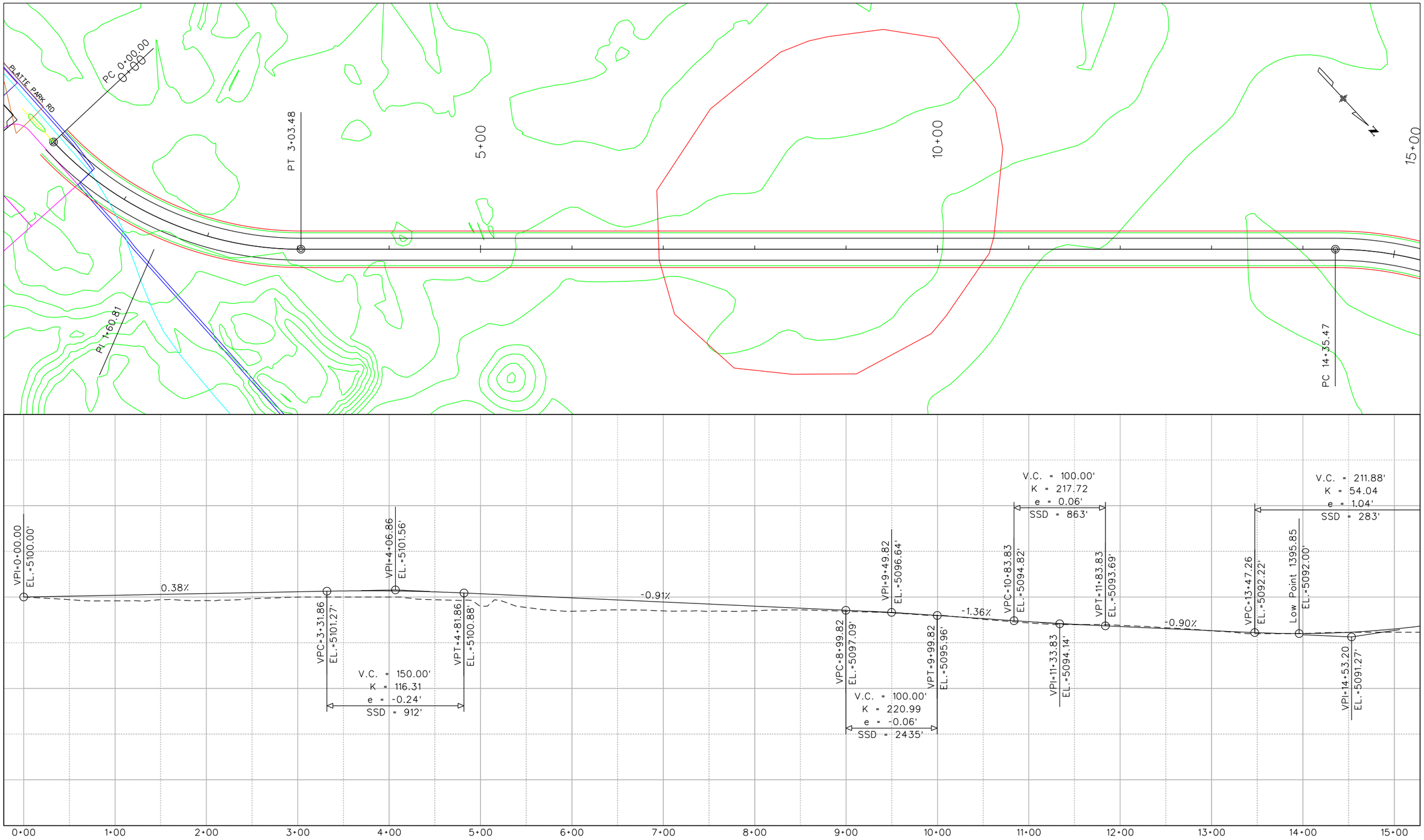
	features included two-lane bridges, underpasses, land bridges and the use of existing bridge facilities.
How did you select the screening criteria and screening process?	Through input gathered from public comments, coordination with local officials and stakeholders, previous studies, and local and regional plans, all with input and approval from FHWA, WYDOT, and the MPO.
For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)	Some alternatives were eliminated because of their lack of ability to meet the identified Purpose and Need.
Which alternatives should be brought forward into NEPA and why?	The study recommended one build alternative for further detailed evaluation in future NEPA project(s). This should be evaluated in NEPA as well as the No-Action Alternative.
Did the public, stakeholders, and agencies have an opportunity to comment during this process?	Casper MPO conducted a public involvement program to provide opportunities for interested parties to participate in and contribute to the PEL study, including the development and evaluation of alternatives. The intent was to solicit information, ideas, and opinions from the public and stakeholders.
Were there unresolved issues with the public, stakeholders and/or agencies?	There are no major unresolved issues with the public, stakeholders, or agencies. However, opposition from some stakeholders to the use of the existing Cemetery Road bridge may reemerge during future NEPA studies.
Planning Assumptions and Analytical Methods	
What is the forecast year used in the PEL study?	2040
What method was used for forecasting traffic volumes?	The Casper MPO travel demand model was used as a basis for evaluating future traffic.
Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan?	Bridge widening of the Platte River / Bryan Stock Trail structure is included in regional planning documents.. The corridor vision and Purpose and Need statement are consistent with the planning factors identified in the Long Range Transportation Plan.
What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs and network expansion?	All assumptions, including future land use were based upon information in the travel demand model, and provided by the Casper MPO.
Resources	
In the PEL study, at what level of detail was the resource reviewed and what was the method of review?	Levels of detail for the study of environmental resources varied. Generally, resources having the most potential to influence alternative development and evaluation were evaluated in greater detail. These resources include wetlands, the North Platte River hazardous materials, and park/recreational Section 4(f) properties. The study did not evaluate some resources that likely would not influence the screening of alternatives (see below).

Is this resource present in the area and what is the existing environmental condition for this resource?	The PEL report describes resources present in the study area and existing environmental conditions for each.
What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?	Issues to be considered during NEPA will depend on the future NEPA project being initiated. For example, bridge replacement over the N Platte River will present issues related to wetlands and aquatic species that will not be a concern for the use of the Cemetery Rd bridge. In general, issues of concern along the corridor include: • Hazardous materials impacts relative to petroleum facilities • wetlands • historic properties • Section 4(f) properties Mitigation requirements will vary depending on impacts. However, compensatory wetland mitigation may be needed for some future projects, or avoidance of historic sites.
How will the data provided need to be supplemented during NEPA?	Each environmental resource evaluated includes a subsection entitled 'Future NEPA Considerations' that described future data needs and considerations. Notable resource information that will or may updating or supplementing includes: • updating traffic data • updating hazardous materials site status data • field-delineating wetland boundaries • updating protected species lists • updating land use information, including information on new or pending developments and land use planning updates. •
List resources that were not reviewed in the PEL study and why? Indicate whether or not they will need to be reviewed in NEPA and explain why.	The study did not evaluate some resources that likely would not influence the screening of alternatives. These resources include: Noise, Social and Economic Conditions, Air Quality, and Vegetation. Resources not evaluated should be revisited during the NEPA process to determine if their analysis is required.
Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where it can be found.	No.

Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.	Each environmental resource evaluated includes described future mitigation needs and considerations.
What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?	The MPO, in coordination with FHWA and WYDOT, will make this PEL study available to the agencies and public during future NEPA scoping processes along the corridor before adopting planning products from the PEL into future NEPA studies. This PEL does have planning products that can be used in future NEPA studies.
Are there any other issues a future project team should be aware of? Examples: Utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.	Coordination with stakeholders as part of this PEL indicates that more detailed utility analysis should be conducted to identify overall impacts. In addition, negotiations with the Wyoming Military would need to occur to determine the arrangement for access to the Cemetery Rd bridge.

Appendix D

Concept Drawings and Estimates



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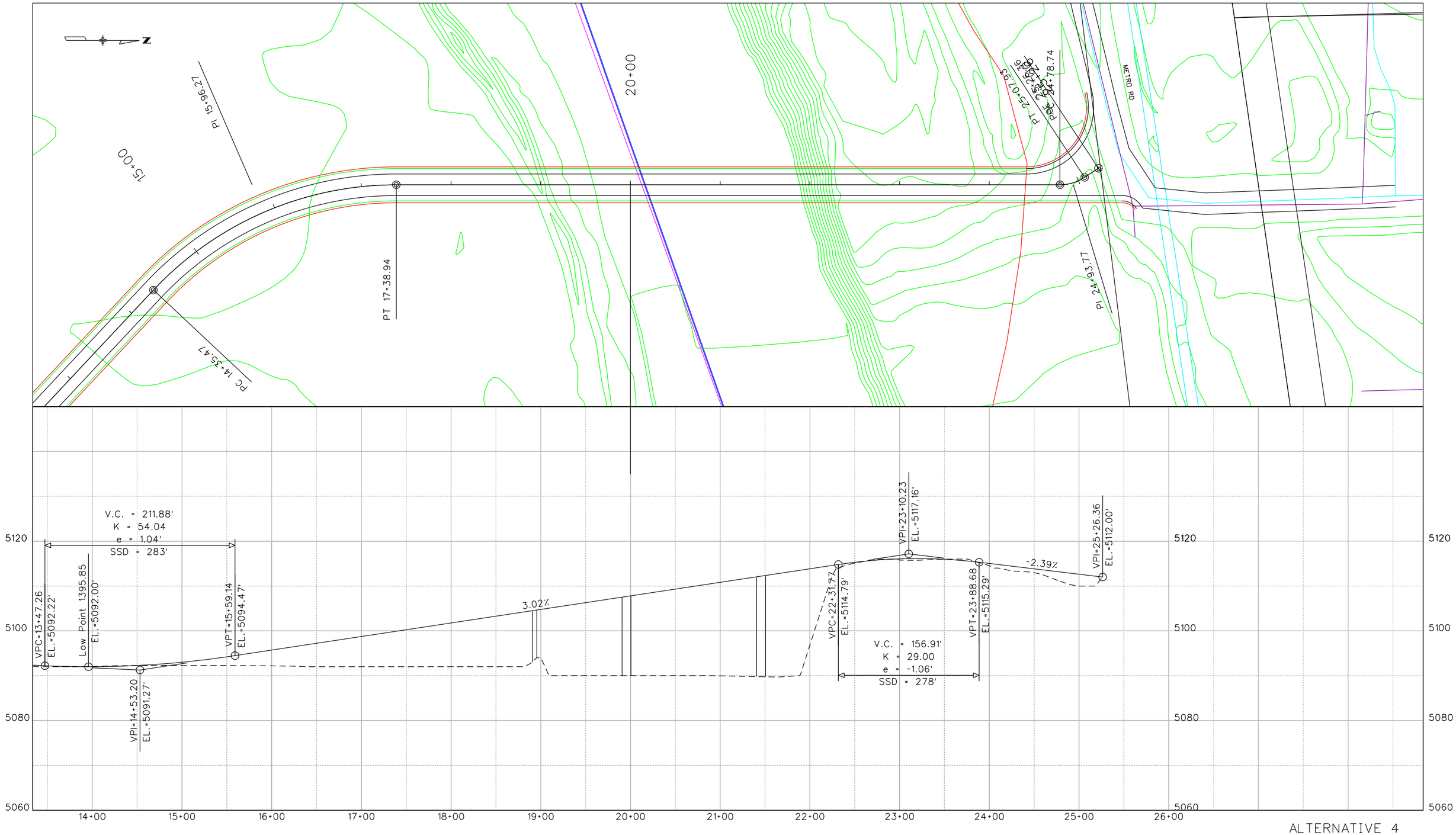

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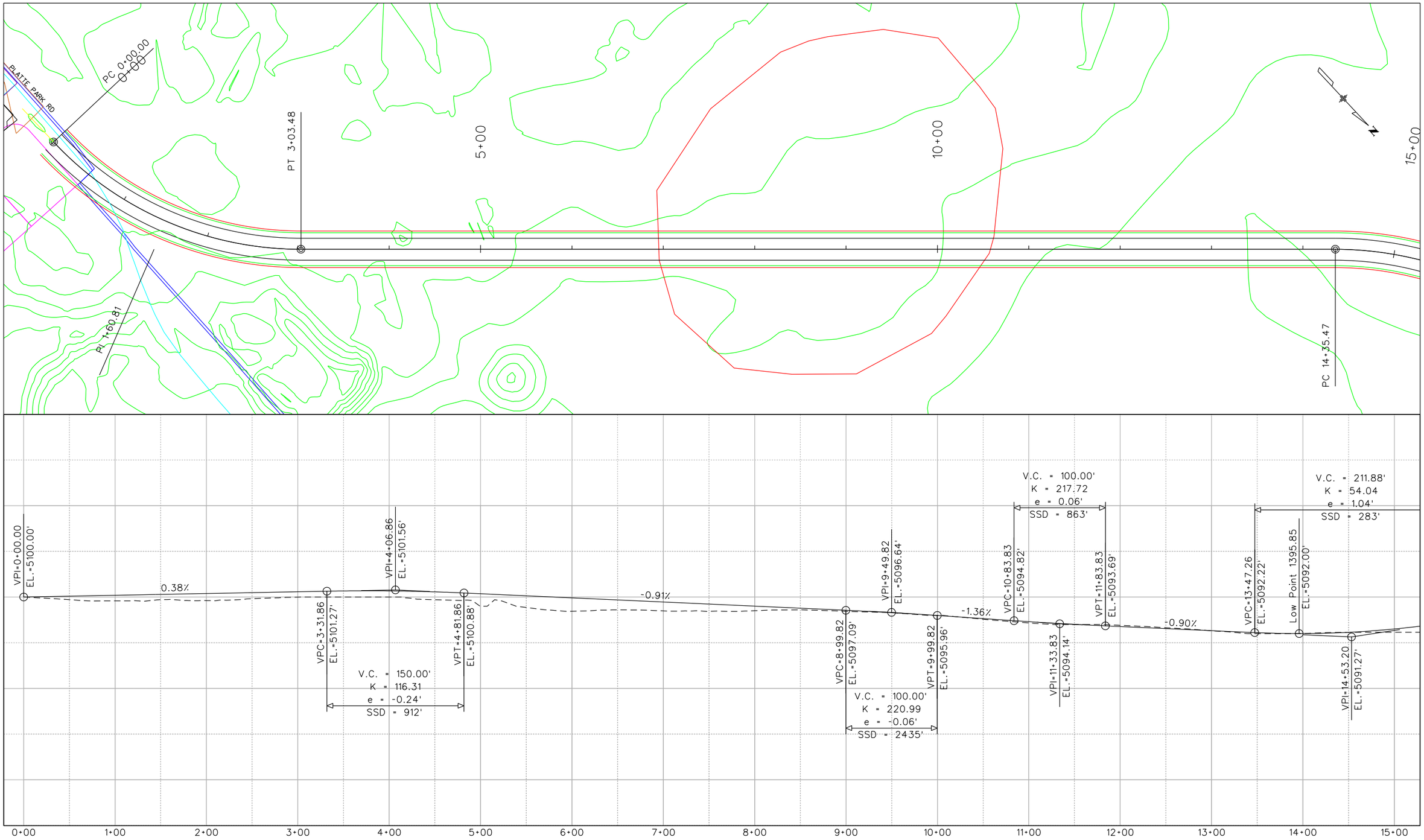

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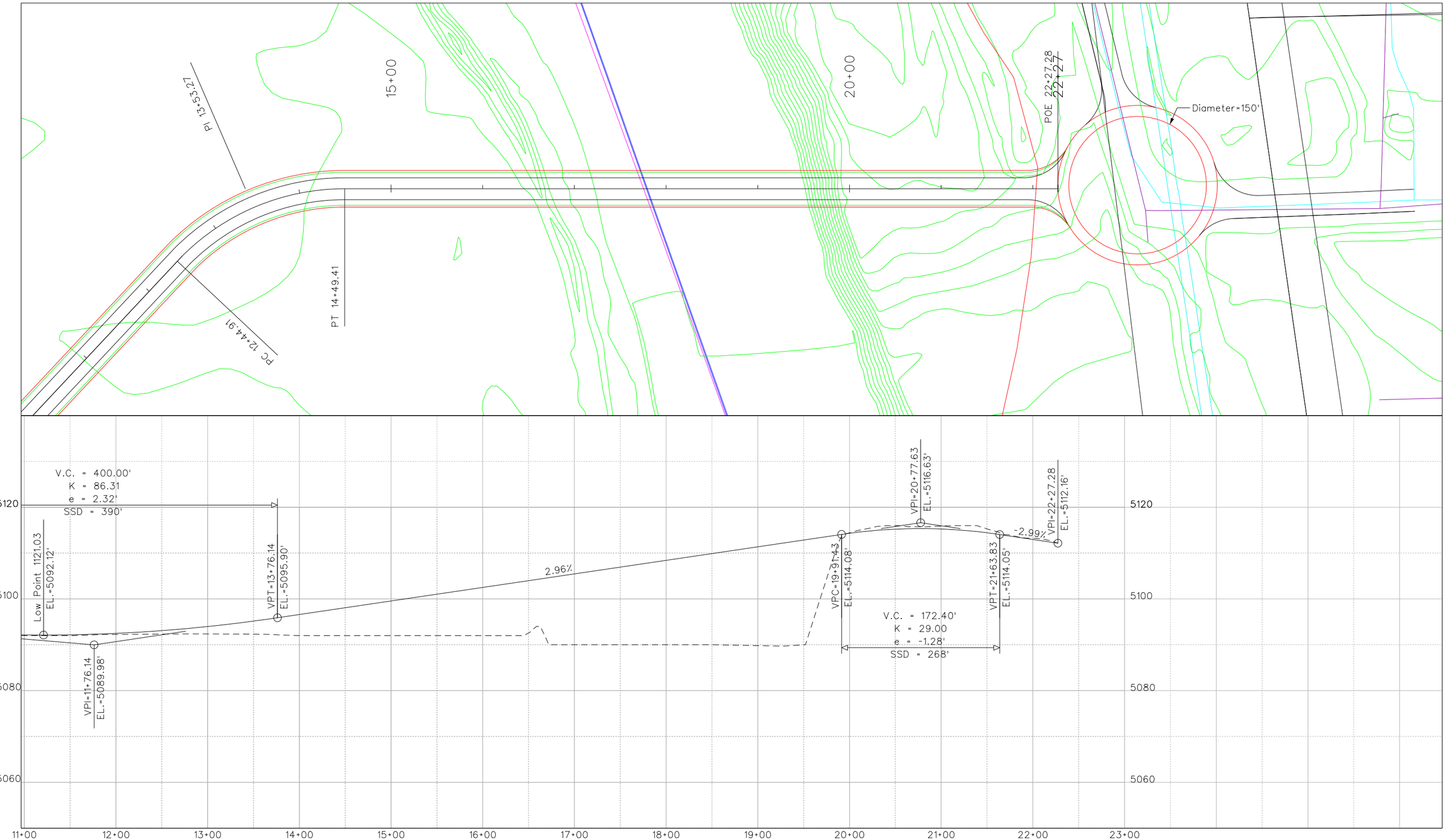

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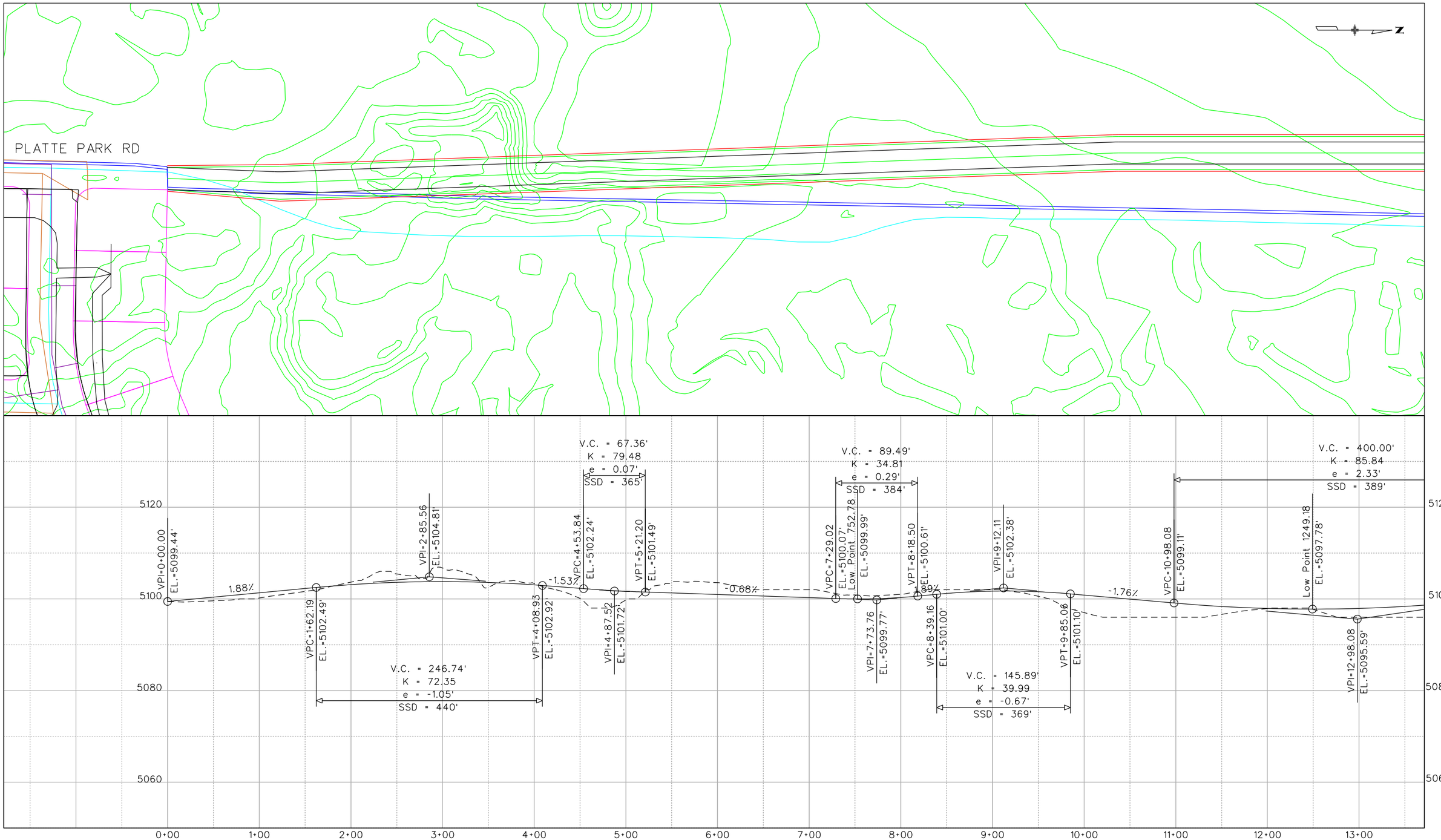

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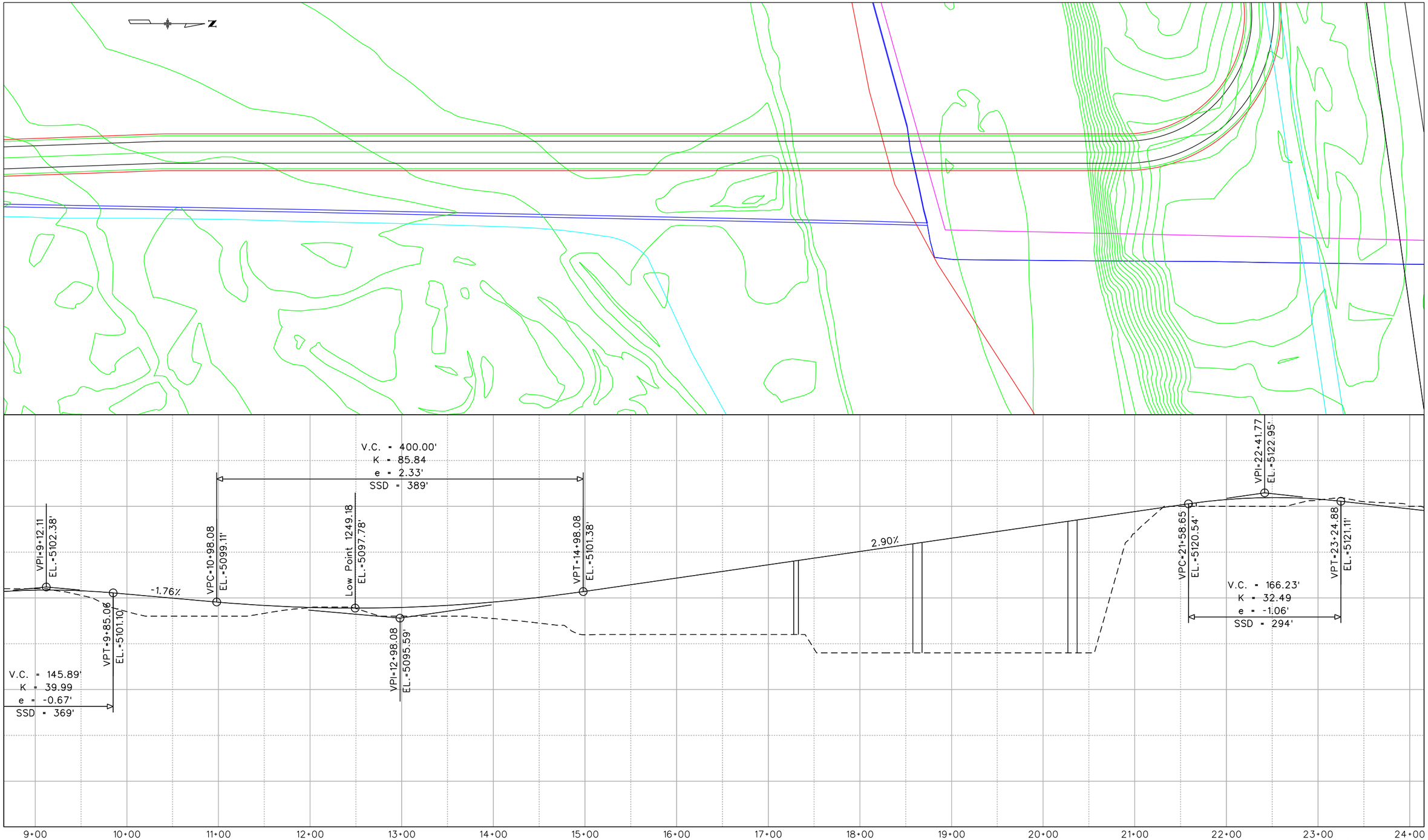

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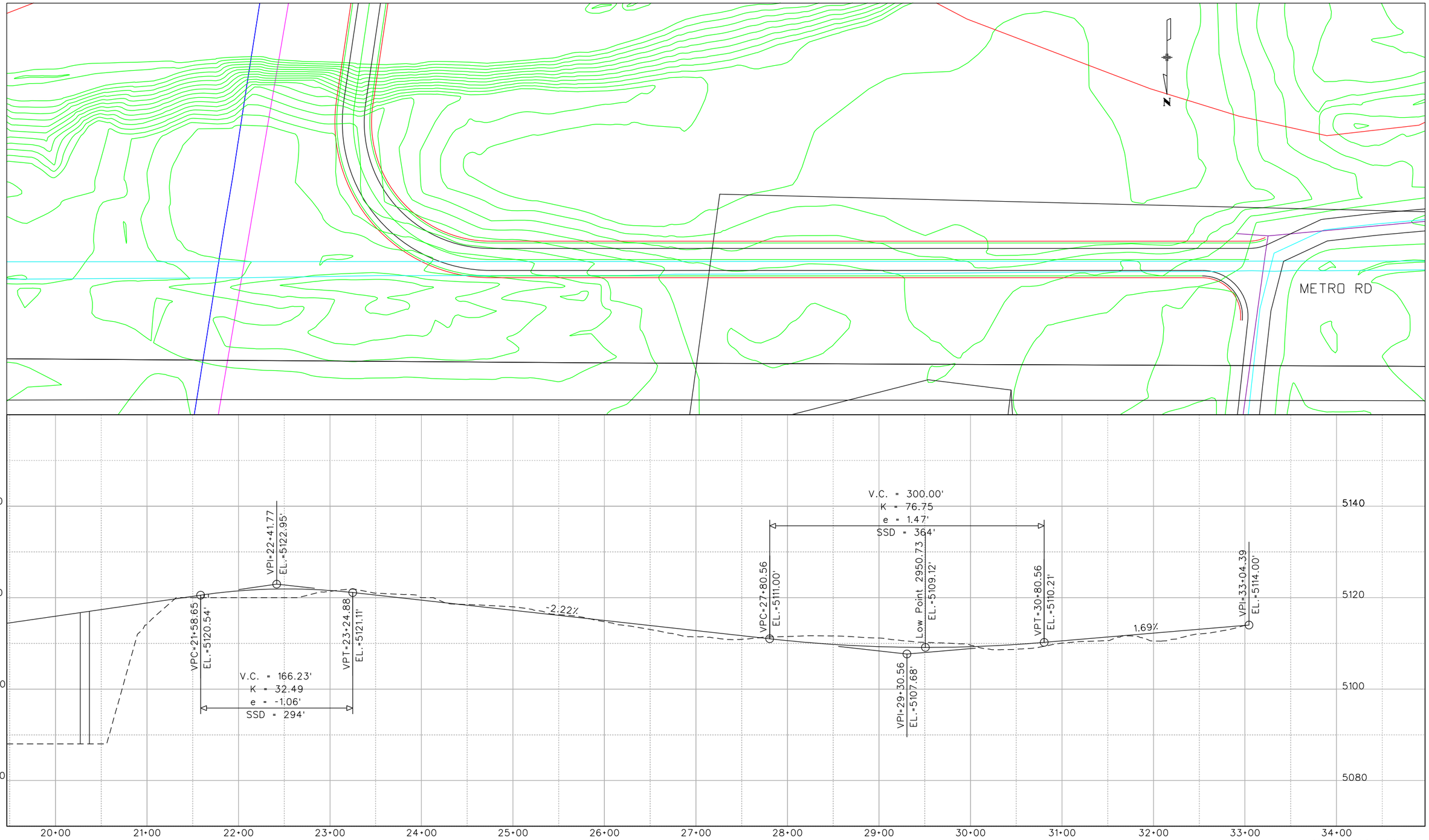

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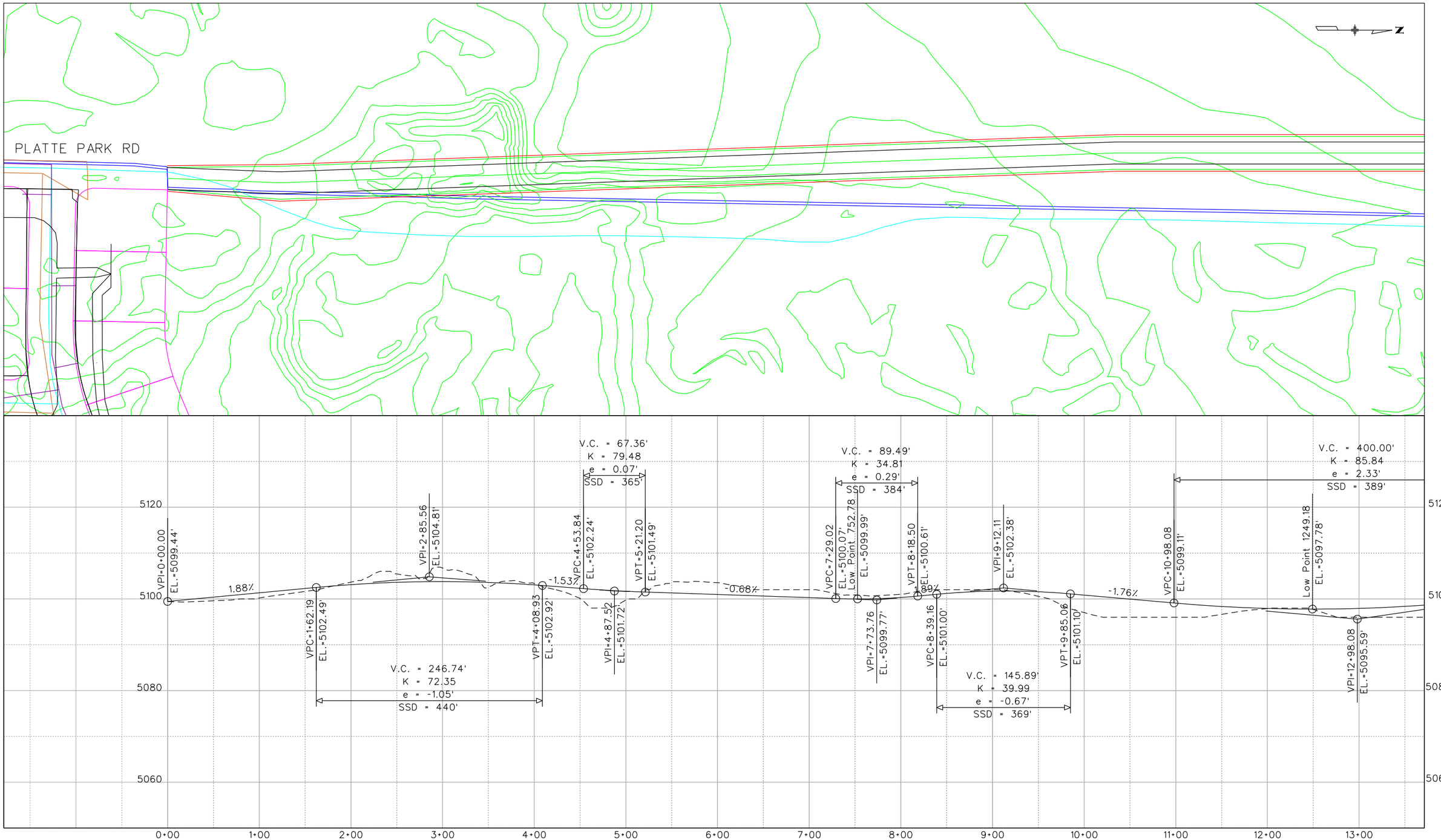

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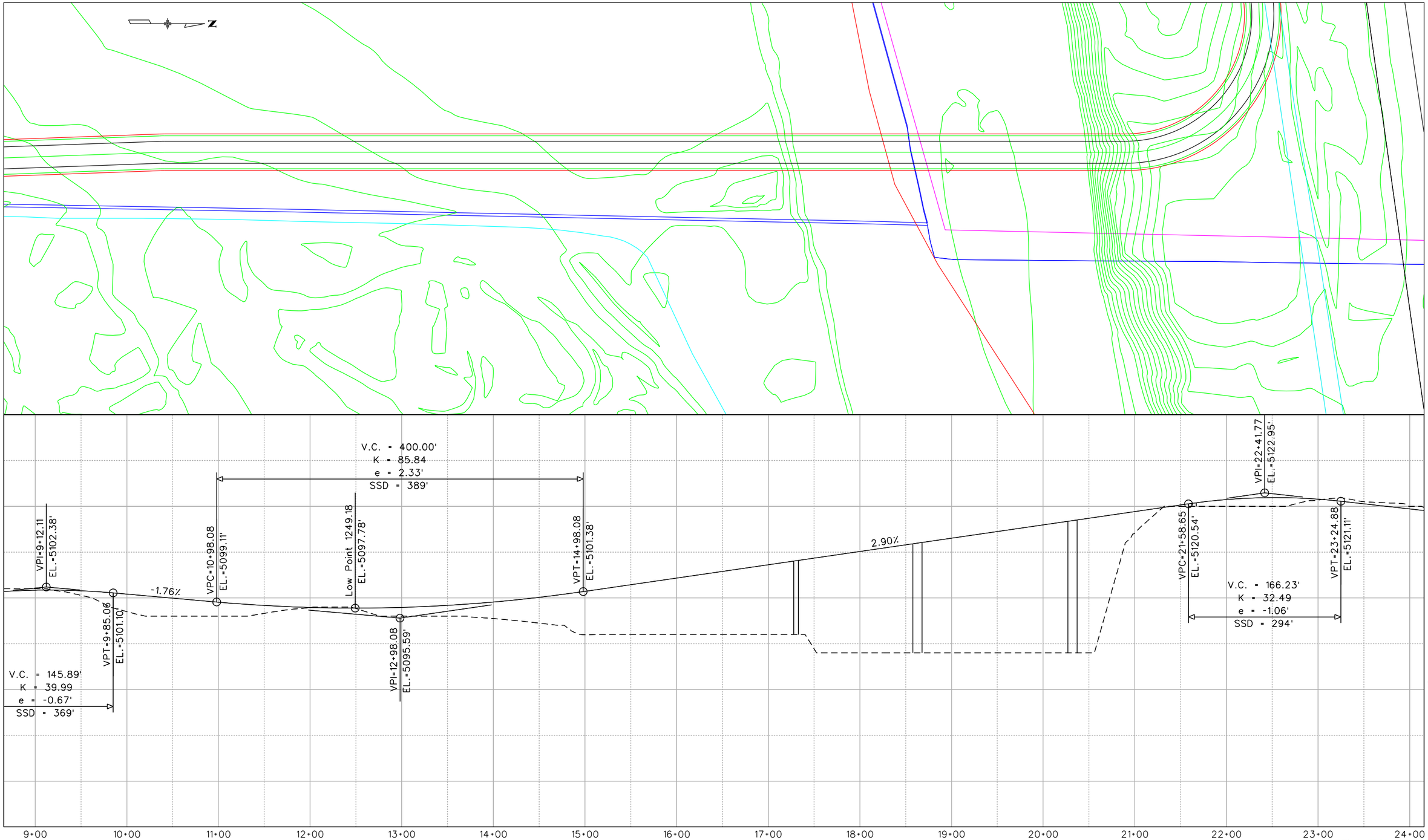

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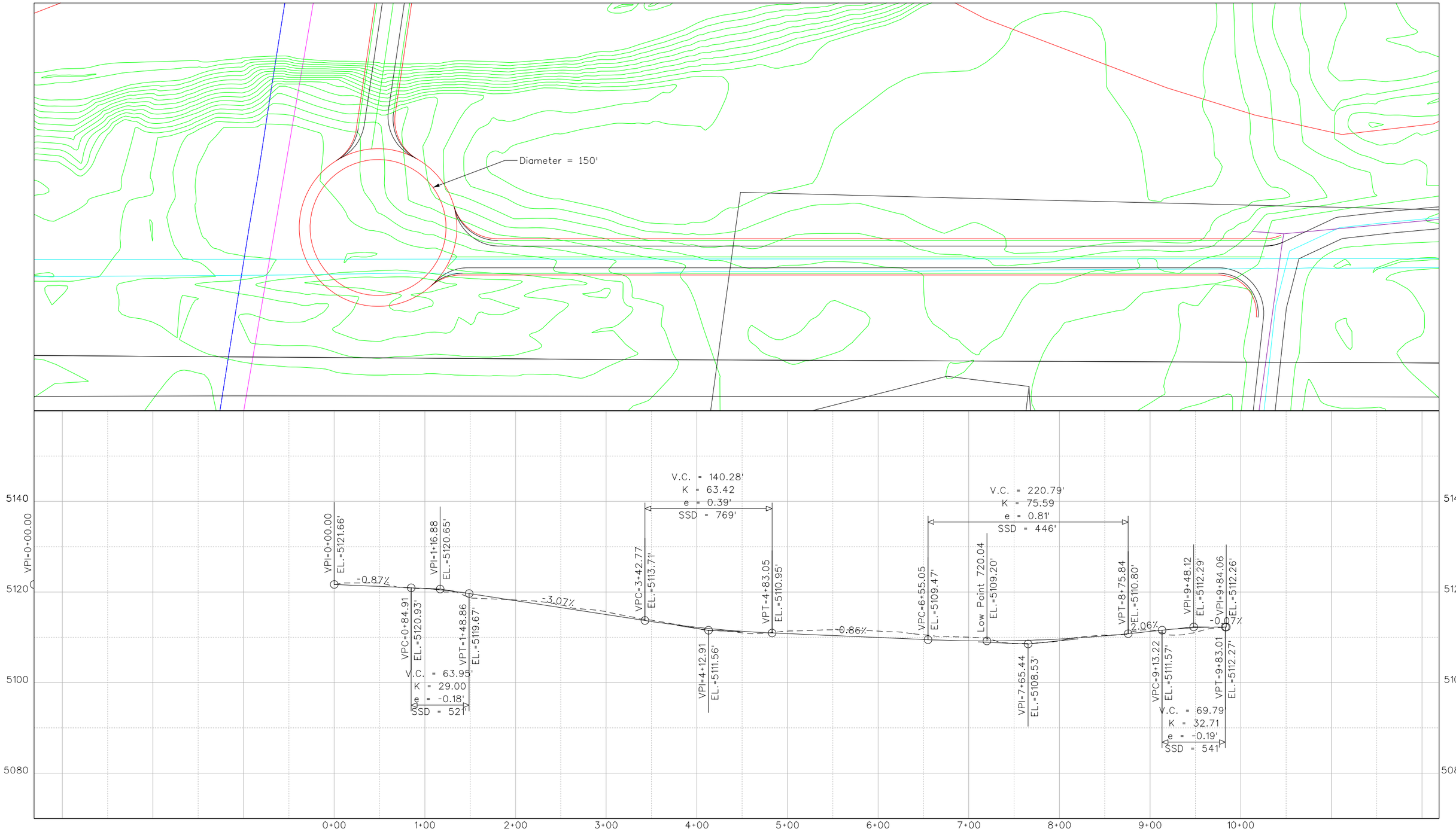

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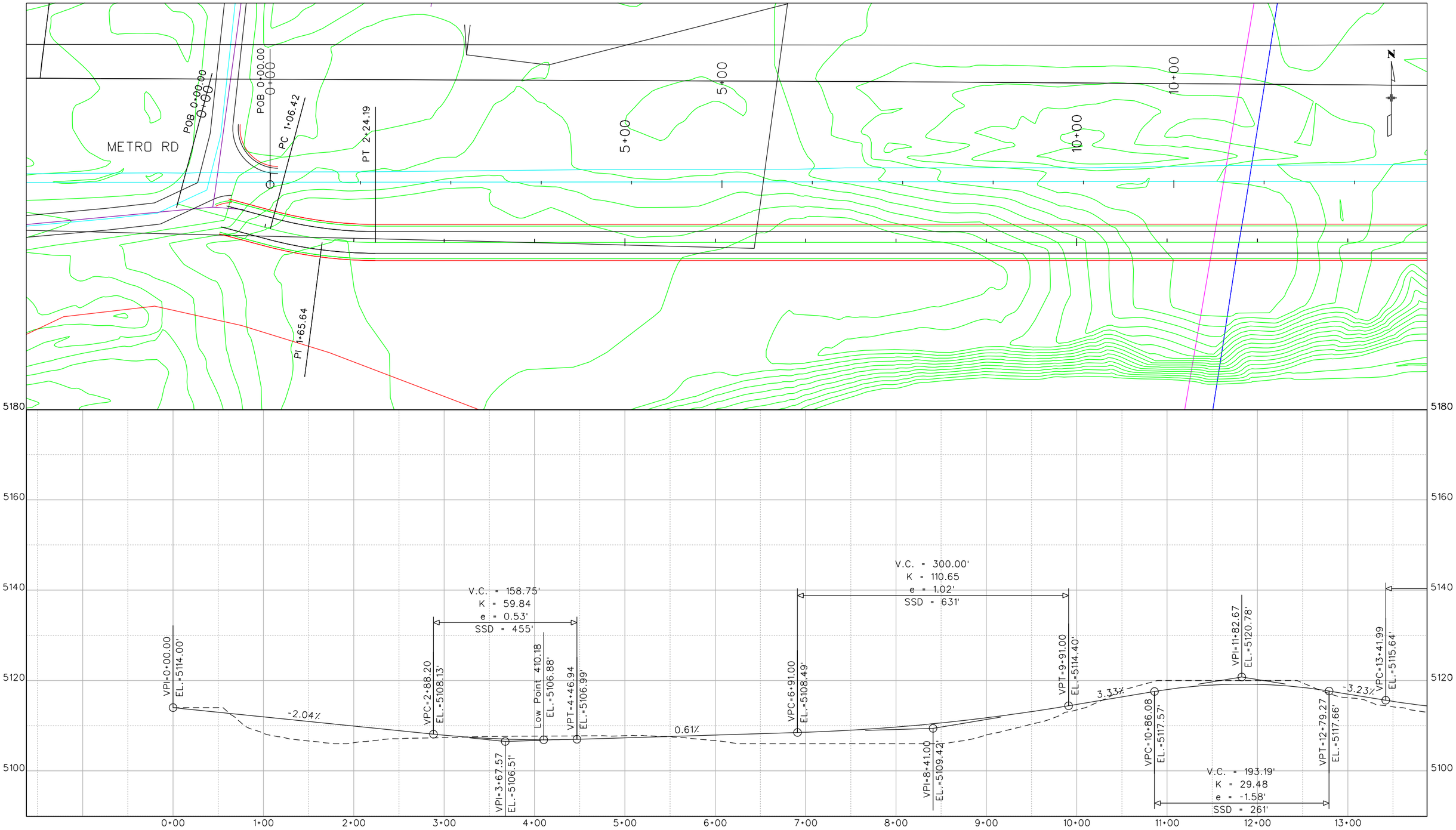

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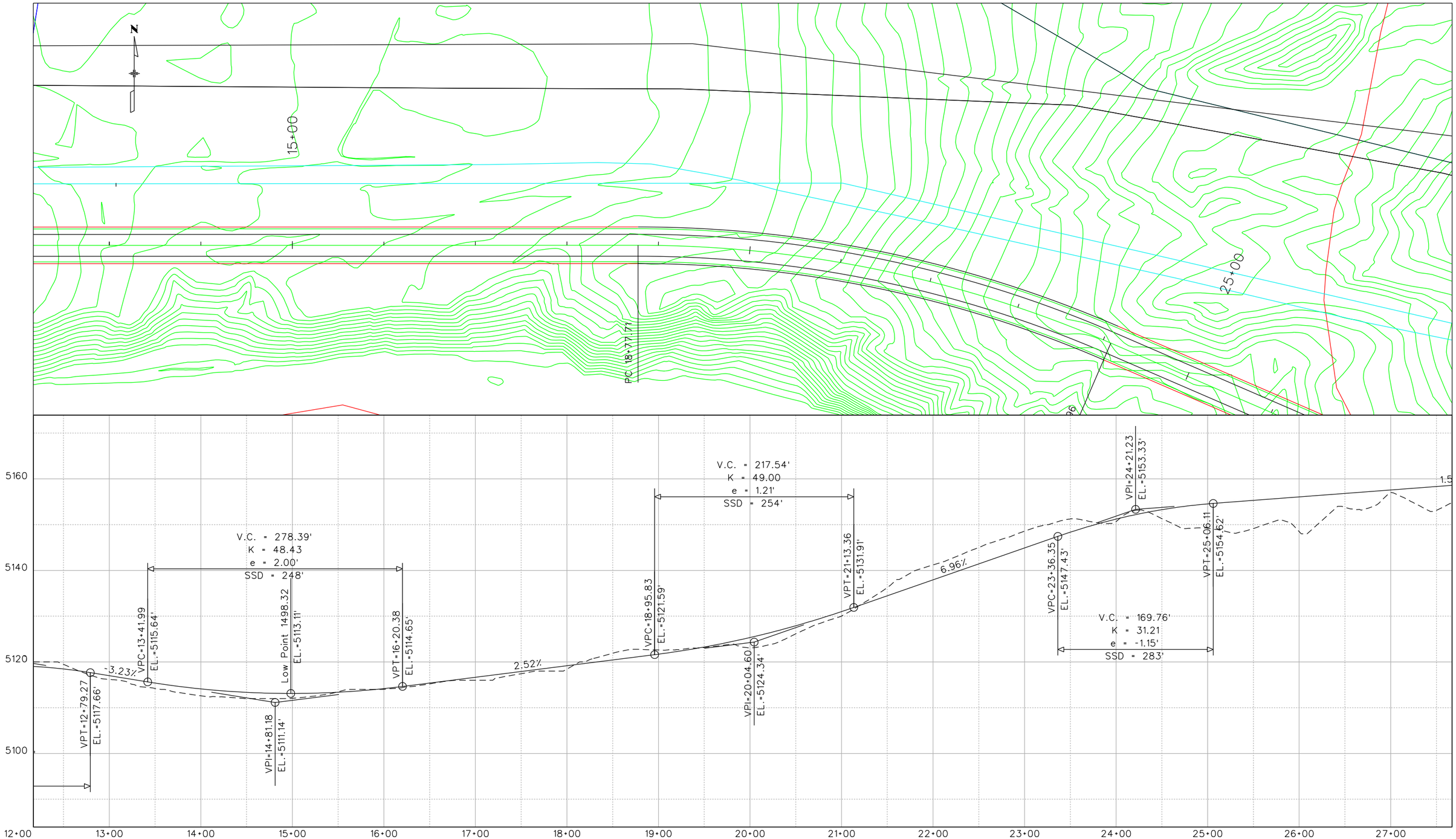

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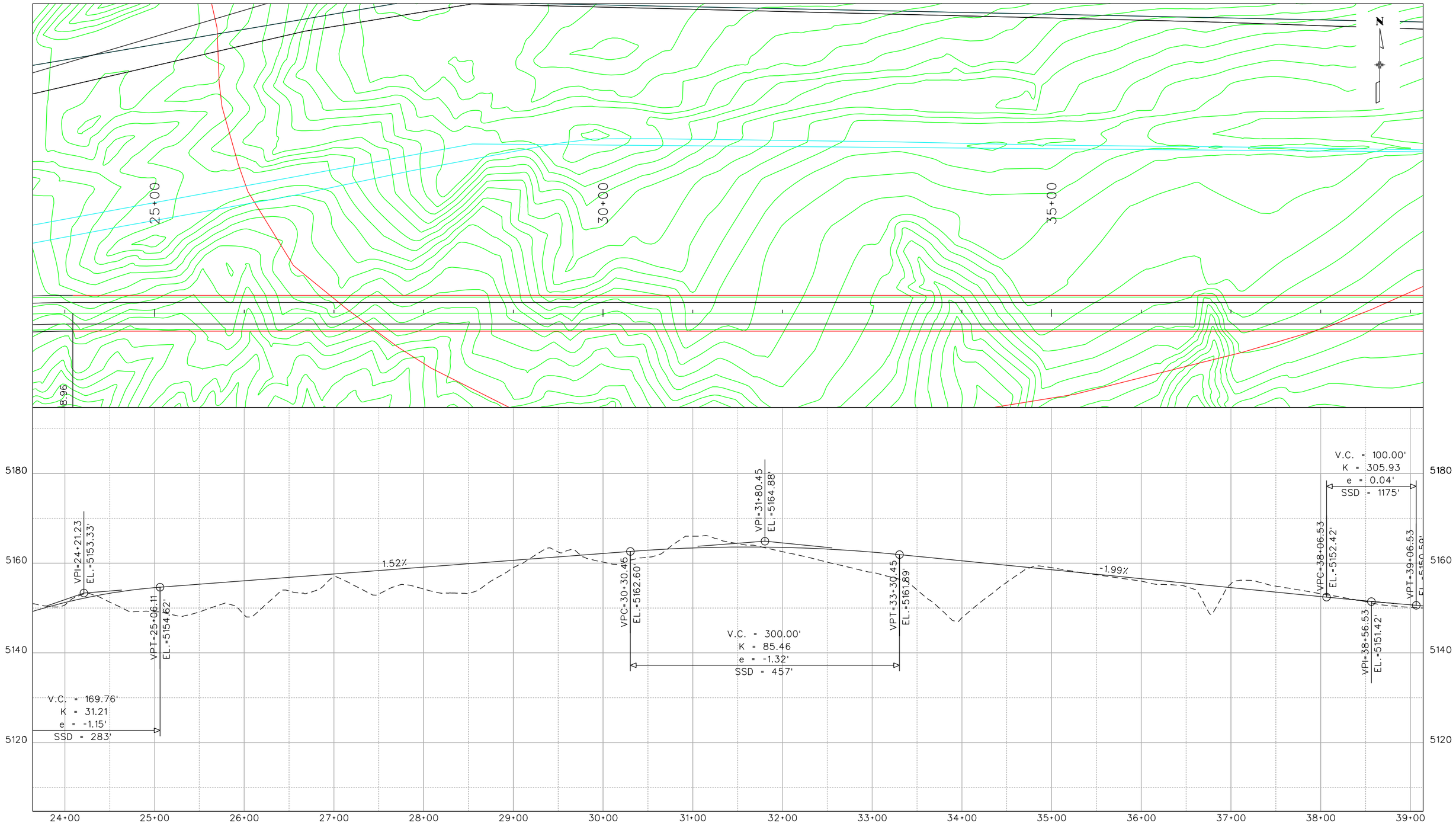

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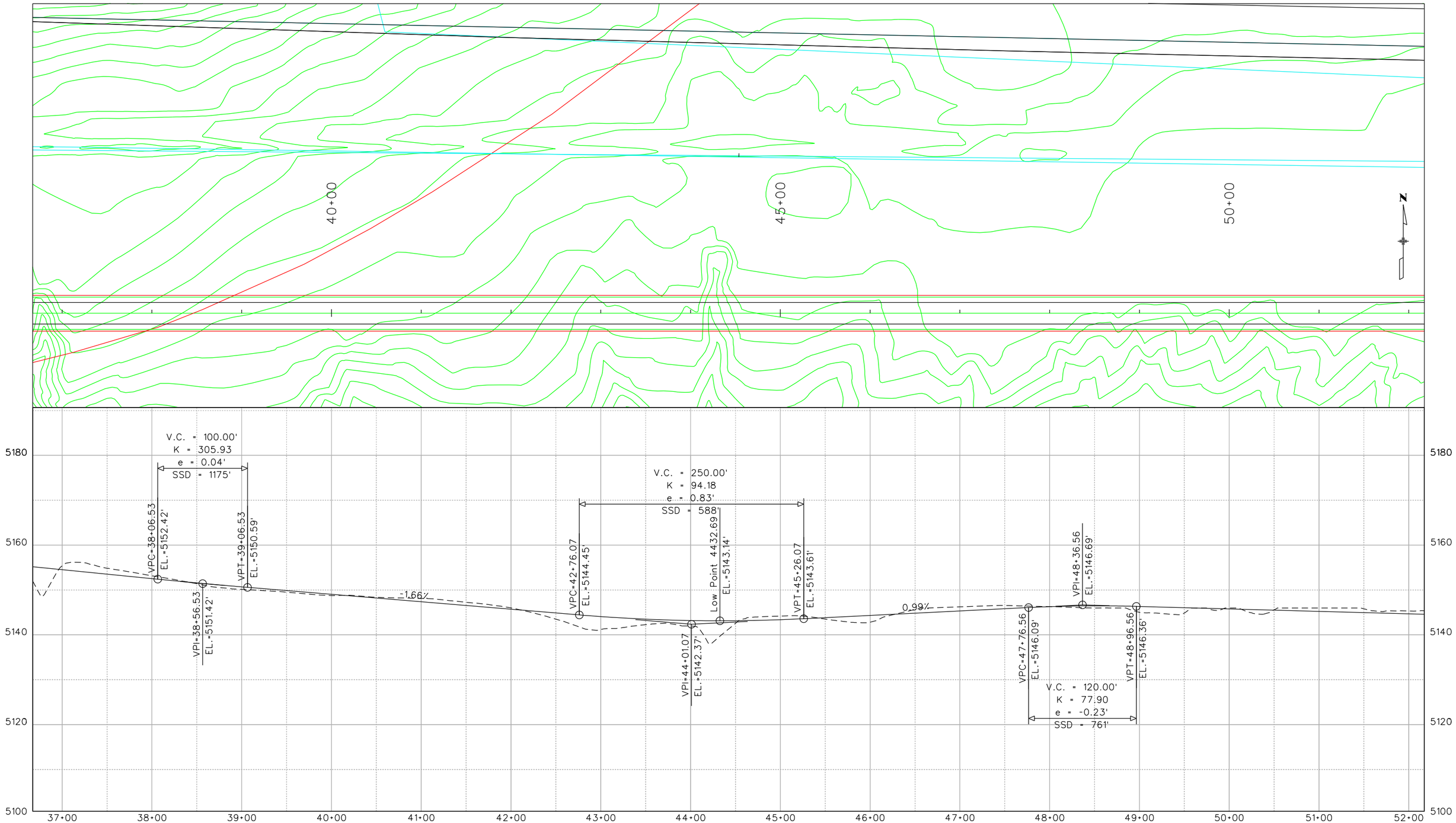

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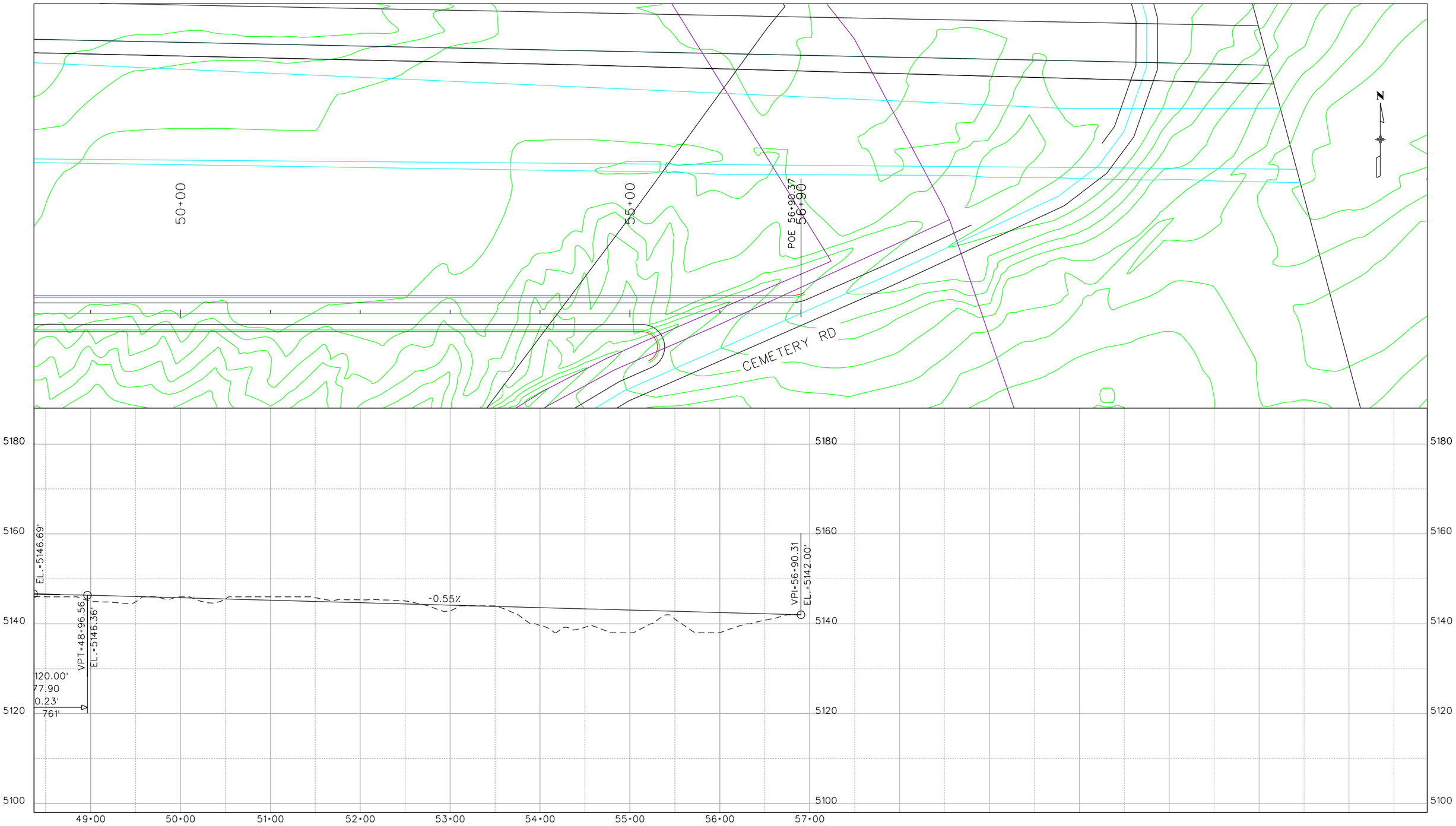

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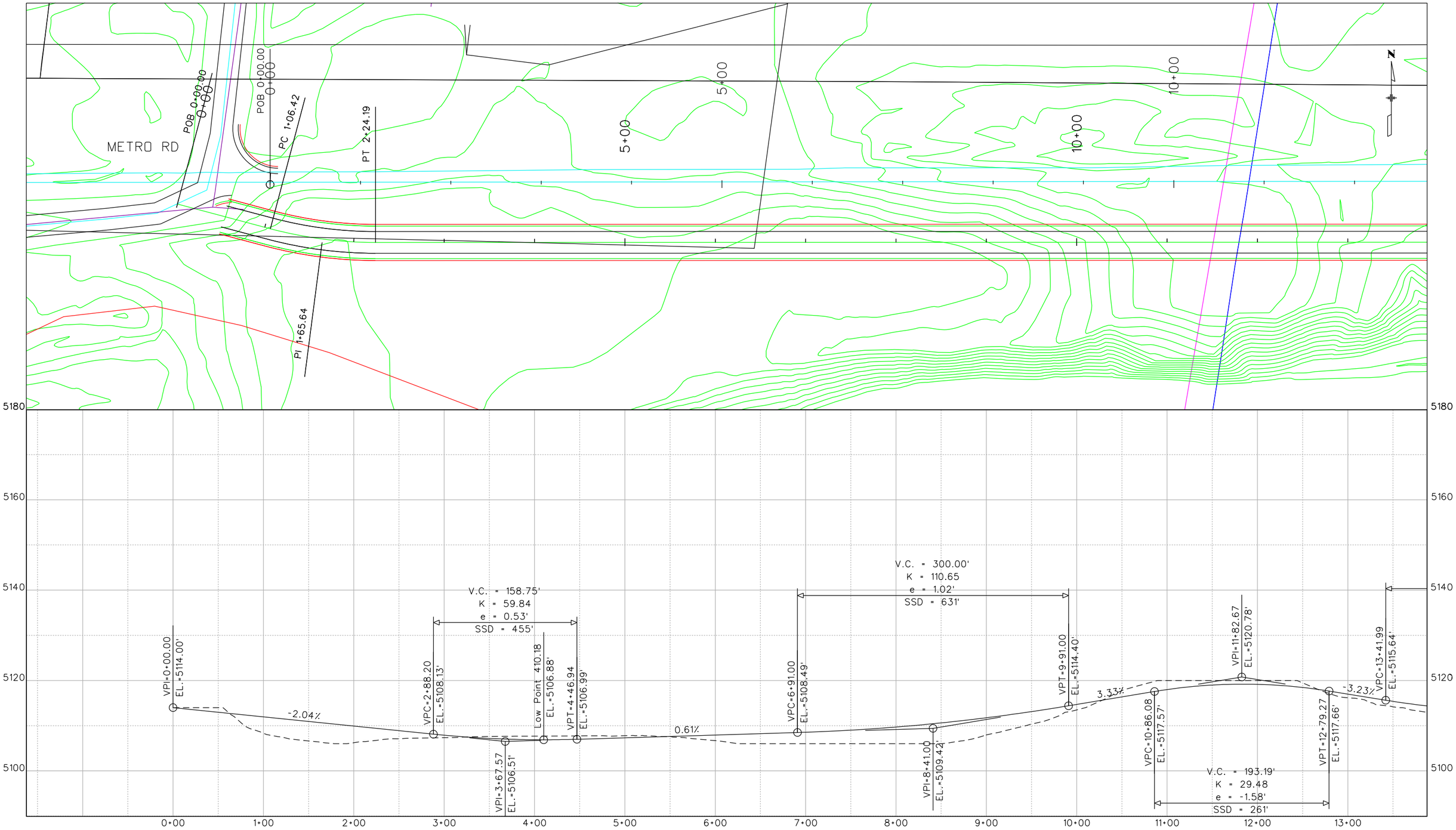

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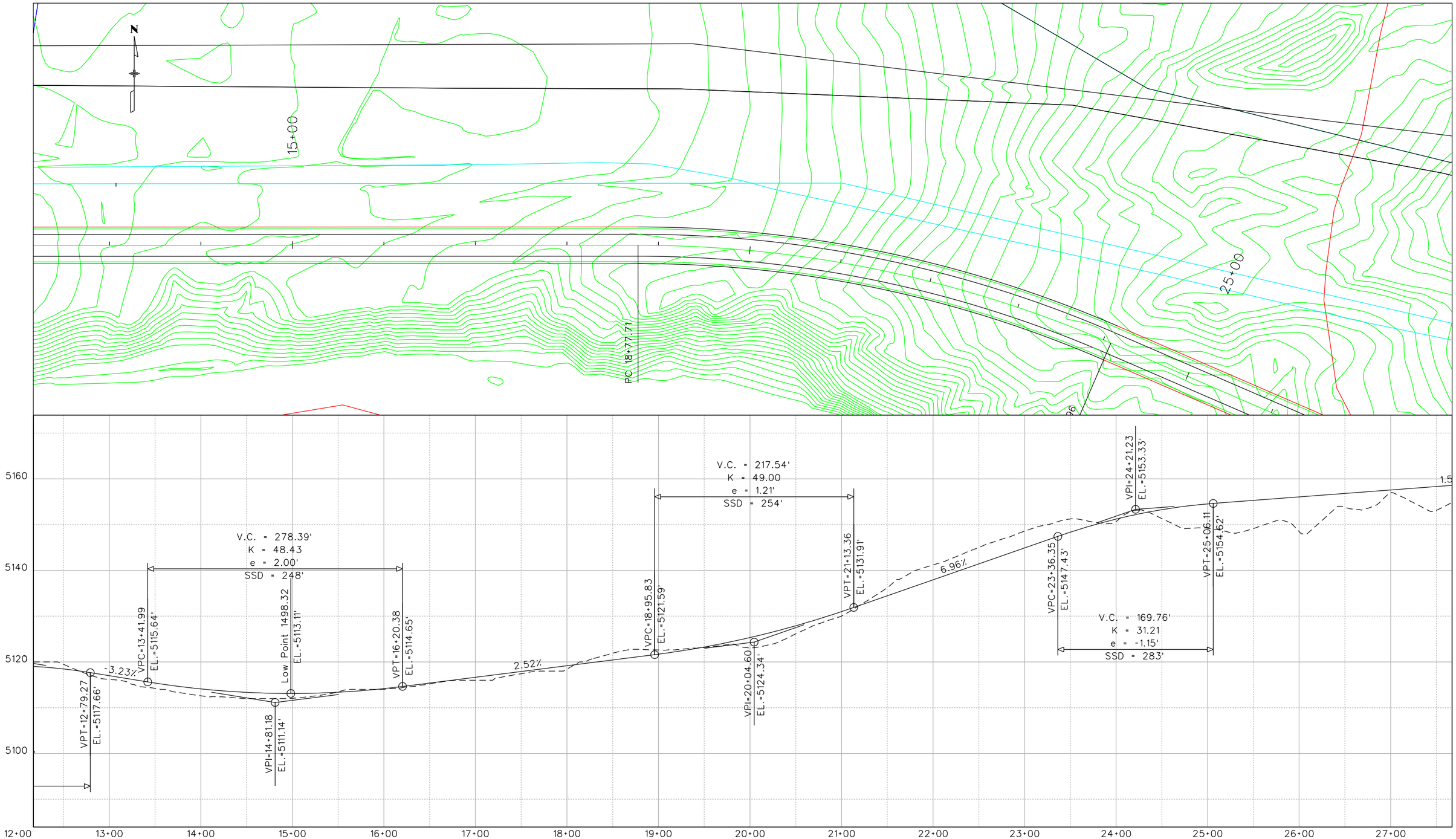

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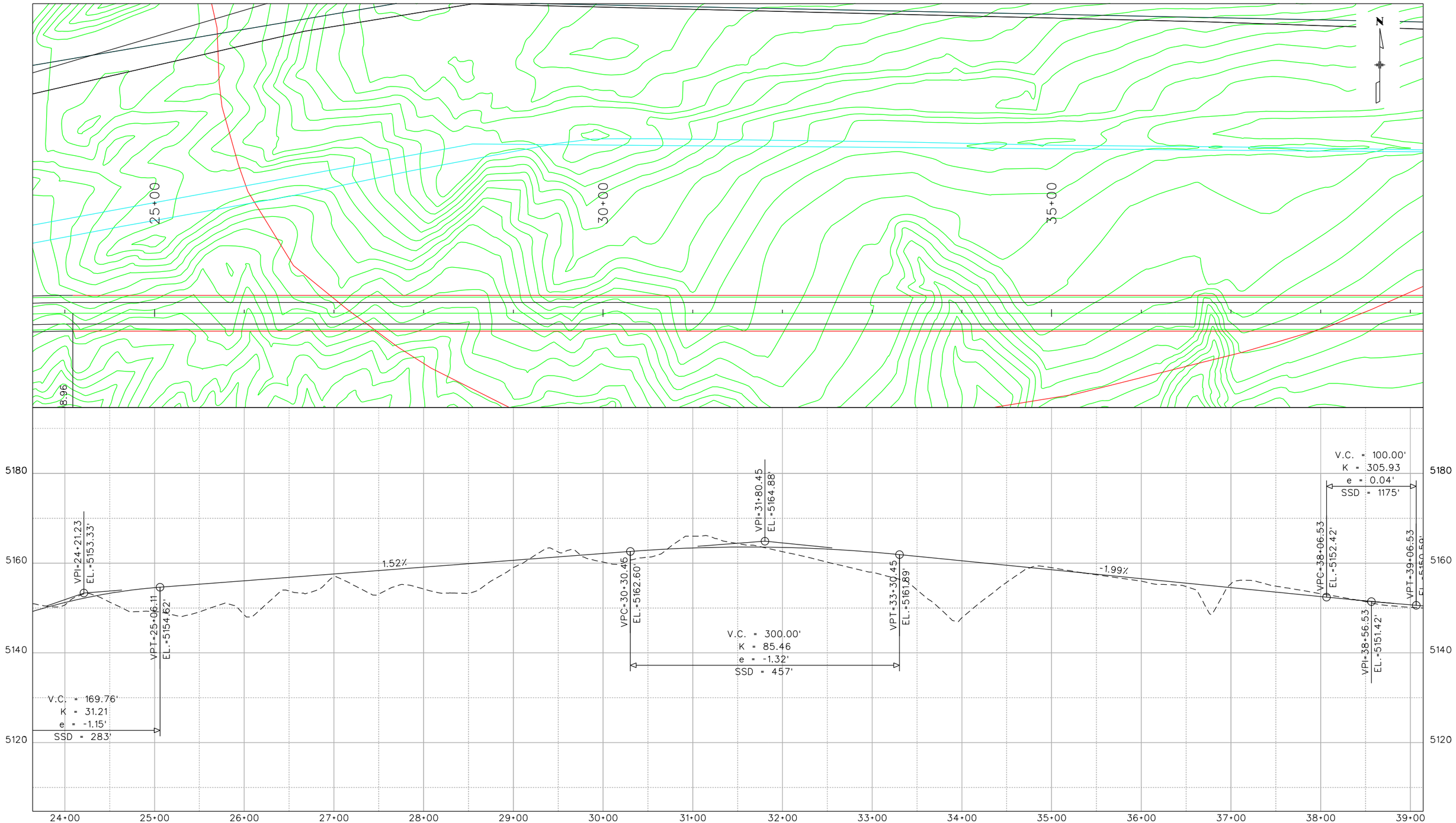

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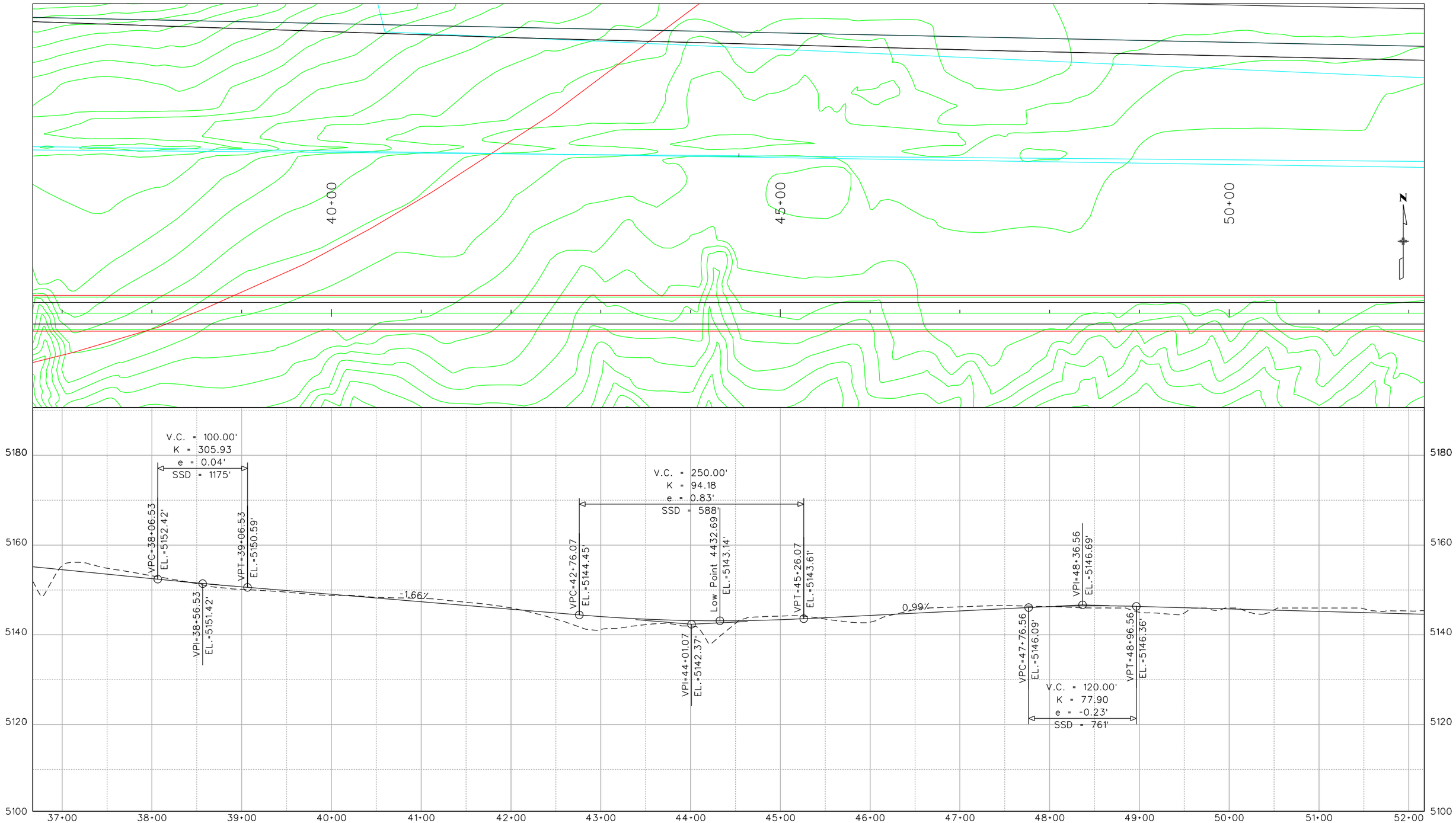

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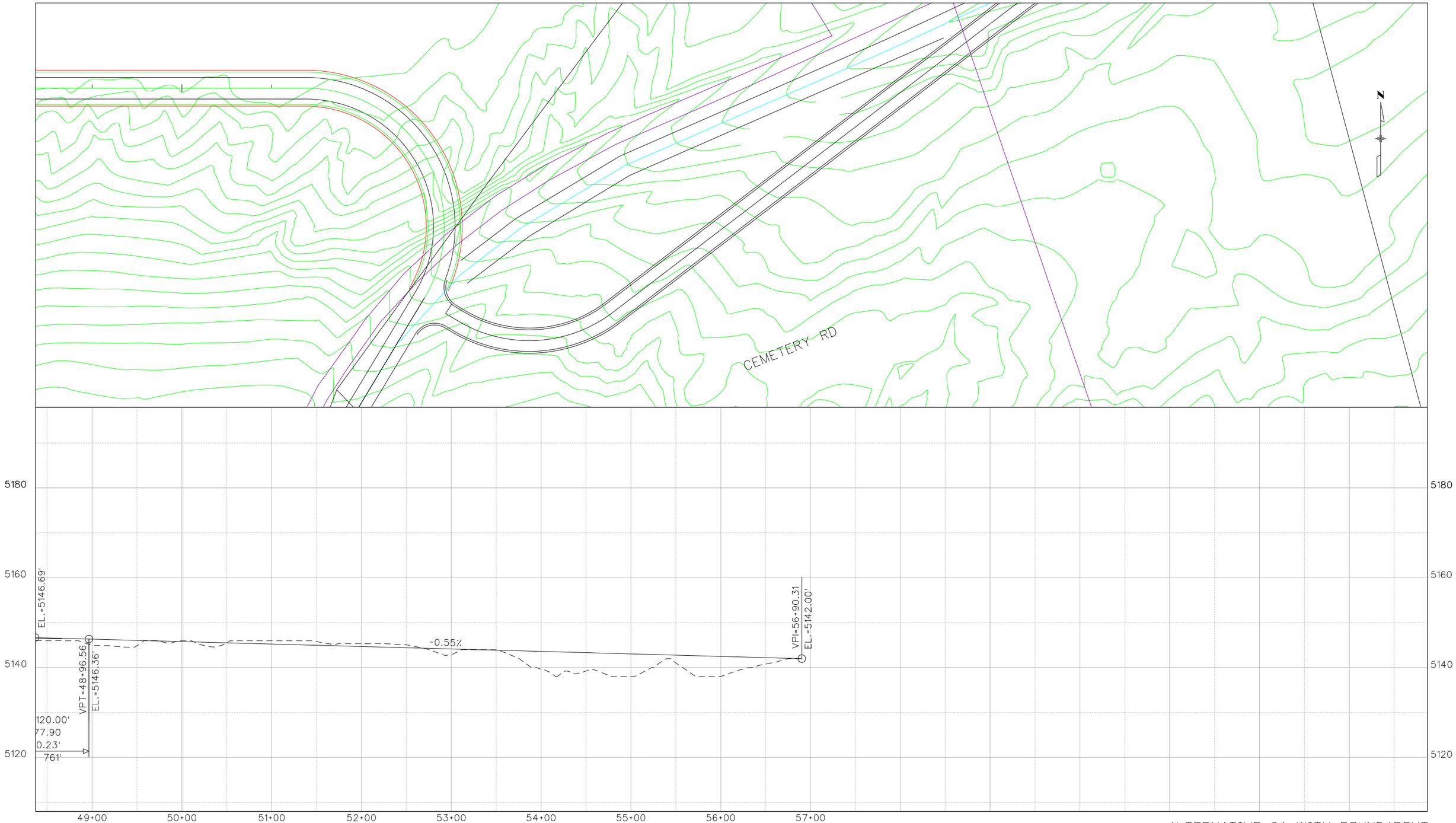

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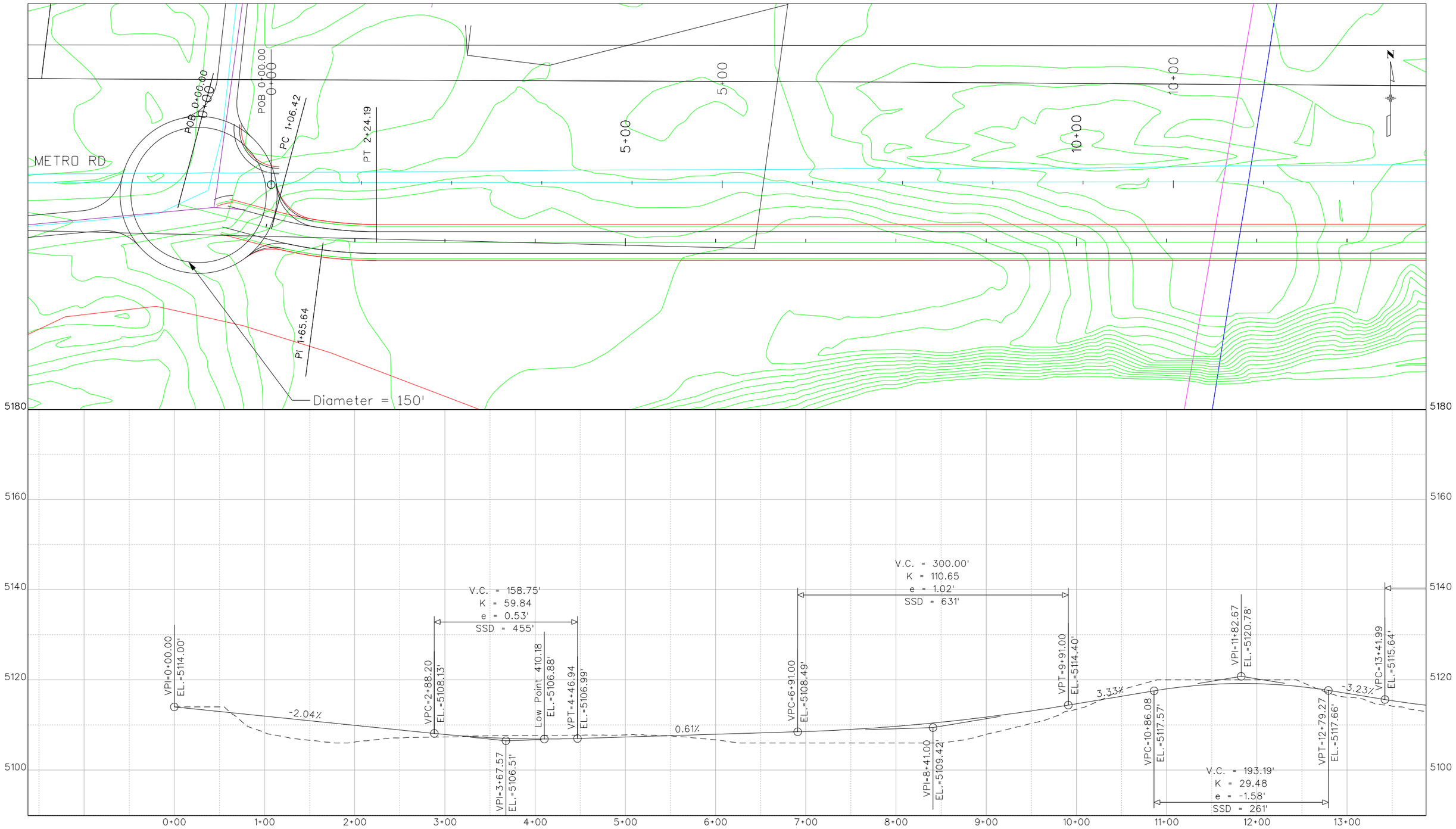

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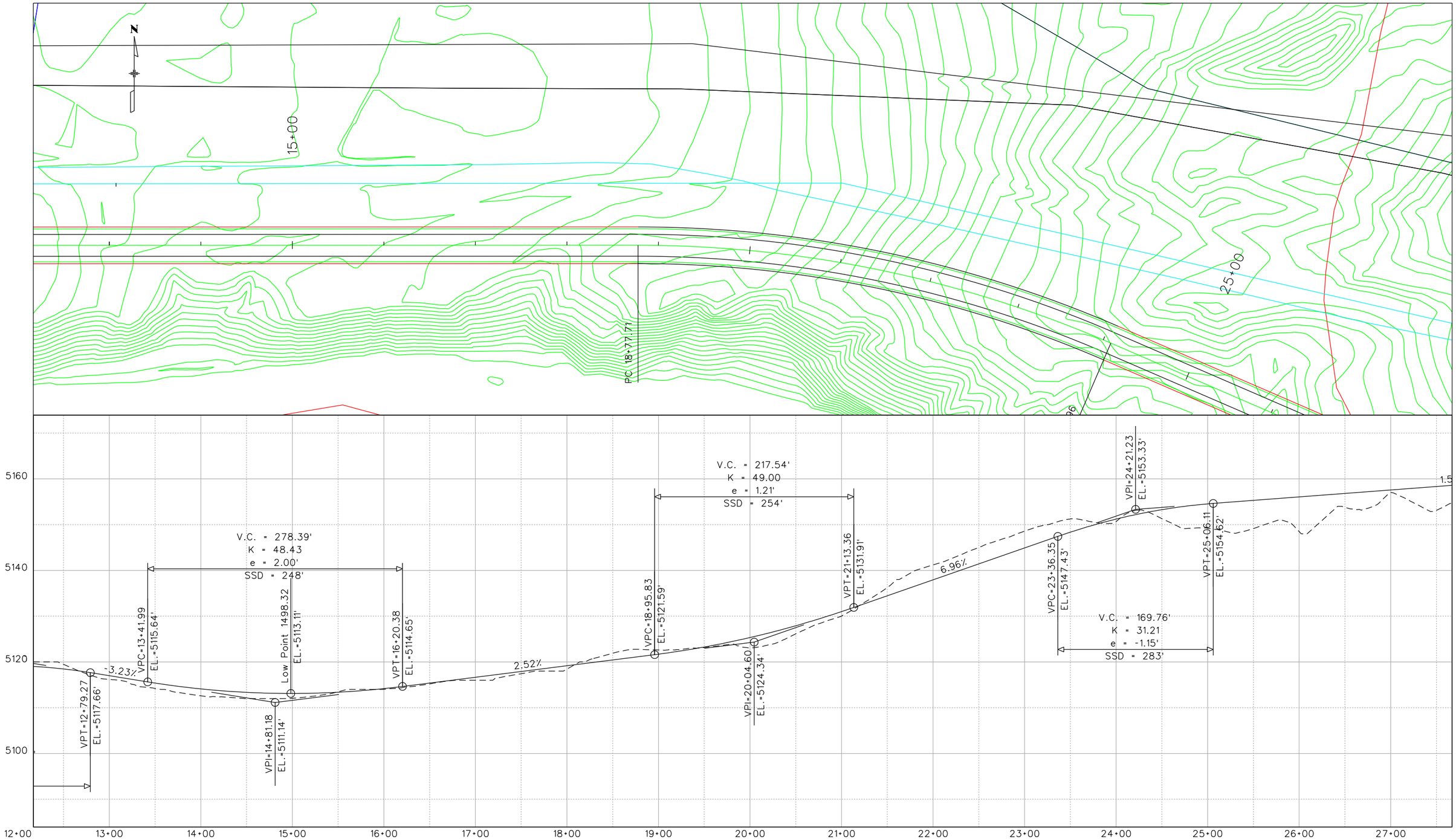

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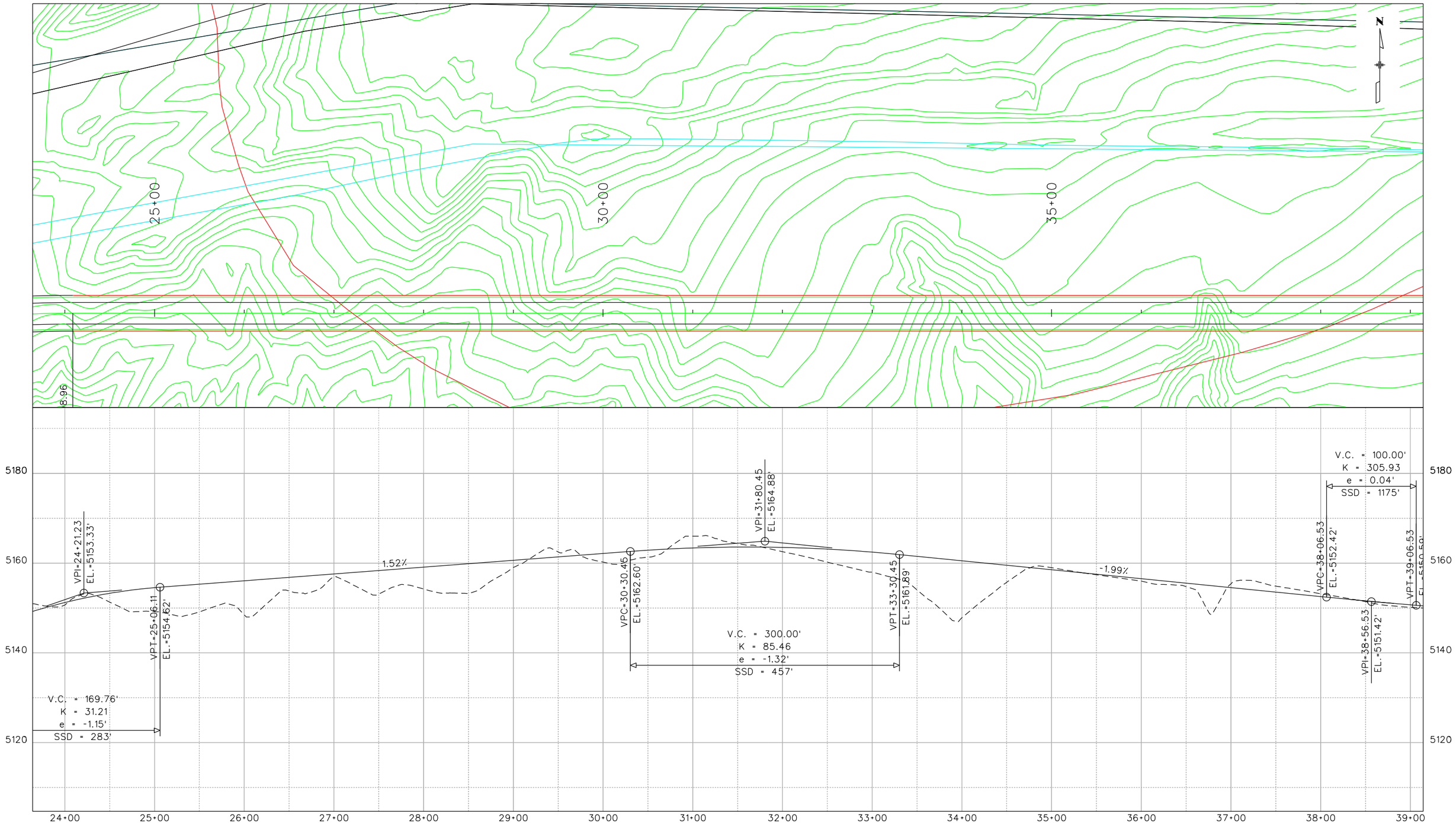

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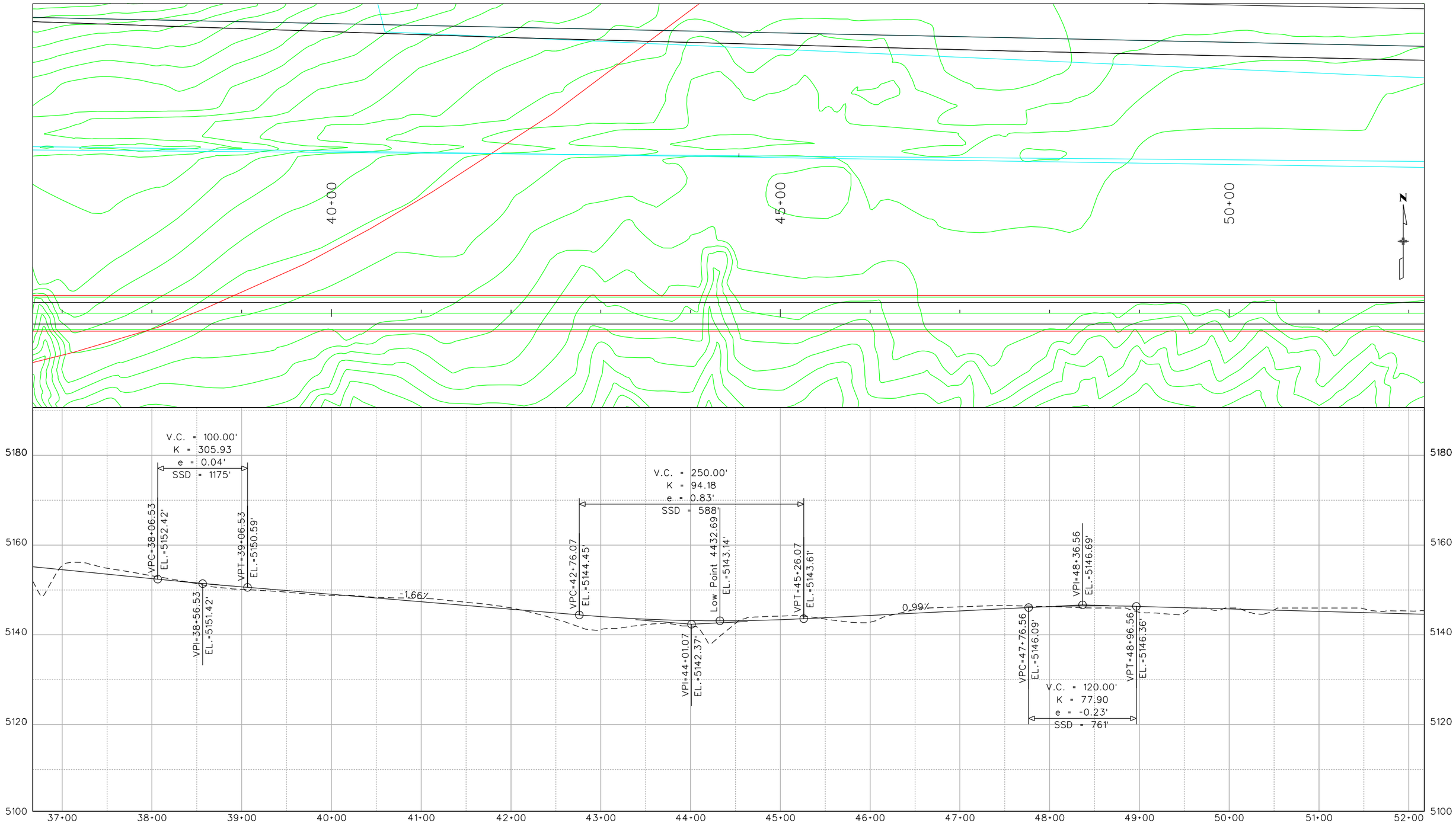

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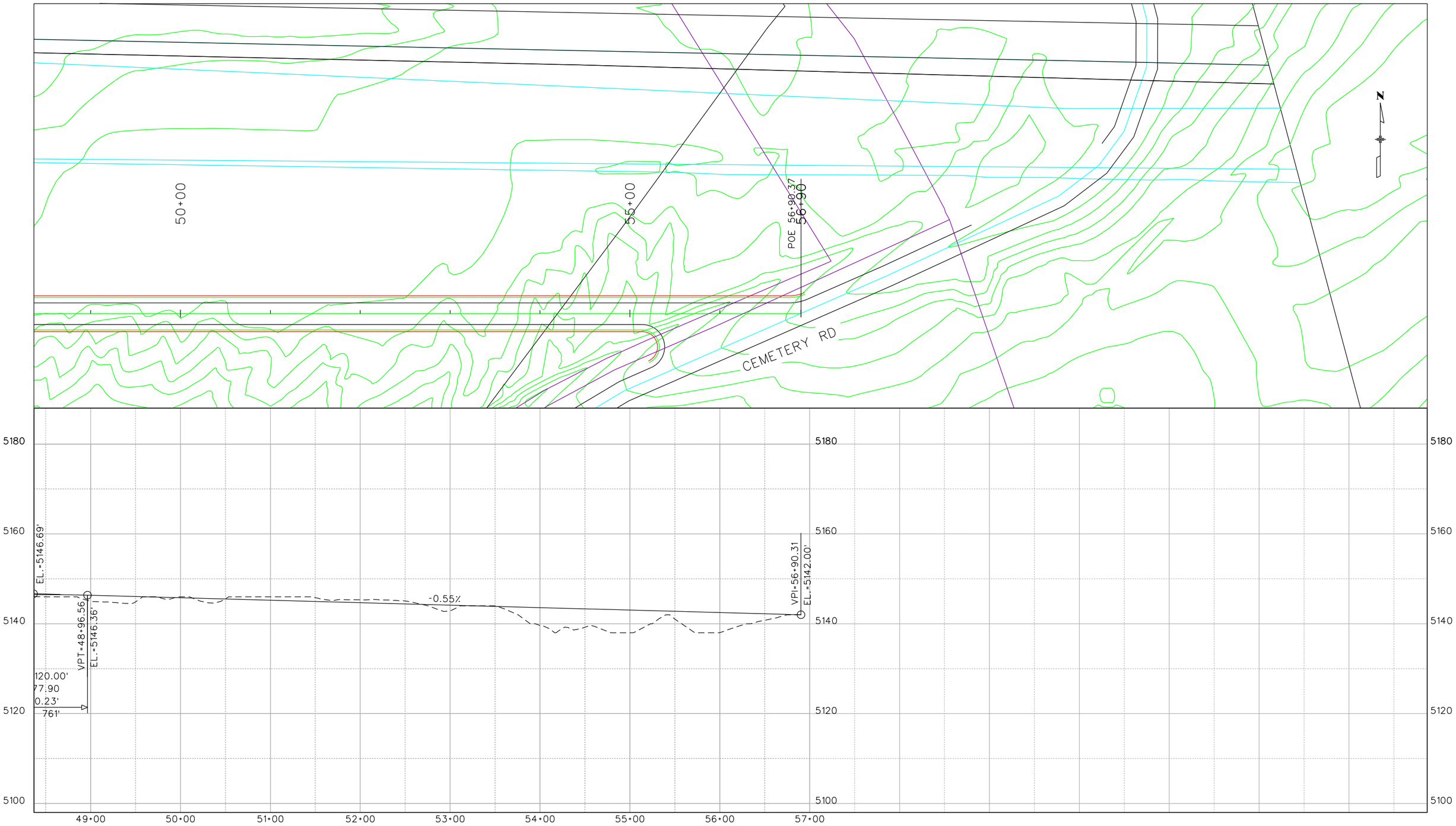

ALTERNATIVE 6A
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Jacobs Conceptual Cost Estimate

Project Number : Alternative 4 Cost Estimate

Project Code: Alternative 4 Conceptual Cost Estimate

Prepared By / On	
Prepared By:	**Jacobs Engineering**
Date Prepared:	**12/7/15**

				Expenses		Capital			
Item			**Unit Cost**	**Quantity**	**Extended Cost**	**Quantity**	**Extended Cost**	*General Comments*	
203	Unclassified Excavation (CIP)	CY	$20.00	2230	$44,600.00				
203	Embankment Material (CIP)	CY	$25.00	5950	$148,750.00		$0.00		
301	Crushed Base	Ton	$20.00	5353	$107,060.00		$0.00	12 inch under pavement	
401	Hot Plant Mix	Ton	$60.00	2796	$167,760.00		$0.00	6 inch	
	Structure	SF	$125.00	14400	$1,800,000.00				
	MSE Walls	SF	$75.00	5440	$408,000.00				
					$2,676,170.00		$0.00		
			% Range			**% Used**	**Cost**		
	Project Construction Bid Items		Project Dependent			**N / A**	$2,676,170.00		**(A)**
	Contingencies		(15 - 30%) of **A**			0.30	$802,851.00		**(B)**
	Traffic Signals		(6 - 10%) of (**A+B**) Default = 6%			0.03	$86,975.53		**(C)**
	Drainage (Erosion Control Items)		(3 - 10%) of (**A+B**) Default = 6%			0.10	$347,902.10		**(D)**
	Signing		(1 - 5%) of (**A+B+C+D**) Default = 5%			0.01	$39,138.99		**(E)**
	Construction Signing & Traffic Control		(5 - 25%) of (**A+B+C+D+E**) Default = 20%			0.03	$118,591.13		**(F)**
	Mobilization		(4 - 7%) of (**A+B+C+D+E+F**) Default = 7%			0.10	$407,162.88	Possibly utilize 3 cranes for construction	**(G)**
	Total of Construction Bid Items		(**A+B+C+D+E+F+G**)				$4,478,791.63		**(H)**
	Engineering and Other Capital Costs								
	Construction Management & Materials Testing		20% of (**H**)			0.20	$895,758.33		**(J)**
	Preliminary and Final Design		Lump Sum			0.00	$0.00		**(K)**
	Utilities		Lump Sum			10000.00	$10,000.00		**(N)**
	Inflation to 20XX (5% per year)		0% of (**H+J+ K+L+M+N**)				$0.00		**(O)**
	TOTAL PROJECT COST (H + J + K + L + M + N)						**$5,384,549.96**		

Jacobs Conceptual Cost Estimate
Project Number : Alternative 5 Cost Estimate
Project Code: Alternative 5 Conceptual Cost Estimate

Prepared By / On

Prepared By: **Jacobs Engineering**
Date Prepared: **12/7/15**

				Expenses		Capital		
Item			**Unit Cost**	**Quantity**	**Extended Cost**	**Quantity**	**Extended Cost**	*General Comments*
203	Unclassified Excavation (CIP)	CY	$20.00	6170	$123,400.00		$0.00	
203	Embankment Material (CIP)	CY	$25.00	11329	$283,225.00		$0.00	
304	Crushed Base	Ton	$20.00	6987	$139,740.00		$0.00	12 inch under pavement
403	Hot Plant Mix	Ton	$60.00	3650	$219,000.00		$0.00	6 inch
	Structure	SF	$125.00	17400	$2,175,000.00		$0.00	
	MSE Walls	SF	$75.00	6656	$499,200.00		$0.00	
					$3,439,565.00		$0.00	
			% Range			**% Used**	**Cost**	
	Project Construction Bid Items		Project Dependent			**N / A**	$3,439,565.00	**(A)**
	Contingencies		(15 - 30%) of **A**			0.30	$1,031,869.50	**(B)**
	Traffic Signals		(6 - 10%) of (**A+B**) Default = 6%			0.03	$111,785.86	**(C)**
	Drainage (Erosion Control Items)		(3 - 10%) of (**A+B**) Default = 6%			0.10	$447,143.45	**(D)**
	Signing		(1 - 5%) of (**A+B+C+D**) Default = 5%			0.01	$50,303.64	**(E)**
	Construction Signing & Traffic Control		(5 - 25%) of (**A+B+C+D+E**) Default = 20%			0.03	$152,420.02	**(F)**
	Mobilization		(4 - 7%) of (**A+B+C+D+E+F**) Default = 7%			0.10	$523,308.75	**(G)** Possibly utilize 3 cranes for construction
	Total of Construction Bid Items		(**A+B+C+D+E+F+G**)				$5,756,396.22	**(H)**
	Engineering and Other Capital Costs							
	Construction Management & Materials Testing		20% of (**H**)			0.20	$1,151,279.24	**(J)**
	Preliminary and Final Design		Lump Sum			0.00	$0.00	**(K)**
	Utilities		Lump Sum			175000.00	$175,000.00	**(N)**
	Inflation to 20XX (5% per year)		0% of (**H+J+ K+L+M+N**)				$0.00	**(O)**
	TOTAL PROJECT COST (H + J + K + L + M + N)						**$7,082,675.46**	

Jacobs Conceptual Cost Estimate
Project Number : Alternative 6 Cost Estimate
Project Code: Alternative 6 Conceptual Cost Estimate

Prepared By / On

Prepared By: **Jacobs Engineering**
Date Prepared: **12/7/15**

				Expenses		Capital			
	Item		**Unit Cost**	**Quantity**	**Extended Cost**	**Quantity**	**Extended Cost**	*General Comments*	
203	Unclassified Excavation (CIP)	CY	$20.00	11200	$224,000.00		$0.00		
203	Embankment Material (CIP)	CY	$25.00	13712	$342,800.00		$0.00		
304	Crushed Base	Ton	$20.00	14380	$287,600.00		$0.00	12 inch under pavement	
403	Hot Plant Mix	Ton	$60.00	7511	$450,660.00		$0.00	6 inch	
	Structure Repayment	SF	$672,000.00	1	$672,000.00		$0.00		
	MSE Walls	SF	$75.00	0	$0.00		$0.00		
					$1,977,060.00		$0.00		
			% Range			**% Used**	**Cost**		
	Project Construction Bid Items		Project Dependent			**N / A**	$1,977,060.00		(A)
	Contingencies		(15 - 30%) of **A**			0.30	$593,118.00		(B)
	Traffic Signals		(6 - 10%) of (**A+B**) Default = 6%			0.03	$64,254.45		(C)
	Drainage (Erosion Control Items)		(3 - 10%) of (**A+B**) Default = 6%			0.10	$257,017.80		(D)
	Signing		(1 - 5%) of (**A+B+C+D**) Default = 5%			0.01	$28,914.50		(E)
	Construction Signing & Traffic Control		(5 - 25%) of (**A+B+C+D+E**) Default = 20%			0.03	$87,610.94		(F)
	Mobilization		(4 - 7%) of (**A+B+C+D+E+F**) Default = 7%			0.07	$210,558.30	Possibly utilize more earthwork equipment for construction	(G)
	Total of Construction Bid Items		(**A+B+C+D+E+F+G**)				$3,218,533.99		(H)
	Engineering and Other Capital Costs								
	Construction Management & Materials Testing		20% of (**H**)			0.20	$643,706.80		(J)
	Preliminary and Final Design		Lump Sum			0.00	$0.00		(K)
	Utilities		Lump Sum			115000.00	$115,000.00		(N)
	Inflation to 20XX (5% per year)		0% of (**H+J+ K+L+M+N**)				$0.00		(O)
	TOTAL PROJECT COST (H + J + K + L + M + N)						**$3,977,240.79**		