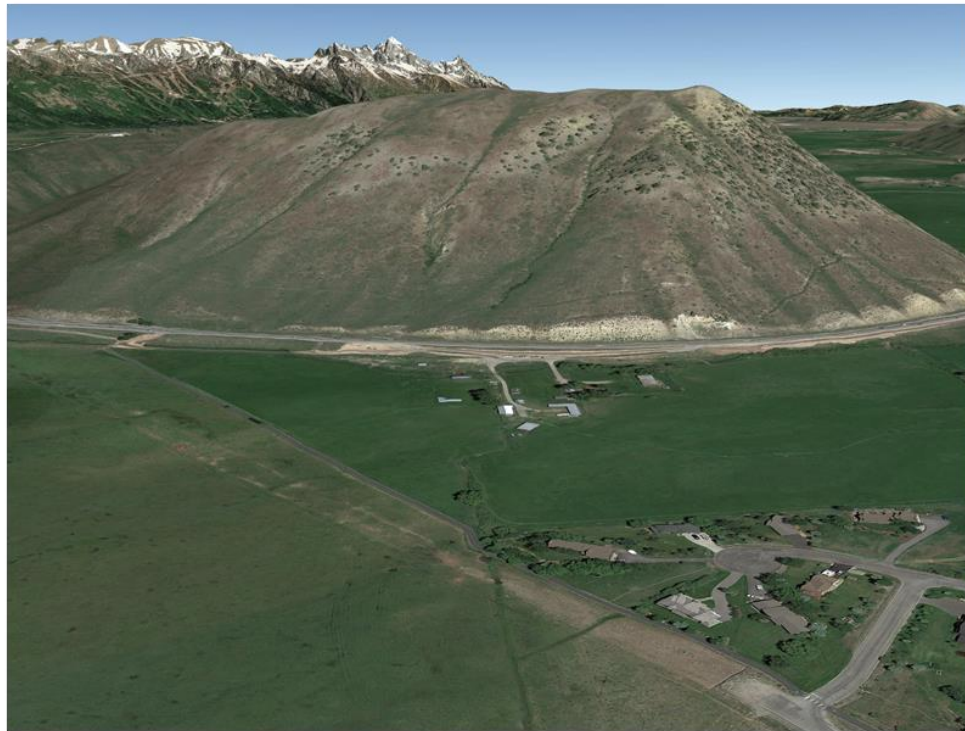




Stakeholder Committee Meeting #11

March 11, 2022



Welcome/Agenda Review

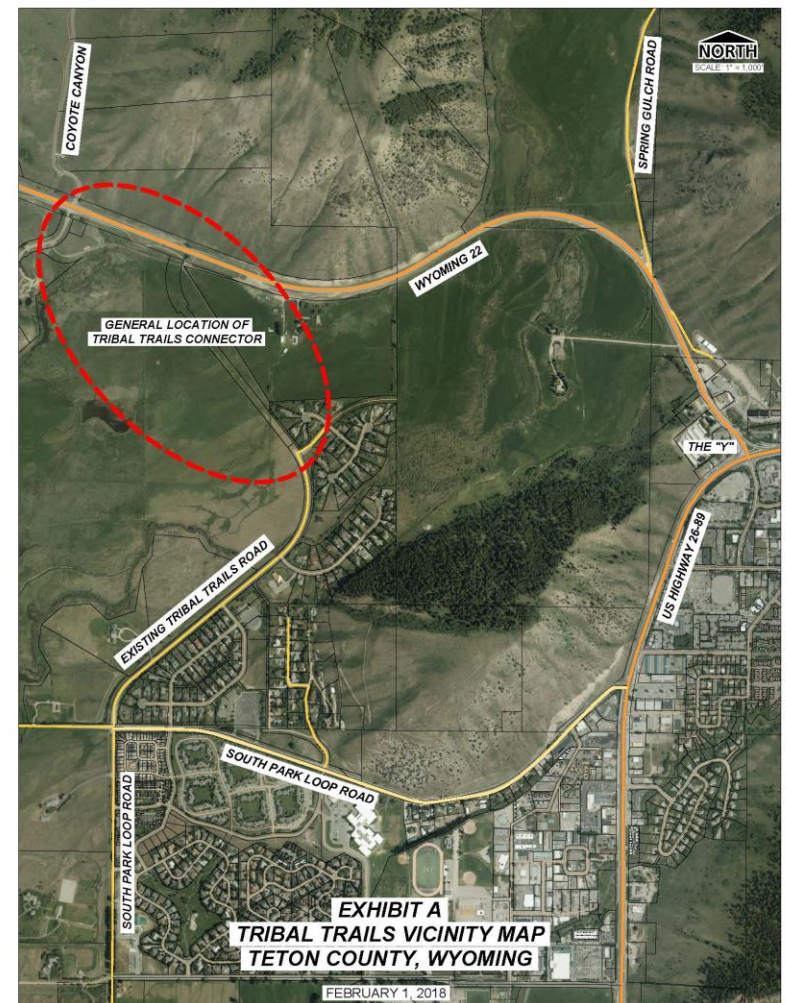


- Introductions
- Overview of January Meeting
- Project updates since January
- Alternatives Screening Results
- Next Steps

Meeting Goals/Desired Outcomes



- Provide Stakeholders with a status update of study – Traffic and Indian Springs HOA groundwater monitoring report
- Review and discuss 4 design alternative and screening results for TTC connection to WY-22
- Determine Stakeholder preference for WY 22 build alternative



Roles/Responsibilities



- *Direction from County Commissioners is for Staff to provide a recommendation on a build alternative.*

Stakeholder Roles

- Provide perspective to inform the project development process.
- Serve as an avenue of communication to the community concerning the project.
- The Stakeholder Committee will not have formal approval authority and will attempt to reach consensus on issues where possible. The Project Team will distill the Stakeholder Committee comments when consensus cannot be reached.

January Meeting Overview



- Geotech, Groundwater, and Traffic Updates
- Stakeholder Coordination Updates
 - » JH Land Trust
 - » Indian Springs Ranch
- Alternatives Screening
- *This is a follow-up meeting!*

Project Updates



- Traffic analysis
- Indian Springs Ranch HOA groundwater memo

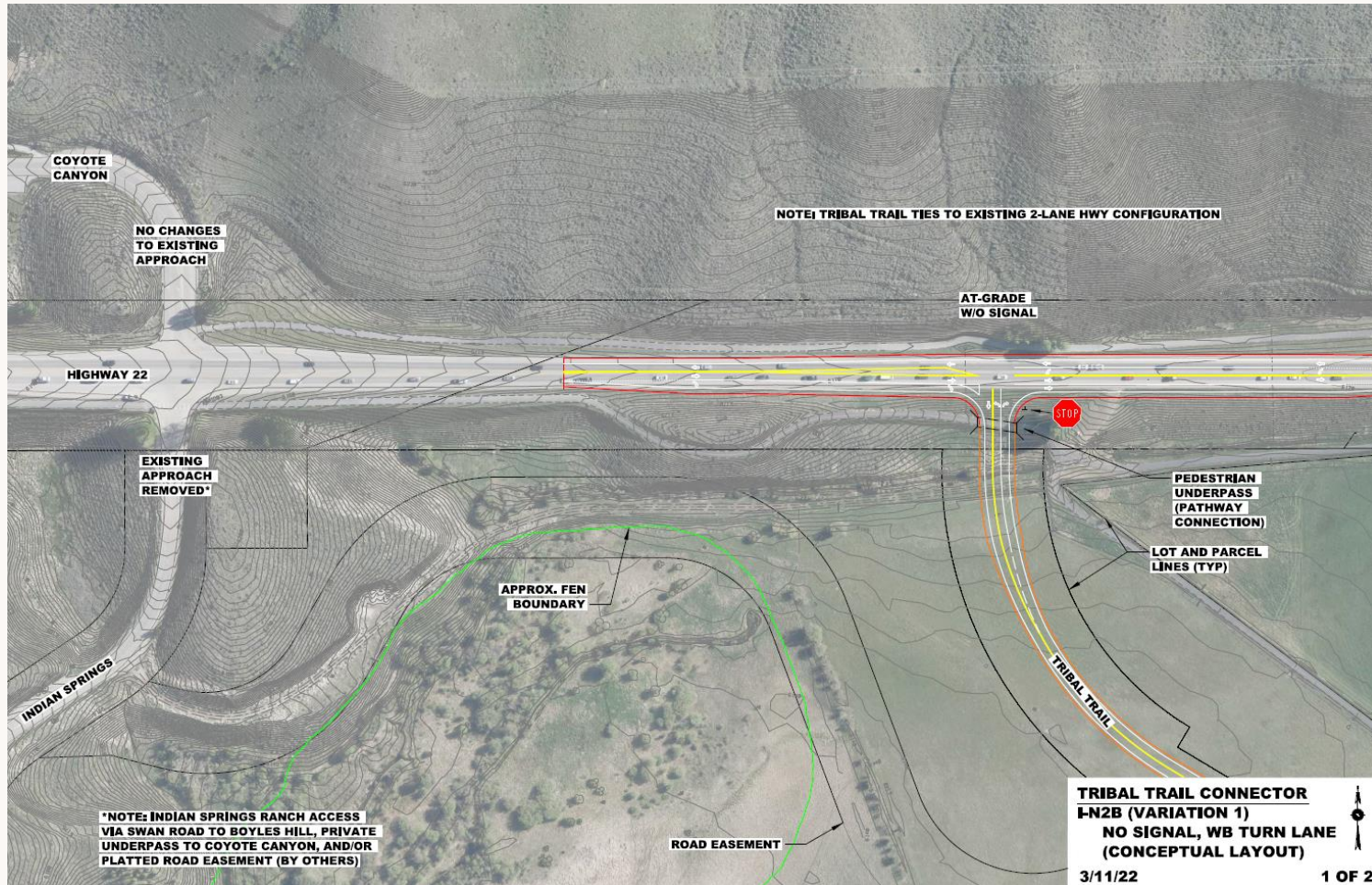


Traffic Update



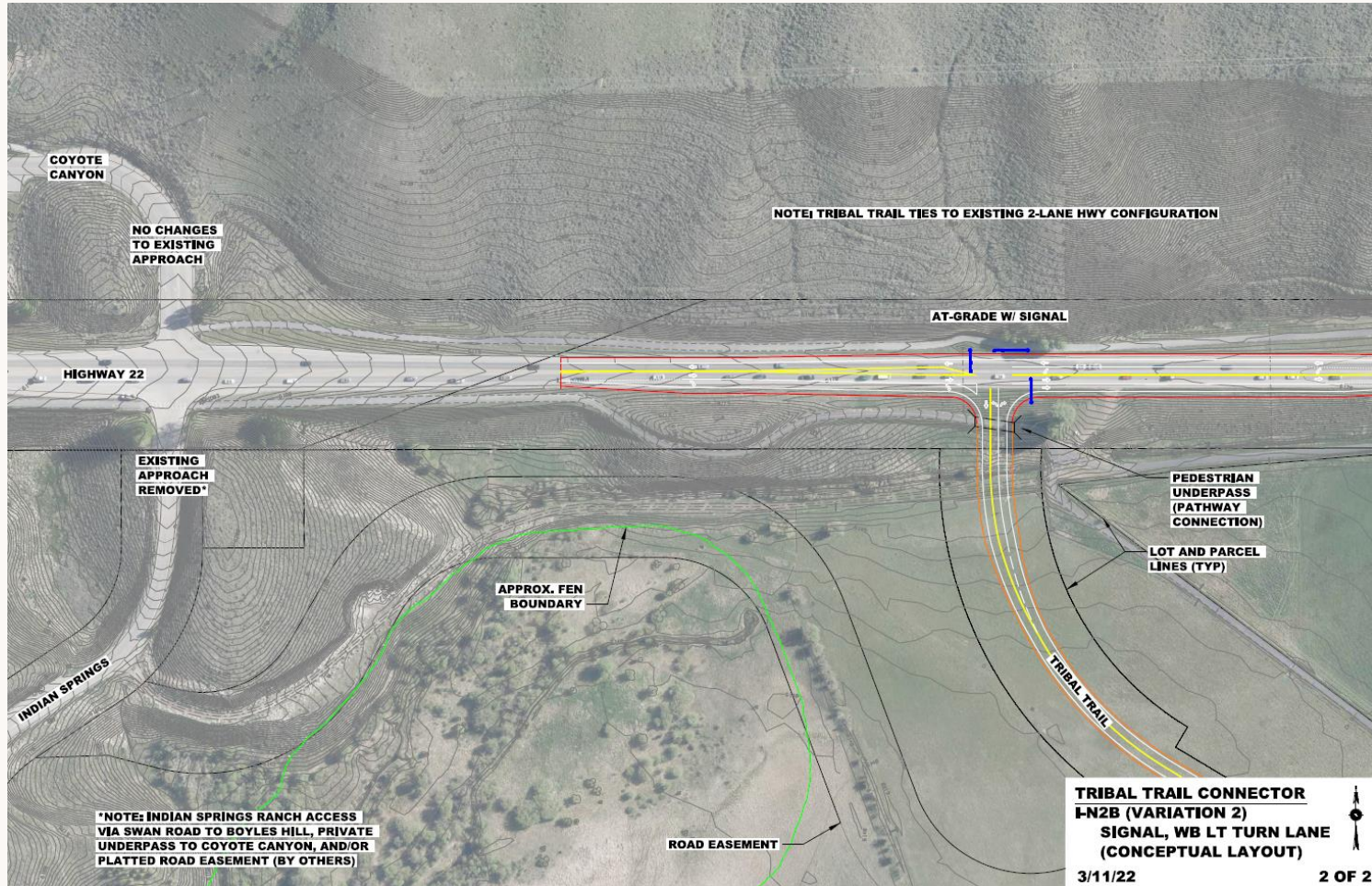
- High level analysis for 2 basic intersection types.
- Discuss preliminary projections of impacts to WY 22 if adding Tribal Trail intersection.
- Year 2030 models incorporate:
 - » Current 2-lane WY 22 configuration at Tribal Trail intersection
 - » WY 22/390 and Snake River Bridge improvements
 - » South Park growth
 - » Coyote Canyon existing configuration
 - » Indian Springs approach closed

Alternatives I-N2b Potential 2-lane variation



Alternatives I-N2b

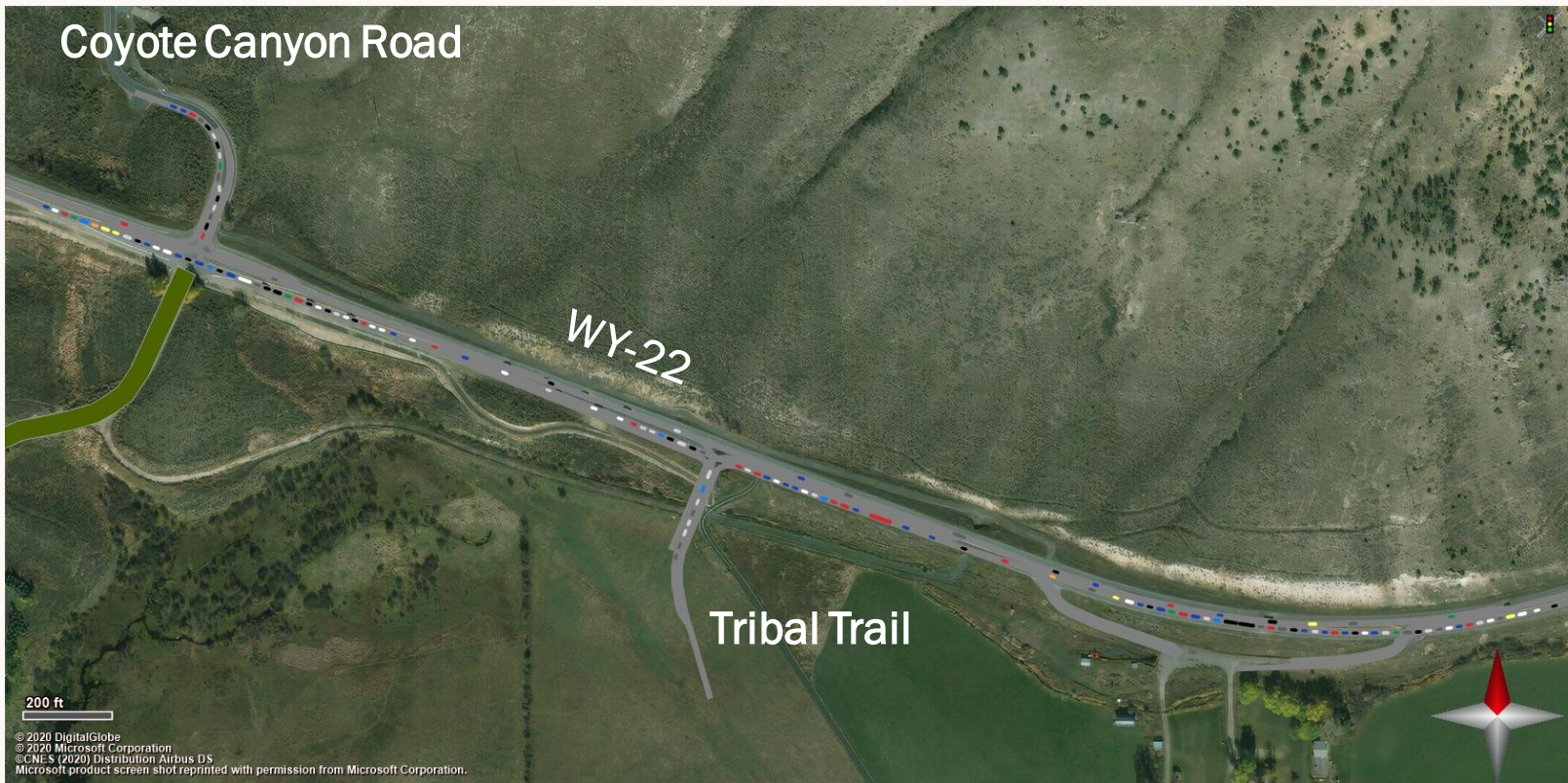
Potential 2-lane variation



Traffic Update



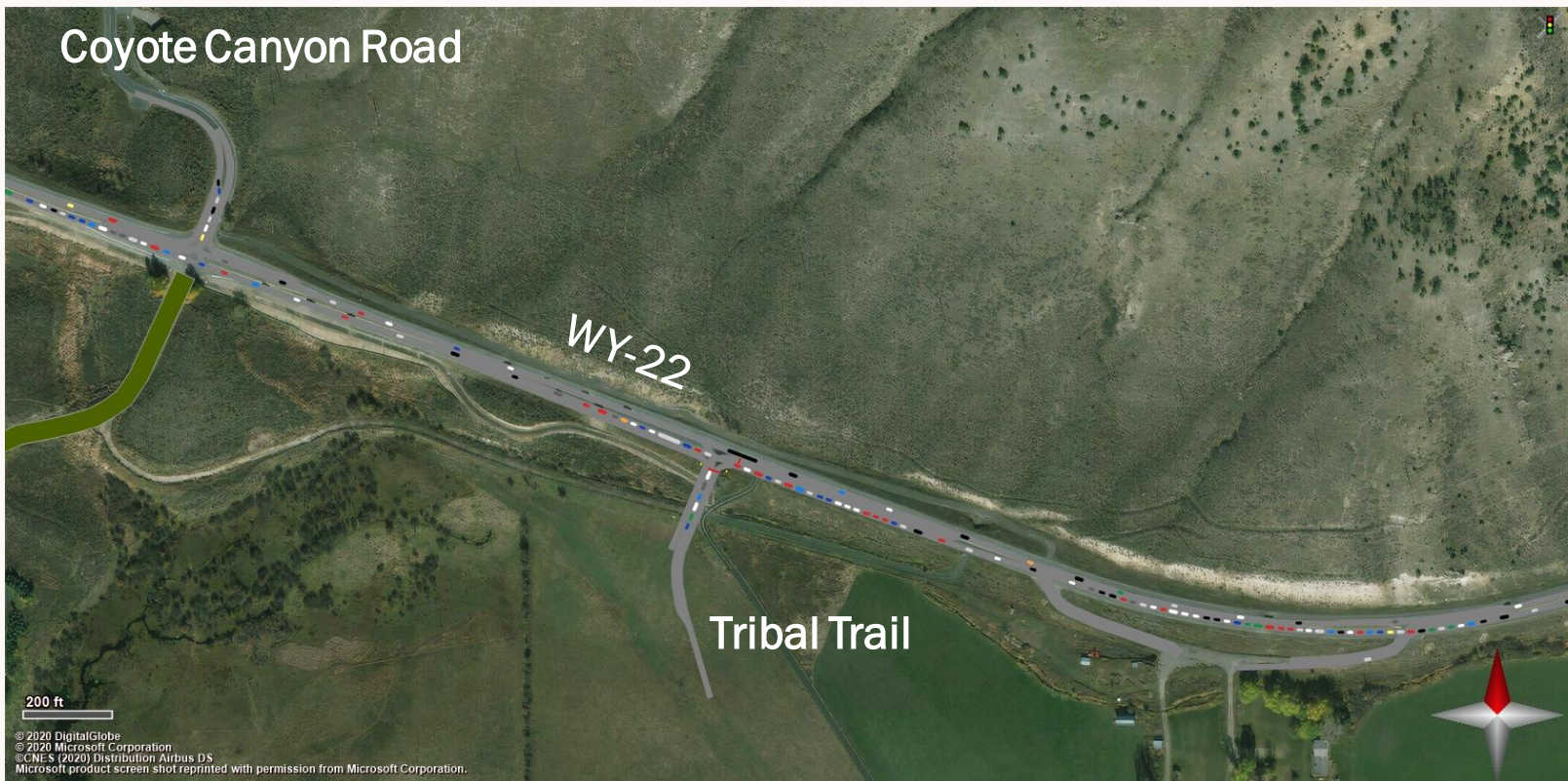
- 2030 AM Peak Hour – Stop Control Option



Traffic Update



- 2030 AM Peak Hour – Signalized Option



Traffic Update



- 2030 PM Peak Hour – Stop Control Option



Traffic Update



- 2030 PM Peak Hour – Signalized Option



North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

North Intersection Options

Description of Alternative	Purpose and Need Screening					Project Objective Screening							
	Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
No Build Existing conditions	●	●	●	●	●	●	●	●	●	●	●	●	●
I-N2b Tribal Trail Road has a signalized at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	●	●	●	●	●	●	●	●	●	●	●	●	●
I-N5B Tribal Trail Road connects directly existing Indian Spring Drive. The existing intersection would be converted to right-in right-out for both Indian Spring drive and Coyote Canyon Road. An underpass, west of the existing intersection, would allow traffic to access both side of Hwy 22.	●	●	●	●	●	●	●	●	●	●	●	●	●
I-N18 Southern frontage road is shifted north into WYDOT right-of-way (outside of platted TT right-of-way). Tribal Trail traffic is directed to existing at-grade Indian Springs Drive access point. The Coyote Canyon Road Indian Springs Drive intersection with Hwy 22 is signalized.	●	●	●	●	●	●	●	●	●	●	●	●	●
I-N19 option h Lazy J underpass is shifted west. Tribal Trail has a right-on/right-off connection to Hwy 22 and connects to Coyote Canyon Road via an underpass. Coyote Canyon would be a right-on/right-off connection to Hwy 22. Existing Indian Springs Drive access is closed. Indian Springs HOA can build a road to access Tribal Trail that follows the existing two-track east of the existing Hwy 22 access.	●	●	●	●	●	●	●	●	●	●	●	●	●

Legend	
Good	●
Fair	●
Poor	●

Blue highlighting indicates a change from what was presented at Stakeholder Meeting #9 on March 4, 2020.

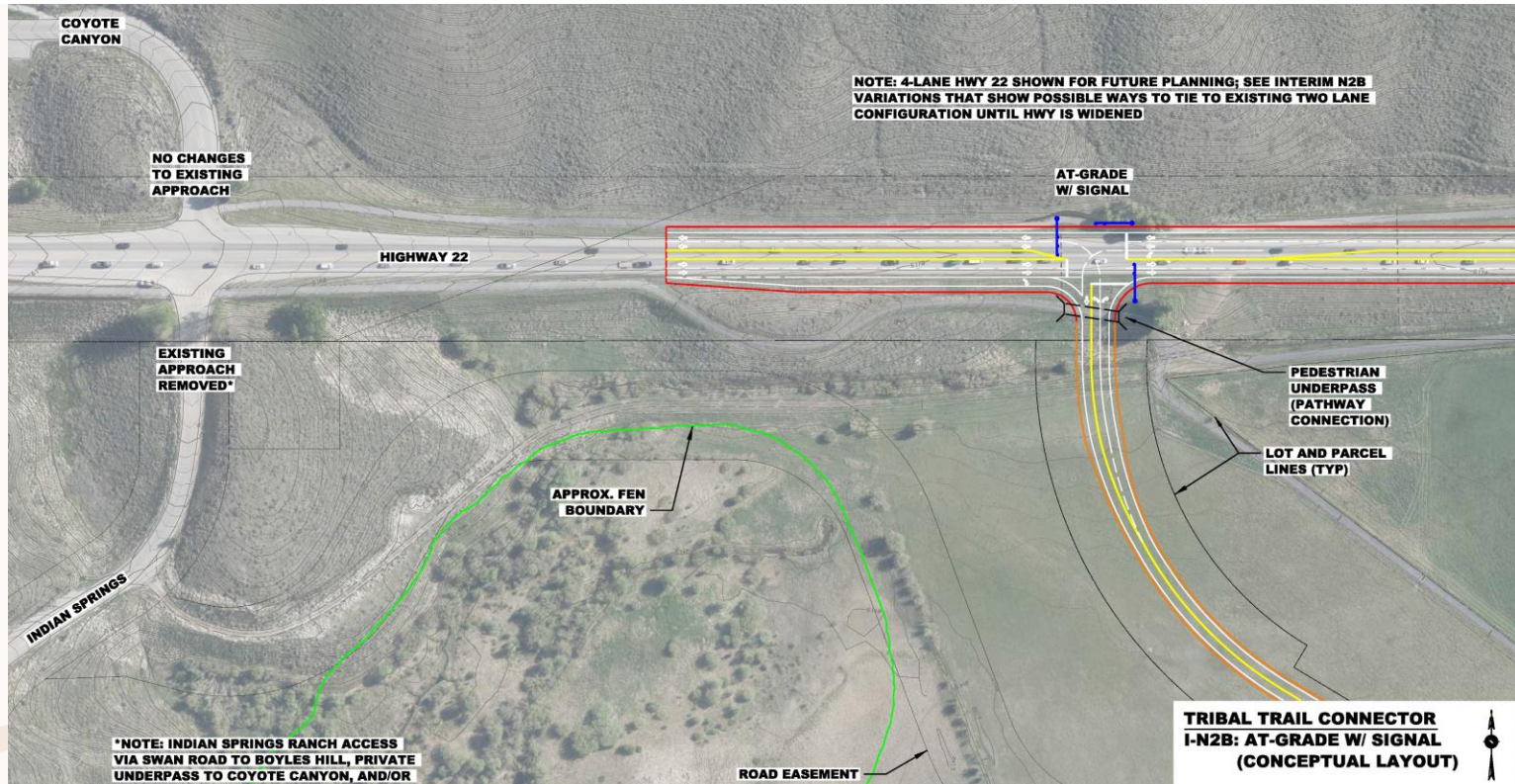
Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

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North	Inter	●	●	●	●	●	●	●	●	●	●	●	●	●
	I-N2b	●	●	●	●	●	●	●	●	●	●	●	●	●

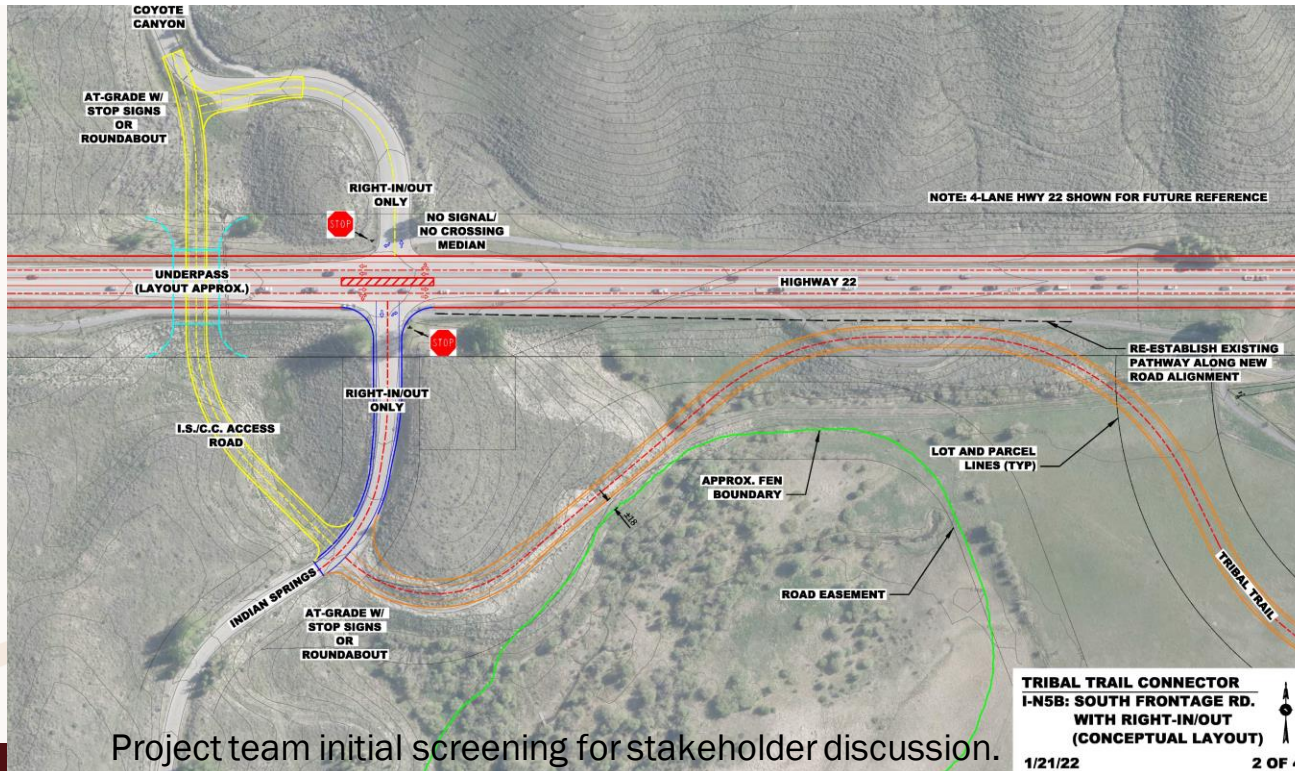


North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

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I-N5B	●	◐	●	●	●	◐	◐	●	◐	◐	◐	◐	●



Project team initial screening for stakeholder discussion.

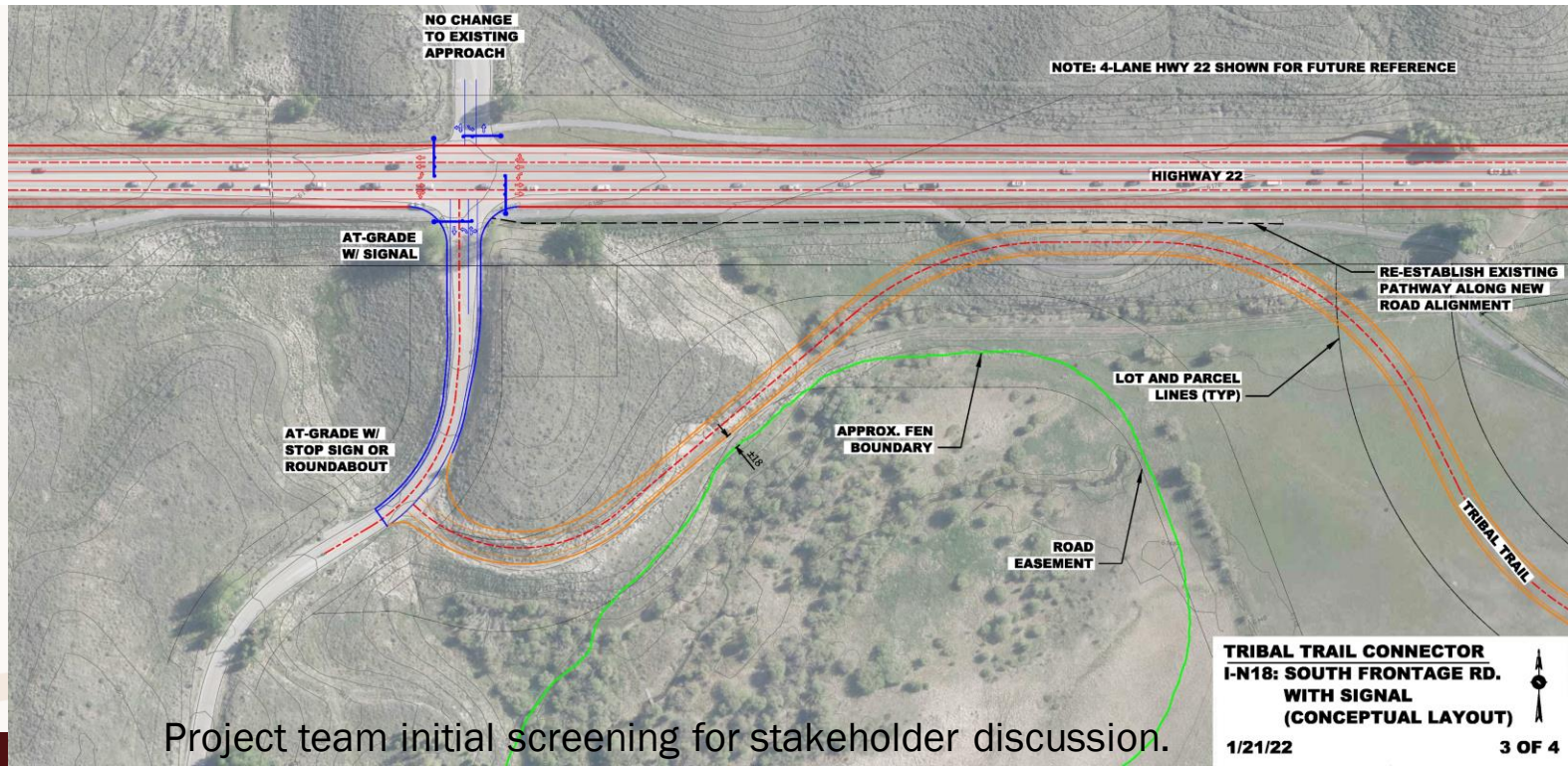
North Alternative Level 2 Screening Results



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I-N18	●	●	●	●	●	○	●	●	○	●	●	○	●



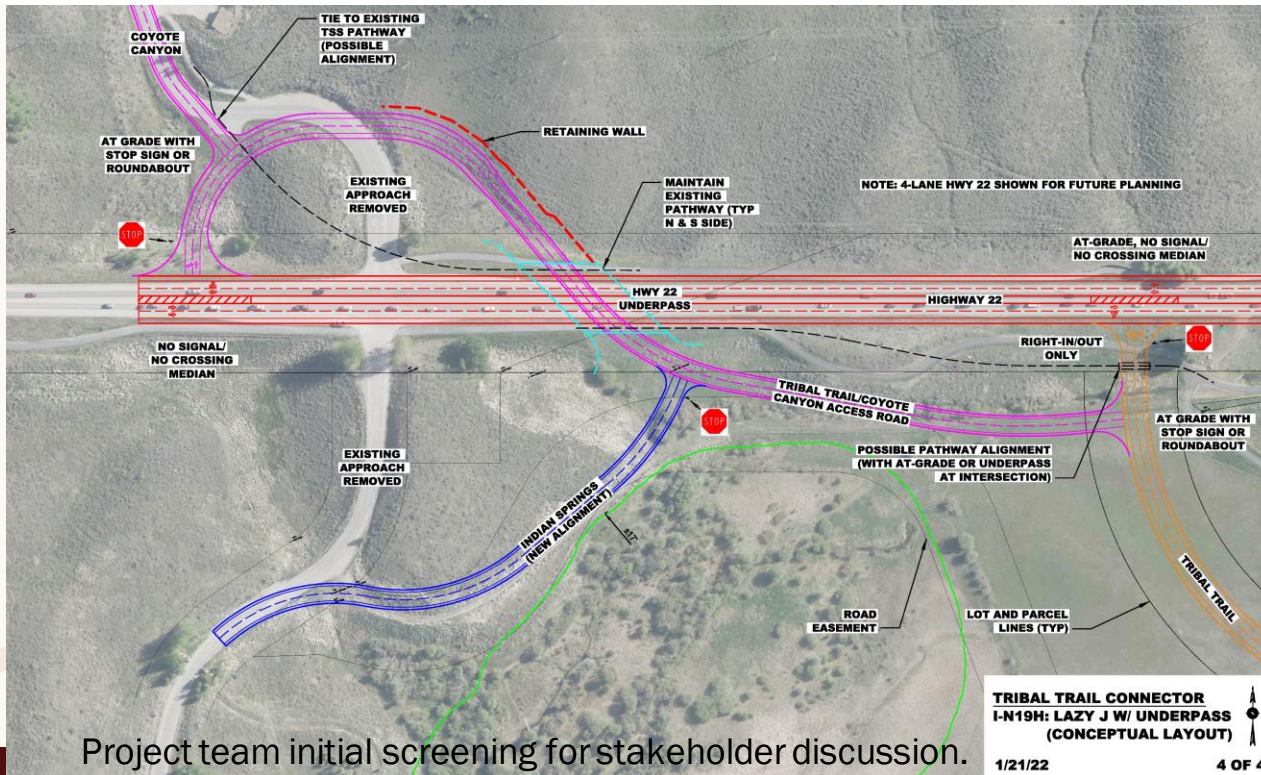
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North Alternative Level 2 Screening Results



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North Intersection Options I-N19 option h	●	●	●	●	●	●	●	●	●	●	●	●	●



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North Alternative Level 2 Screening Results



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North Intersection Options

Legend	
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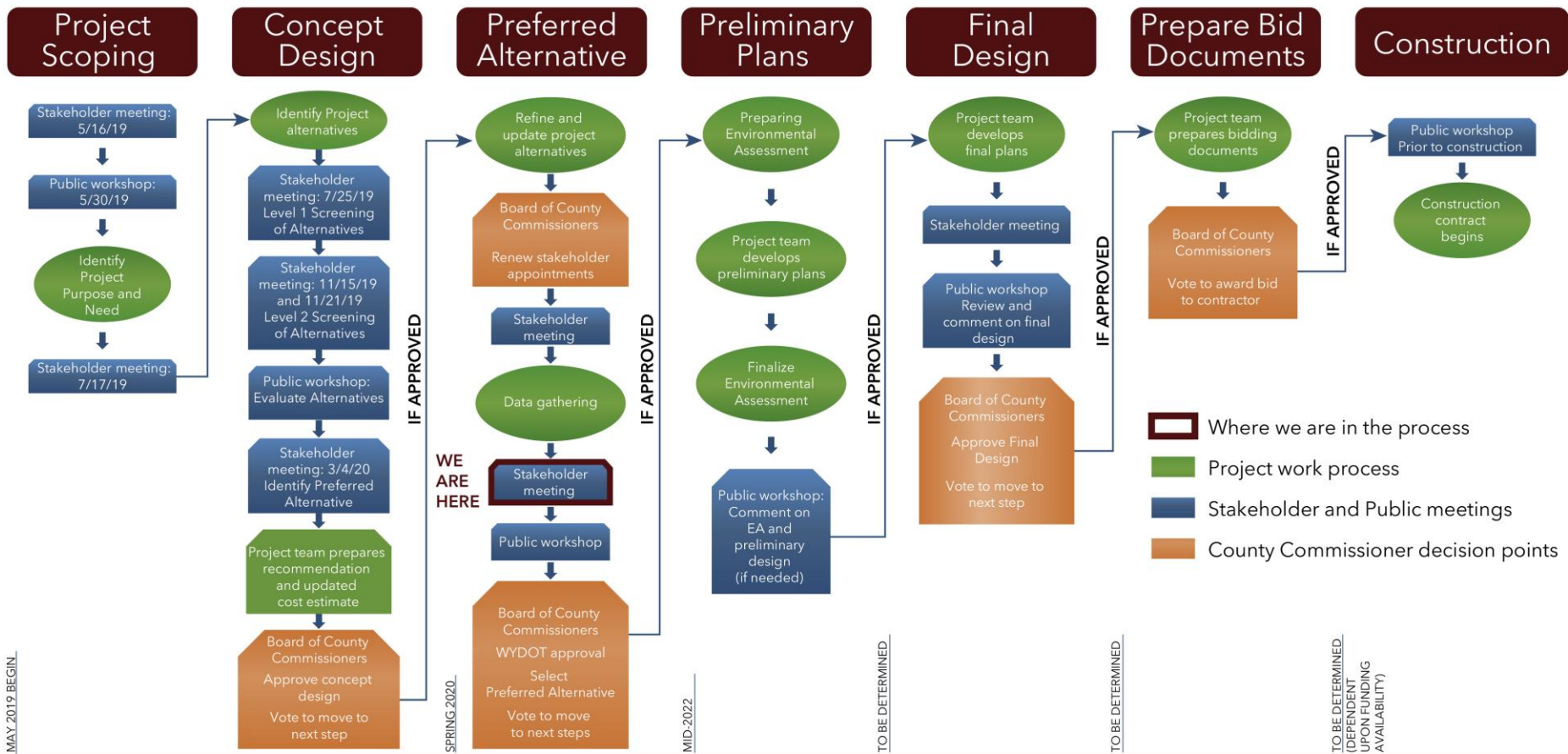
Project team initial screening for stakeholder discussion.

Next Steps



- Public outreach
- Stakeholder meeting or email communication
- Board of County Commissioners
- WYDOT Access Review Committee

Study Decision Process



MAY 2019 BEGIN

SPRING 2020

MID-2022

TO BE DETERMINED

TO BE DETERMINED

TO BE DETERMINED (DEPENDENT UPON FUNDING AVAILABILITY)

Estimated timeline (subject to change)

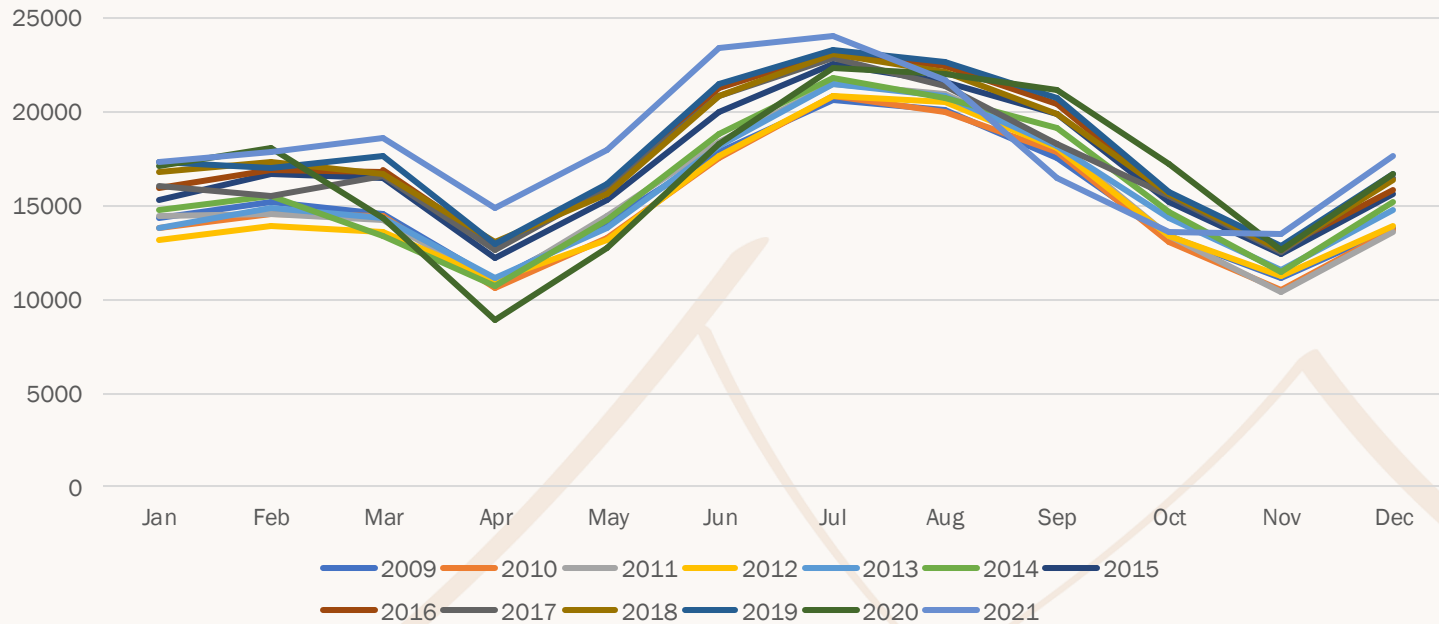
Additional Slides if needed
During Q&A



Monthly Volume Variations

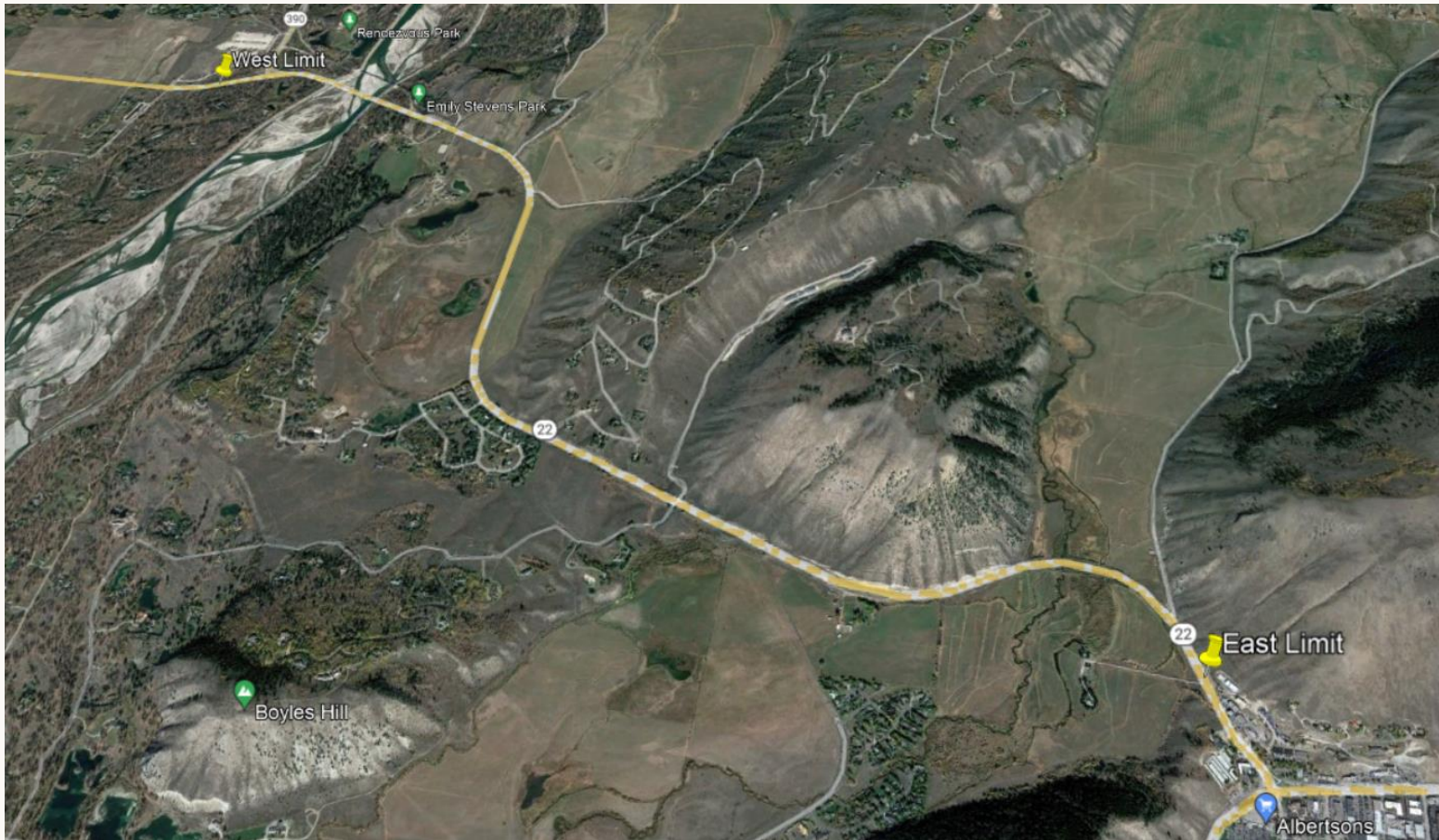


ATR #158 - WY 22 West of Jackson



Source: Spreadsheet produced by Bob Hammond, WYDOT Resident Engineer, January 2022

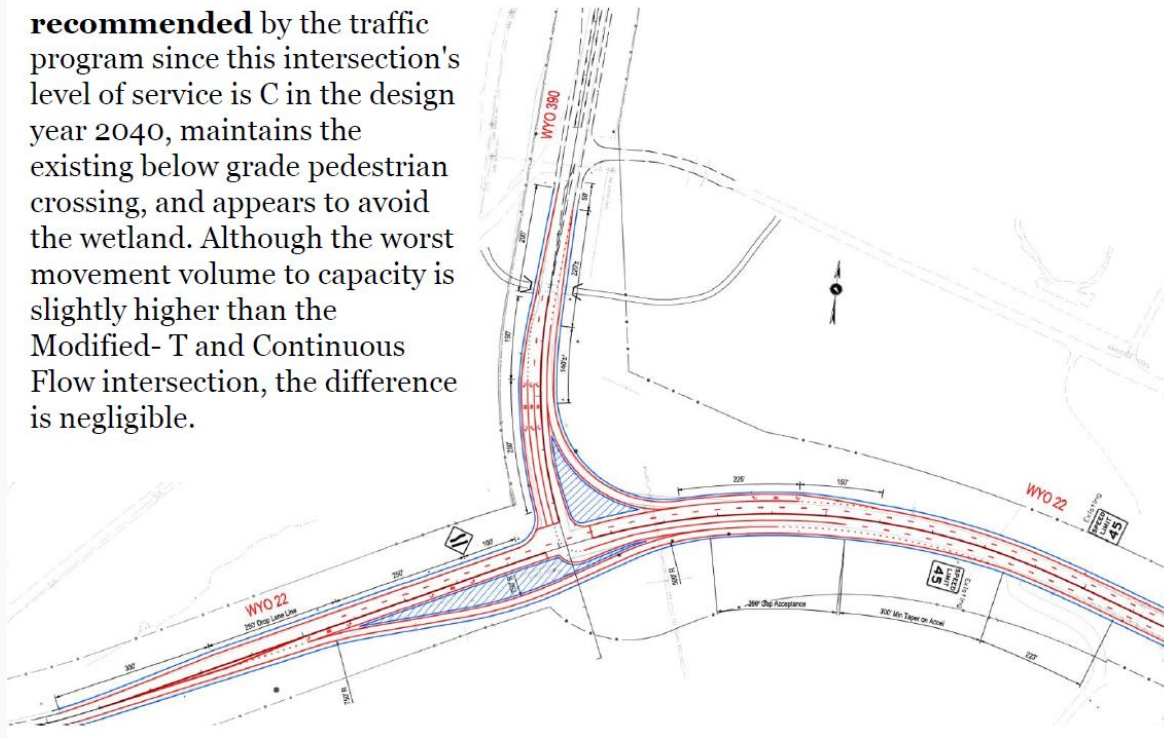
Analysis Limits



390/22 Improvements

Florida T Intersection

The Florida-T intersection is **recommended** by the traffic program since this intersection's level of service is C in the design year 2040, maintains the existing below grade pedestrian crossing, and appears to avoid the wetland. Although the worst movement volume to capacity is slightly higher than the Modified- T and Continuous Flow intersection, the difference is negligible.



Source: Snake River Bridge Replacement 390/22 Intersection Power Point produced by Bob Hammond, WYDOT Resident Engineer, & Keith Compton, WYDOT District 3 Engineer