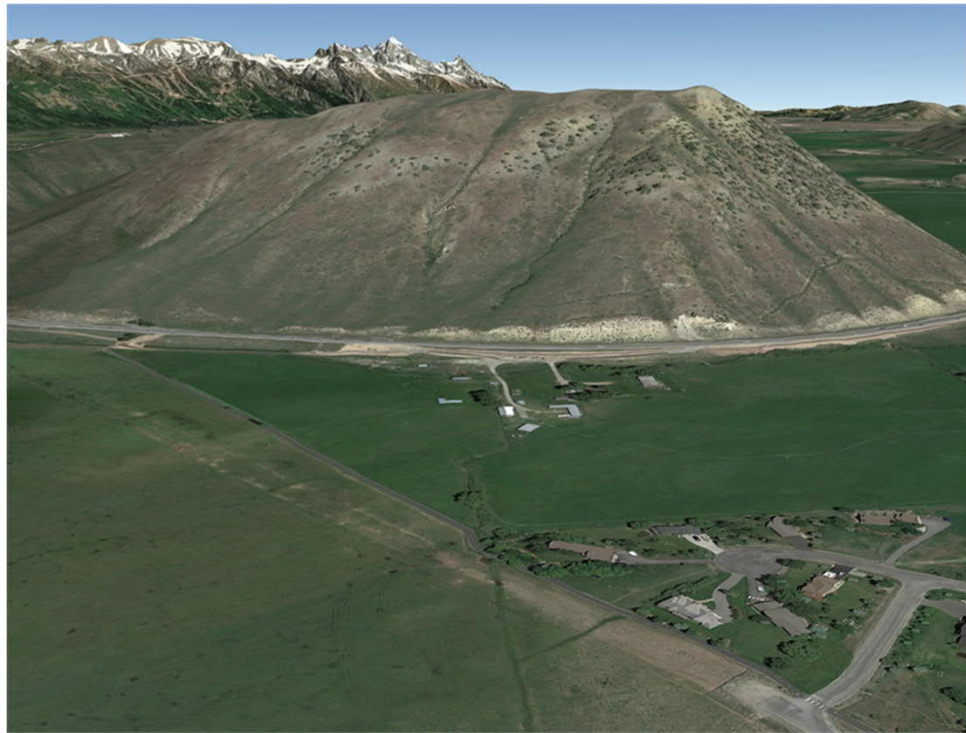




Stakeholder Committee Meeting #10

January 21, 2022



Welcome/Agenda Review

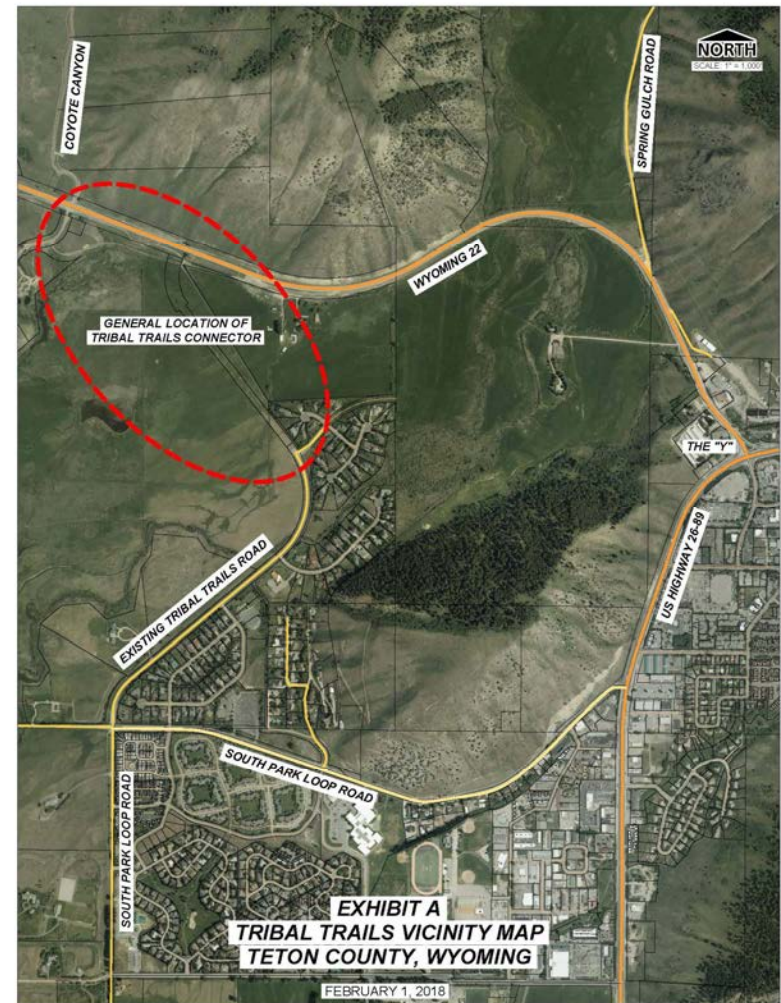


- Introductions
- Project updates
- Alternative Screening
- Alternatives Screening Results
- Southern Alternatives
- Next Steps

Meeting Goals/Desired Outcomes



- Provide Stakeholders with a status update of study – Results of Geotech Investigation and Groundwater Monitoring
- Review and discuss 4 design alternative and screening results for TTC connection to WY-22
- Determine Stakeholder preference for WY 22 build alternative



Stakeholders Roles/Responsibilities



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

Ground Rules



- State views and ask genuine questions. This enables the team to shift from monologues and arguments to a conversation in which members can understand everyone's point of view and be curious about the differences in their views.
- Share all relevant information. This enables the team to develop a comprehensive, common set of information with which to solve problems and make decisions.
- Use specific examples and agree on what important words mean. This ensures that all team members are using the same words to mean the same thing.
- Explain reasoning and intent. This enables members to understand how others reached their conclusions and see where team members' reasoning differs.
- Assume positive intent on the part of others; those having differing opinions are not bad people

Ground Rules (cont.)



- Focus on interests, not positions. By moving from arguing about solutions to identifying needs that must be met in order to solve a problem, you reduce unproductive conflict and increase your ability to develop solutions that the full team is committed to.
- Test assumptions and inferences. This ensures that the team is making decisions with valid information rather than with members' private stories about what other team members believe and what their motives are.
- Jointly design next steps. This ensures that everyone is committed to moving forward together as a team.
- Discuss undiscussable issues. This ensures that the team addresses the important but undiscussed issues that are hindering its results and that can only be resolved in a team meeting.
- Don't let passion preclude judgement.

Project Updates



- Results of north slope geotechnical investigation
- Results of the groundwater evaluation
- Traffic modelling updates
- Feedback from Indian Springs Ranch Board of Directors, and the Jackson Hole Land Trust

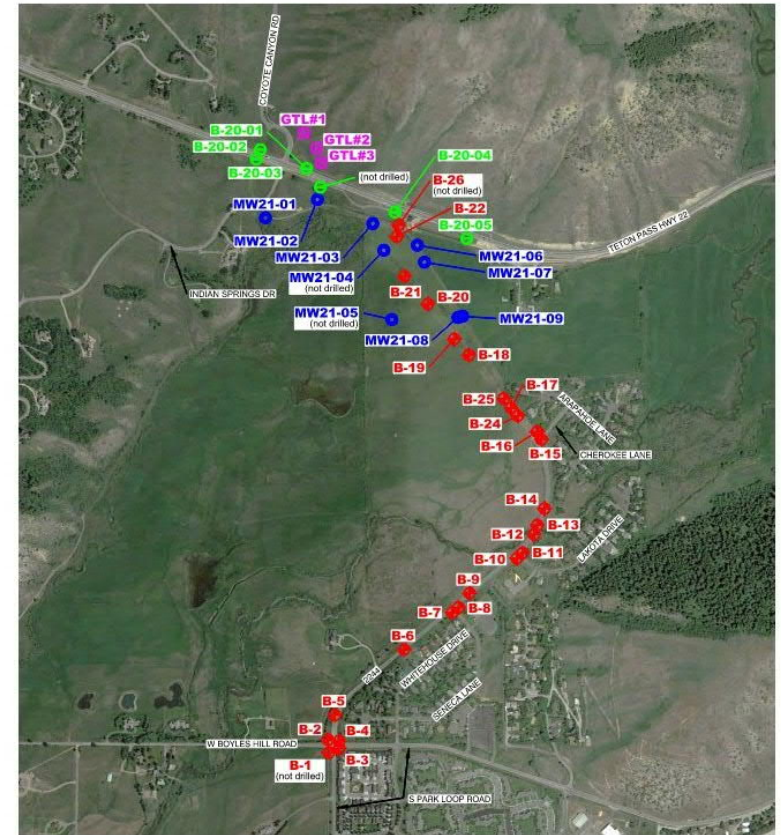


Geotech Updates



Four rounds of geotechnical boring

- Round 1 – Platted right-of-way
- Round 2 – WYDOT groundwater well installation
- Round 3 – County groundwater well installation
- Round 4 – North slope stability



LEGEND:
● PHASE I BORING LOCATIONS
● PHASE II BORING LOCATIONS
● PHASE III BORING LOCATIONS
● PHASE IV BORING LOCATIONS

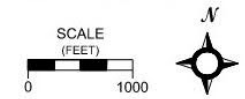
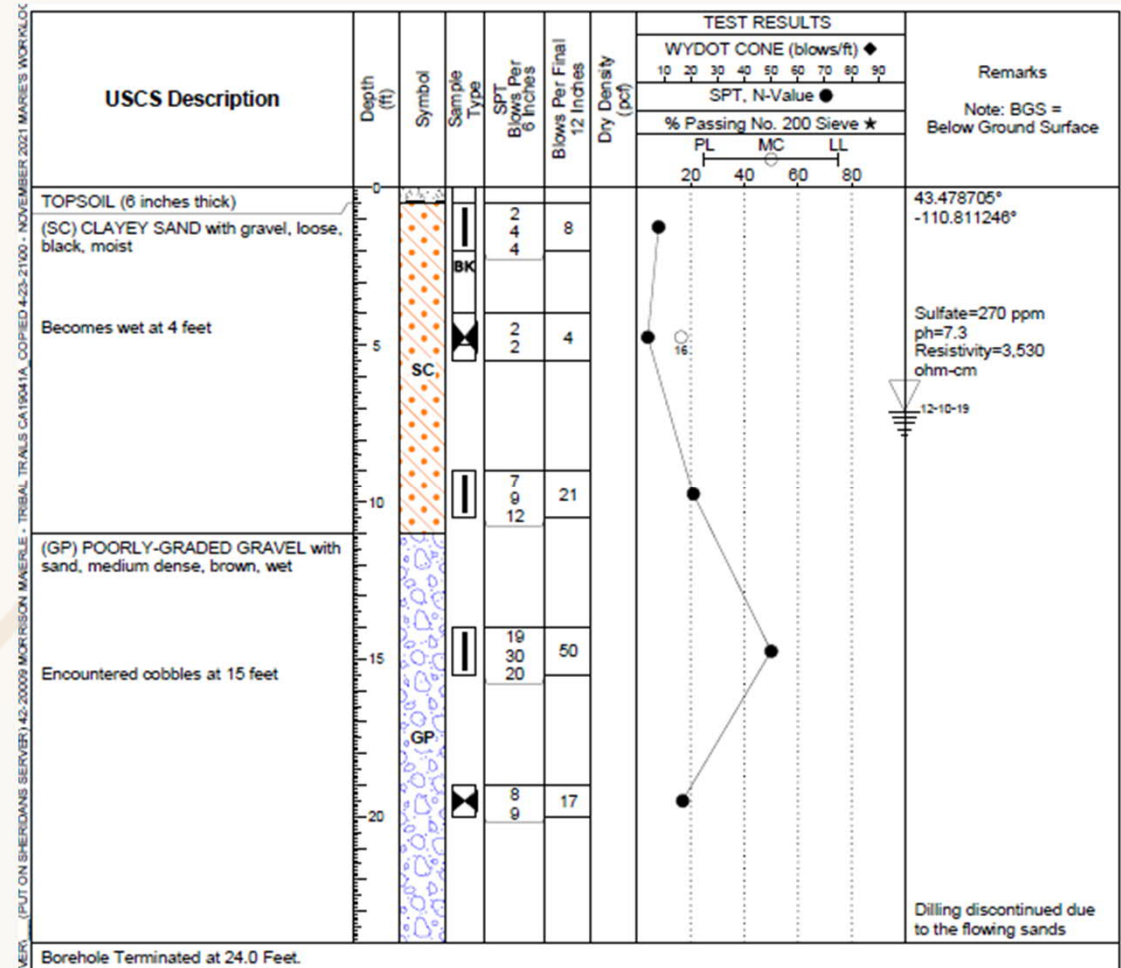
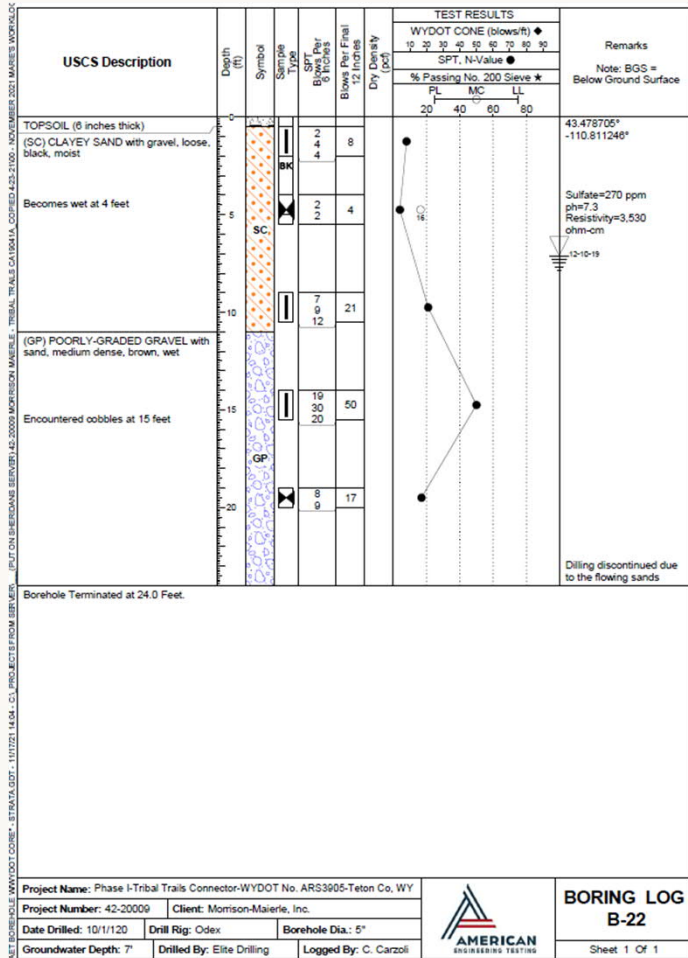


IMAGE CREATED FROM
GOOGLE EARTH PRO
DATED: 6-21-2017

\\1120201\124235\PROJ-CT\PROJECTS\PROJ-SERVICES\DOT ON AMERICANS\SERVER\42-2008\MORRISON\IMAGE 8 - TRIBAL TRAIL\CA\DATA_COPY\04-23-17\0-NOVEMBER 2017\MAHES\WORKDRAFT\FIGURE 20000\FIGURE 20000 - TAYLOR, MAHE

Geotech Updates



Geotech Updates



Possible Road Section where GW is above, at or near ground surface

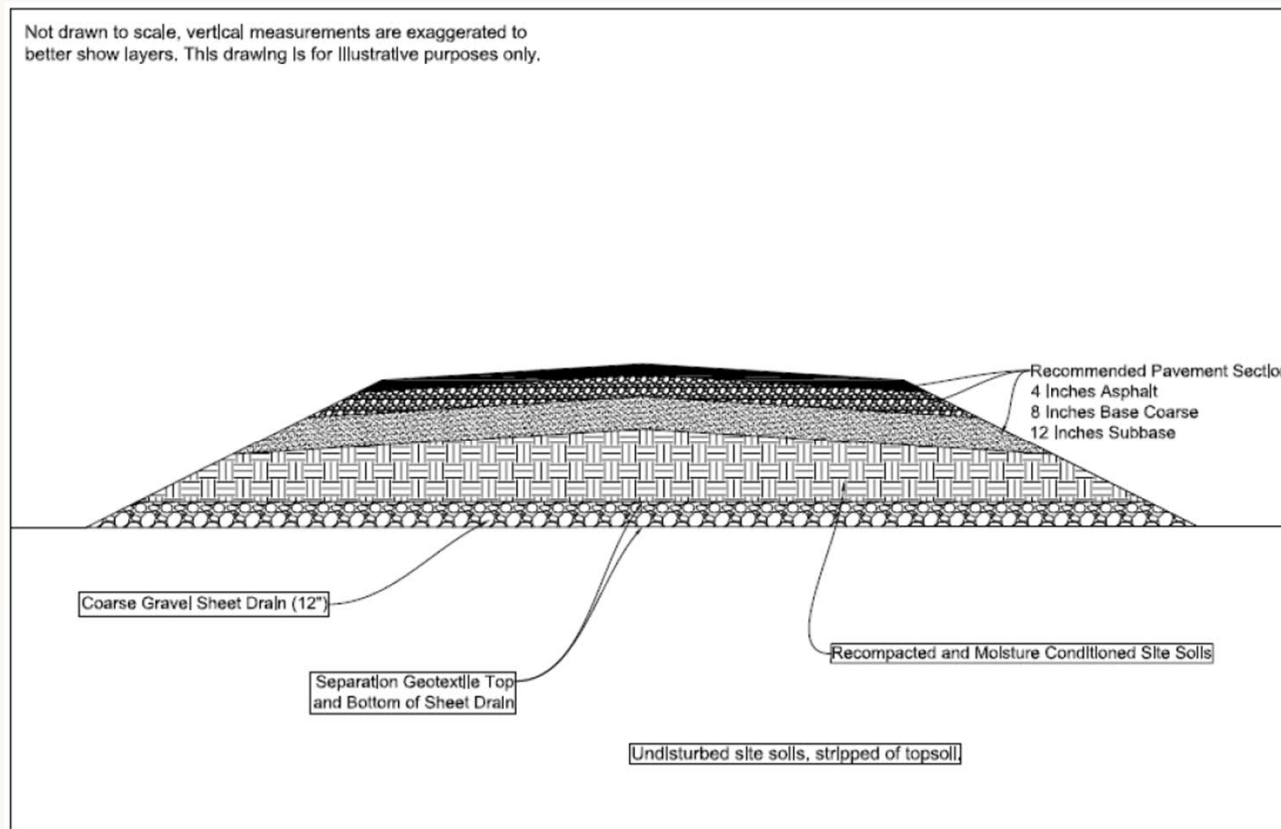
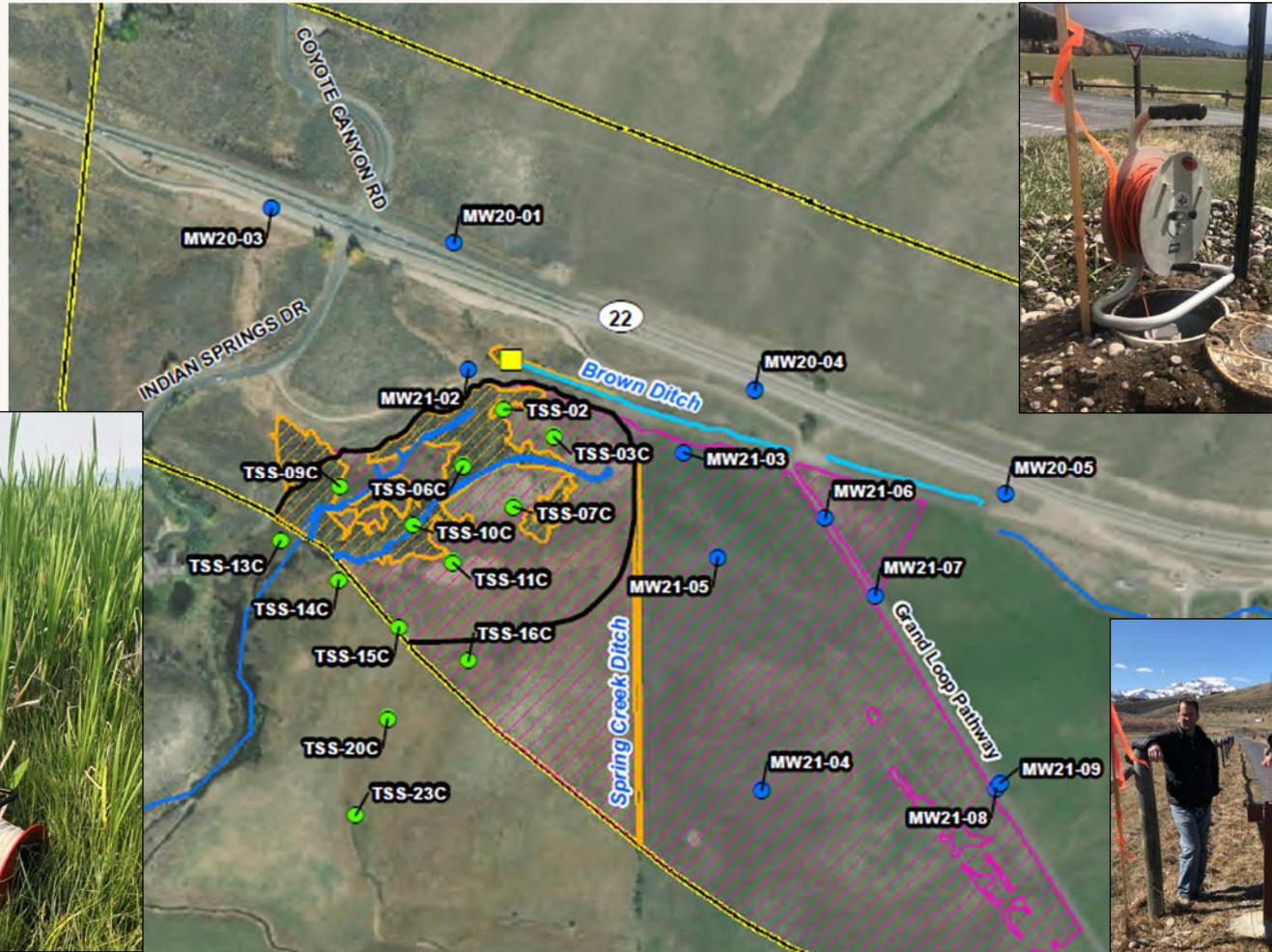


Figure 1: Wetland Construction Sheet Drain

Groundwater Updates



Groundwater Updates



Figure 6- Fen Area Groundwater Elevation Trends

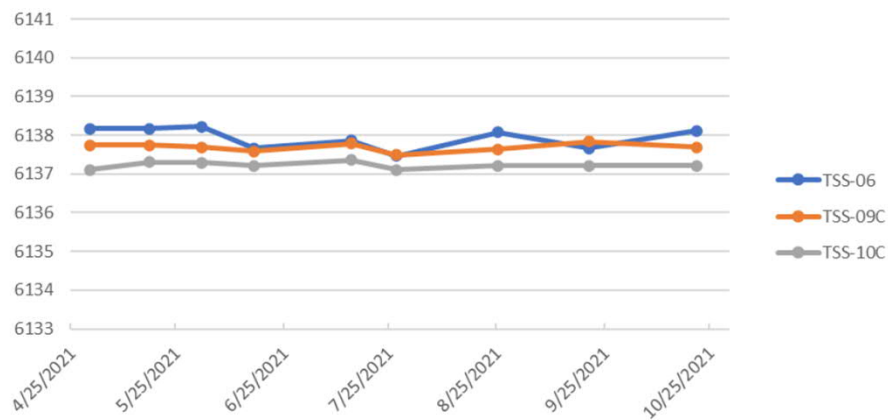


Figure 7 - Upland Area Groundwater Elevation Trends

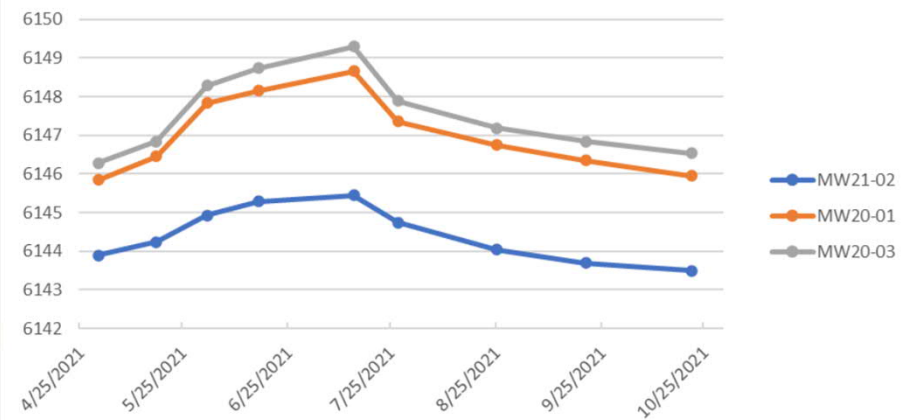
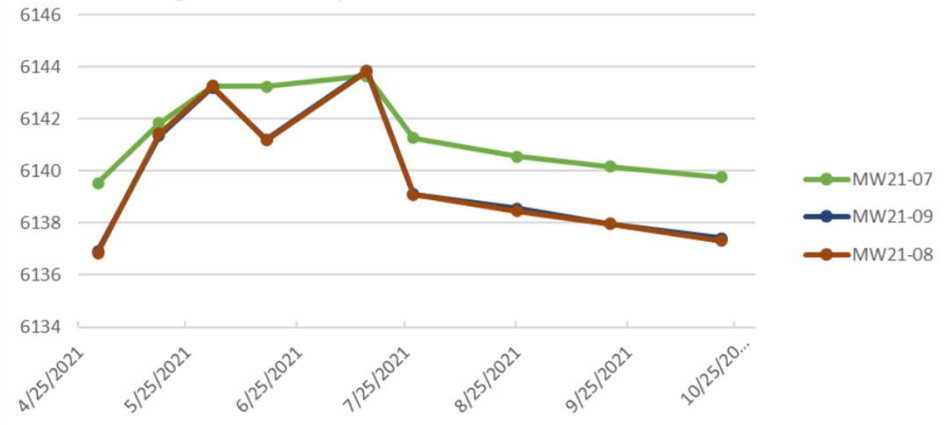
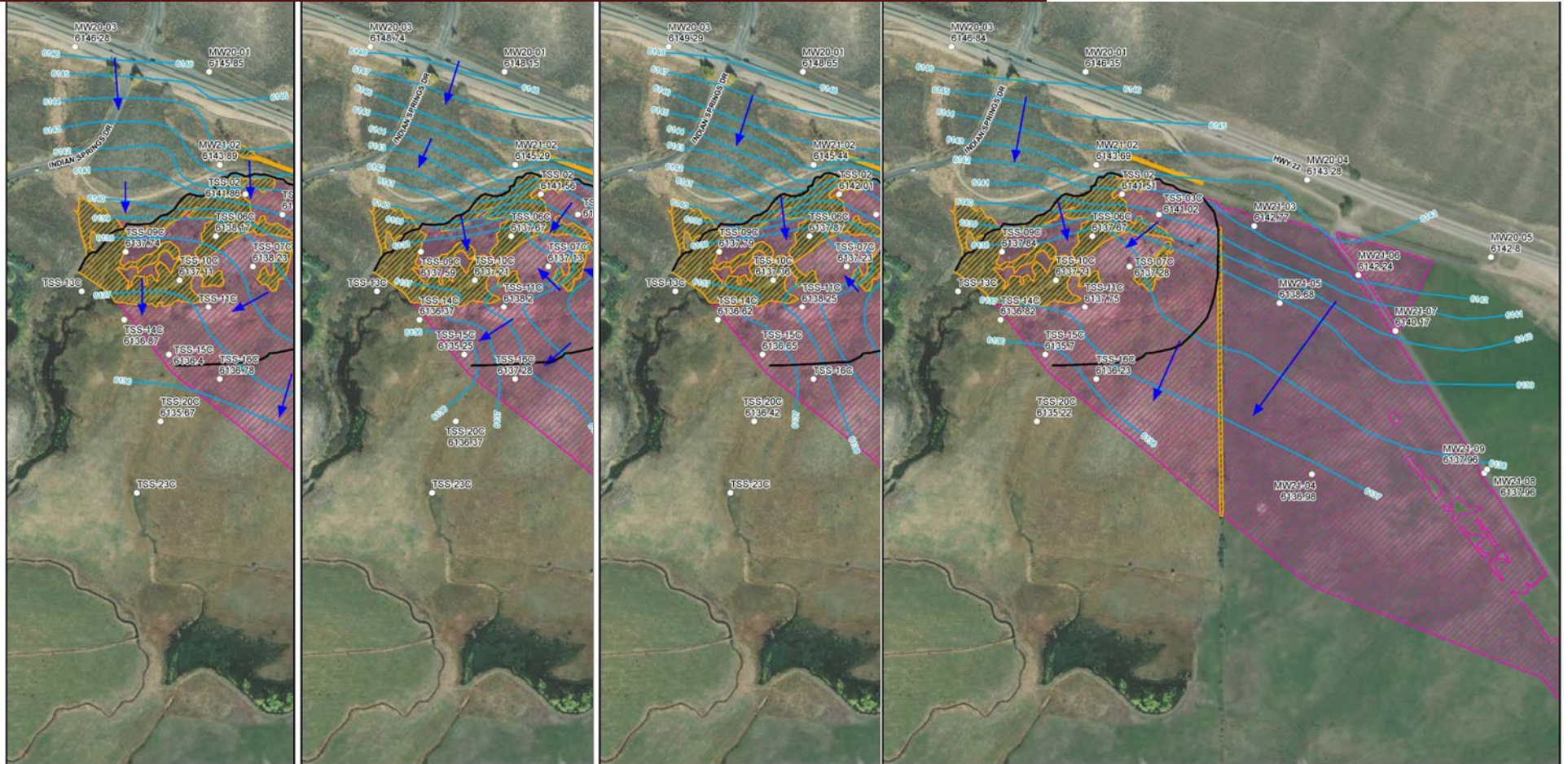


Figure 8 - Valley Area Groundwater Elevation Trends



Groundwater Updates



Legend

- Monitoring Well Location
- Groundwater Potentiometric Contour
- Groundwater Flow Direction
- Fen (Approximate Boundary)
- Delineated Features
- PEM Wetland
- PSS Wetland

0 250 Feet
1 inch = 200 feet

IMAGE SOURCE: ESRI, World Imagery
Figure created by Jeremy Quain, revised 12/10/2021

Legend

- Monitoring Well Location
- Groundwater Potentiometric Contour
- Groundwater Flow Direction
- Fen (Approximate Boundary)
- Delineated Features
- PEM Wetland
- PSS Wetland

0 250 Feet
1 inch = 200 feet

IMAGE SOURCE: ESRI, World Imagery
Figure created by Jeremy Quain, revised 12/14/2021

Legend

- Monitoring Well Location
- Groundwater Potentiometric Contour
- Depression
- Groundwater Flow Direction
- Fen (Approximate Boundary)
- Delineated Features
- PEM Wetland
- PSS Wetland

0 250 Feet
1 inch = 200 feet

IMAGE SOURCE: ESRI, World Imagery
Figure created by Rebecca Birtley, revised 12/14/2022

Legend

- Monitoring Well Location
- Groundwater Potentiometric Contour
- Groundwater Flow Direction
- Fen (Approximate Boundary)
- Delineated Features
- PEM Wetland
- PSS Wetland

0 250 Feet
1 inch = 200 feet

IMAGE SOURCE: ESRI, World Imagery
Figure created by Rebecca Birtley, revised 12/10/2021

Figure 5
Groundwater Monitoring Well Elevations - 9/28/2021
Tribal Trail Connector
Teton County, WY

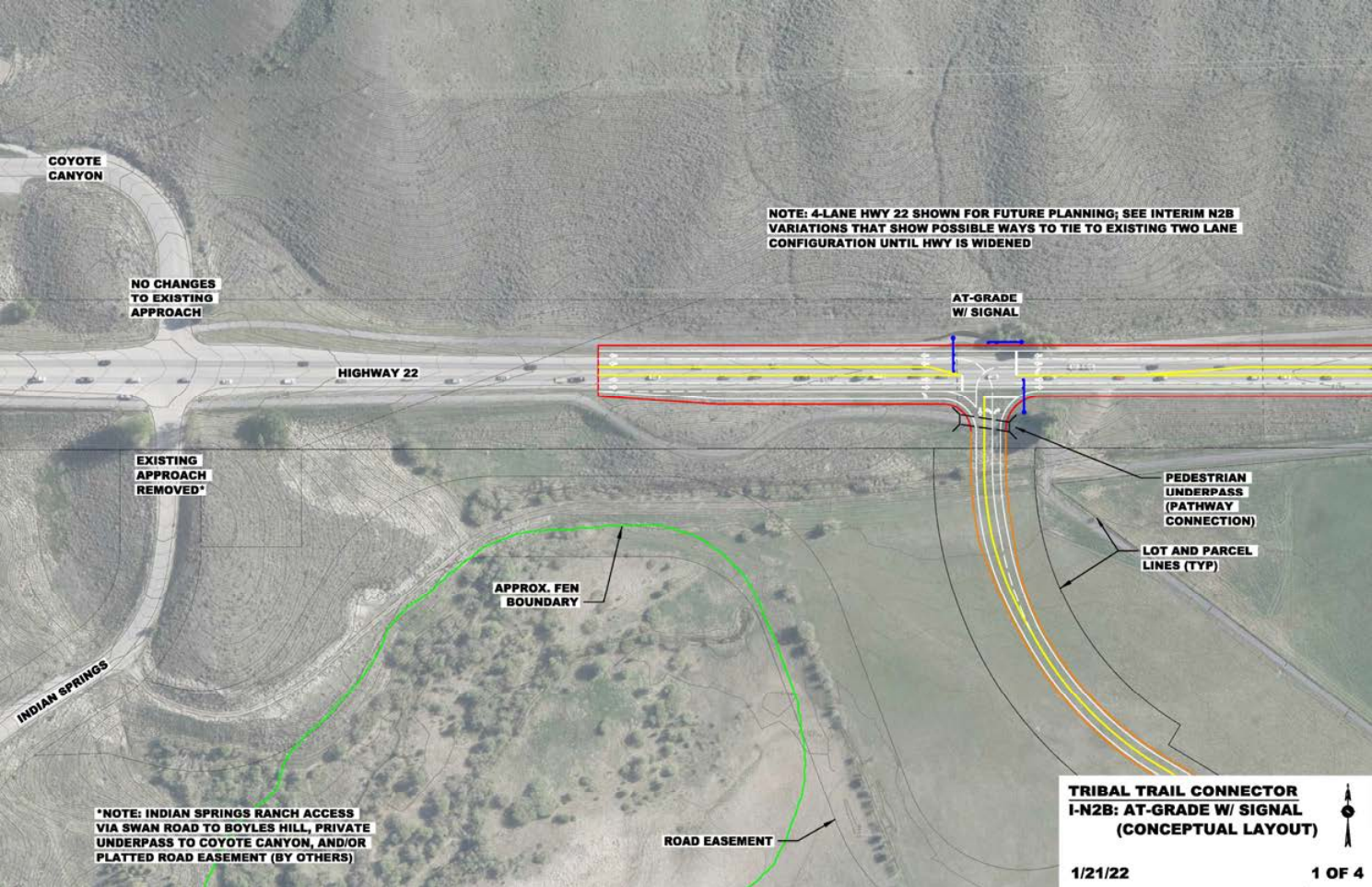
Jacobs Date: 12/10/2021

Traffic Update

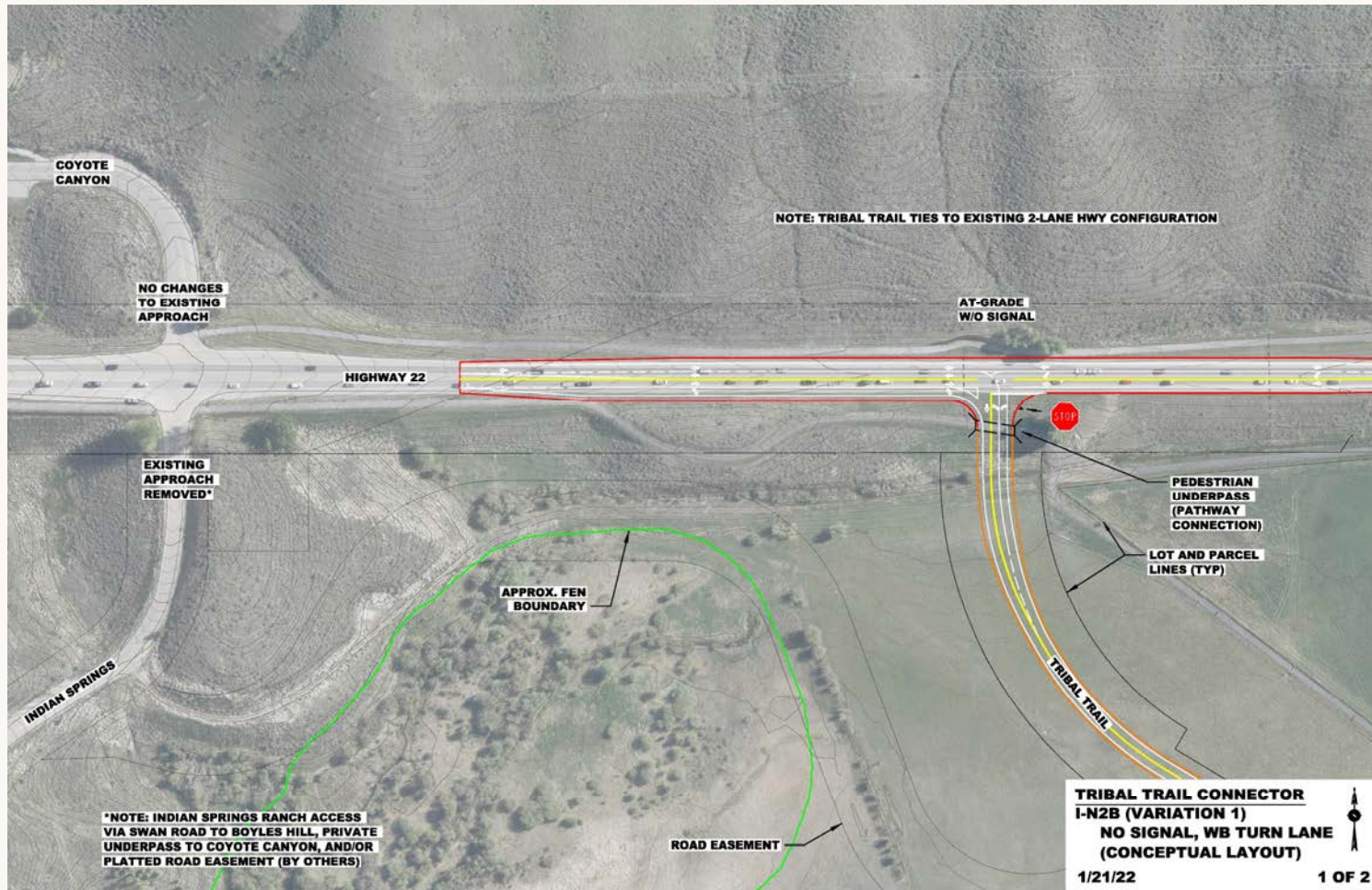


- County is updating the modeling results based on the Northern South Park Discussions.
- Northern South Park does reinforce the need for network redundancy and connectivity.
- Preliminary numbers do not show a need to modify the Tribal Trail design.

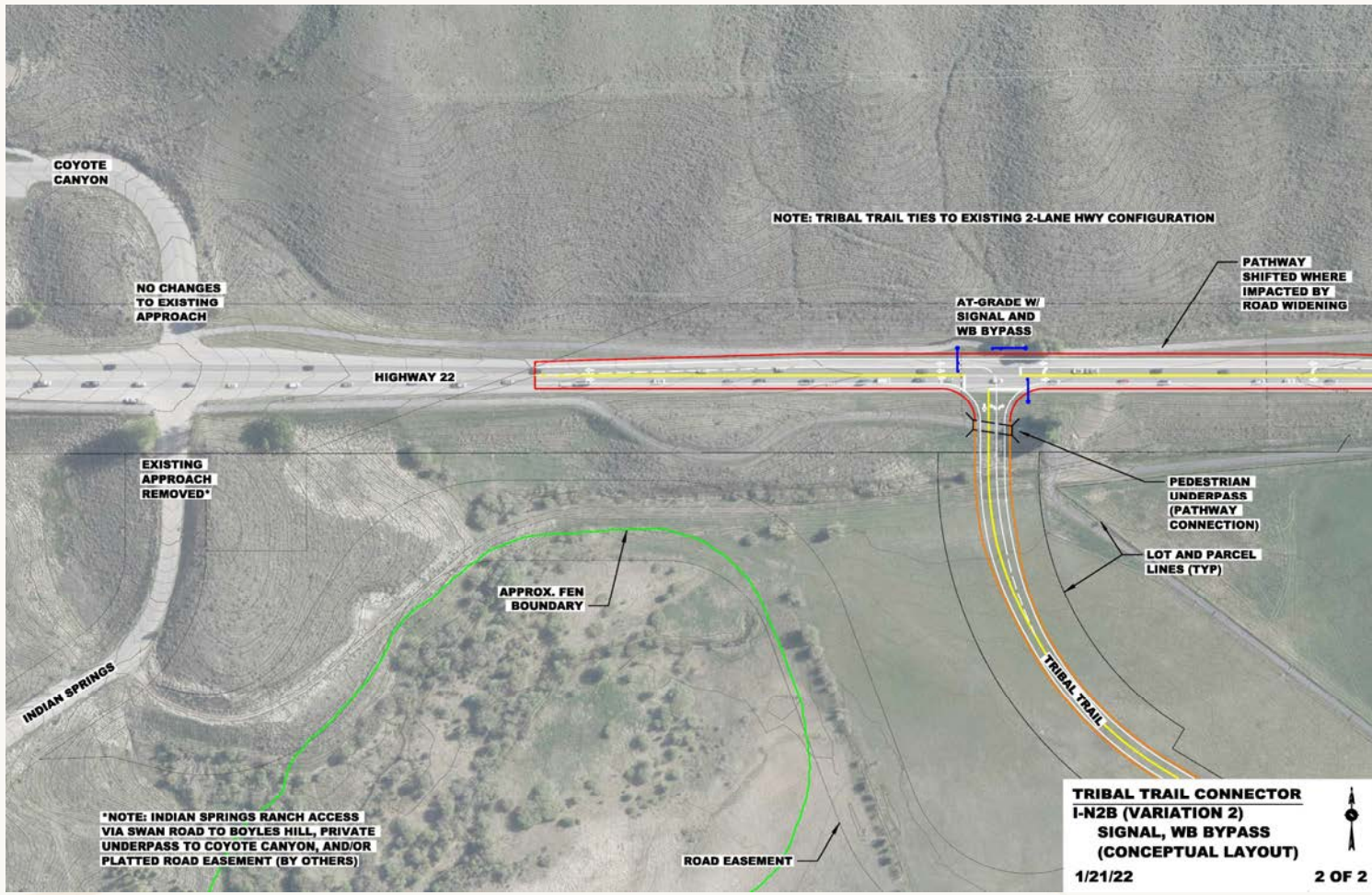
Alternatives I-N2b



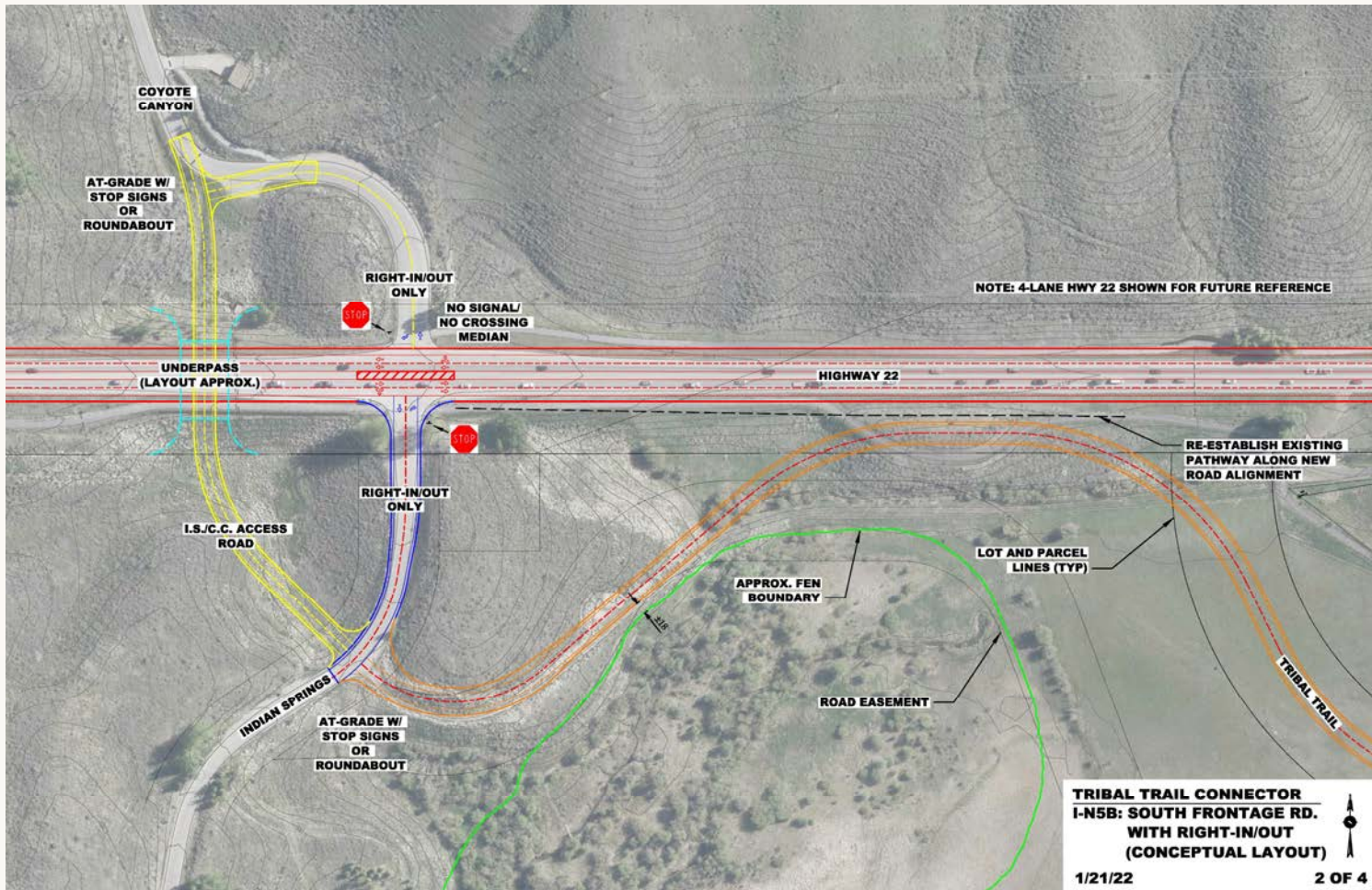
Alternatives I-N2b Potential 2-lane variation



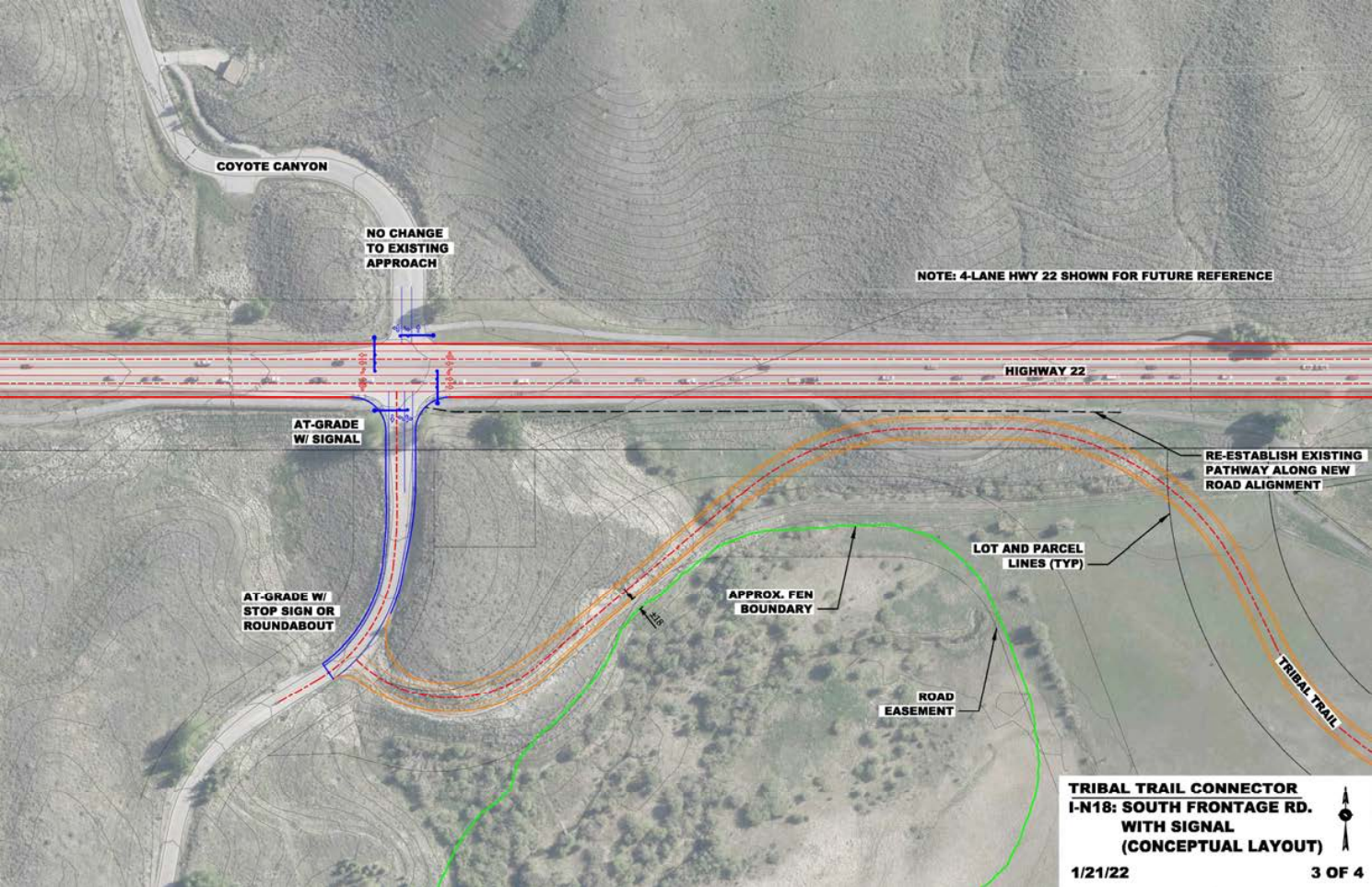
Alternatives I-N2b Potential 2-lane variation



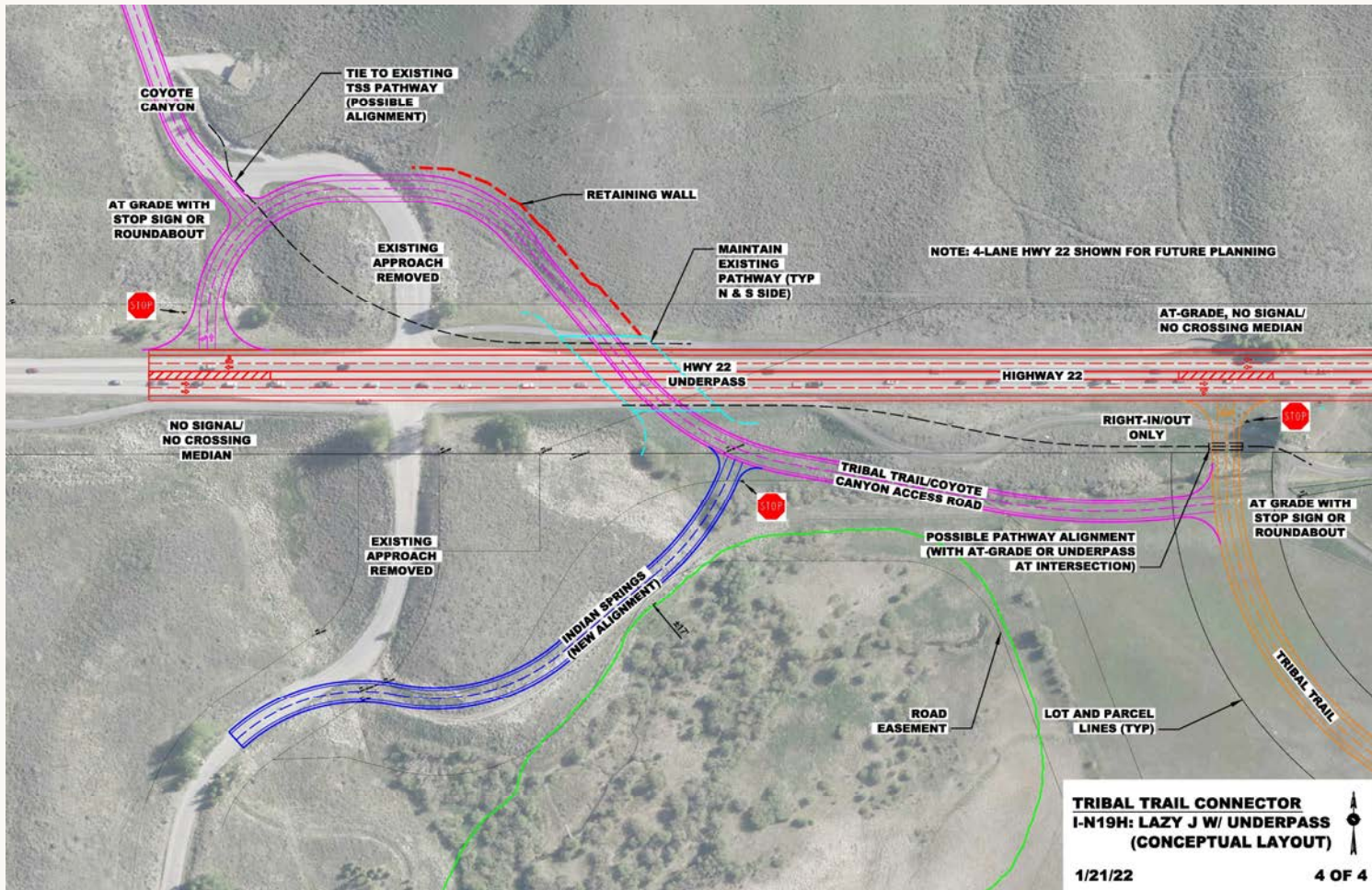
Alternatives I-N5b



Alternatives I-N18



Alternatives I-N19h



North Alternative Level 1 Screening Results



1/20/2022



Level 1 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Fatal Flaw Screening		Results	
		Description of Alternative	Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?		Is the alternative not constructible due to physical or legal constraints?
North Intersection Options	No Build	Existing conditions	No	No	No	No	No	No	Carry Forward	
	I-N2b ^{1,7}	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No ⁶	Carry Forward
	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.	Yes	Yes	Yes	Yes	Yes (Conditional ³)	No	No (Conditional ^{5,18})	Carry Forward
	I-N18 ^{15, 16}	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.	Yes	Yes	Yes	Yes	Yes	No ¹⁷	No (Conditional ^{5,18})	Carry Forward
	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.	Yes	Yes	Yes	Yes	Yes	No ¹⁷	No ¹⁸	Carry Forward

Footnotes

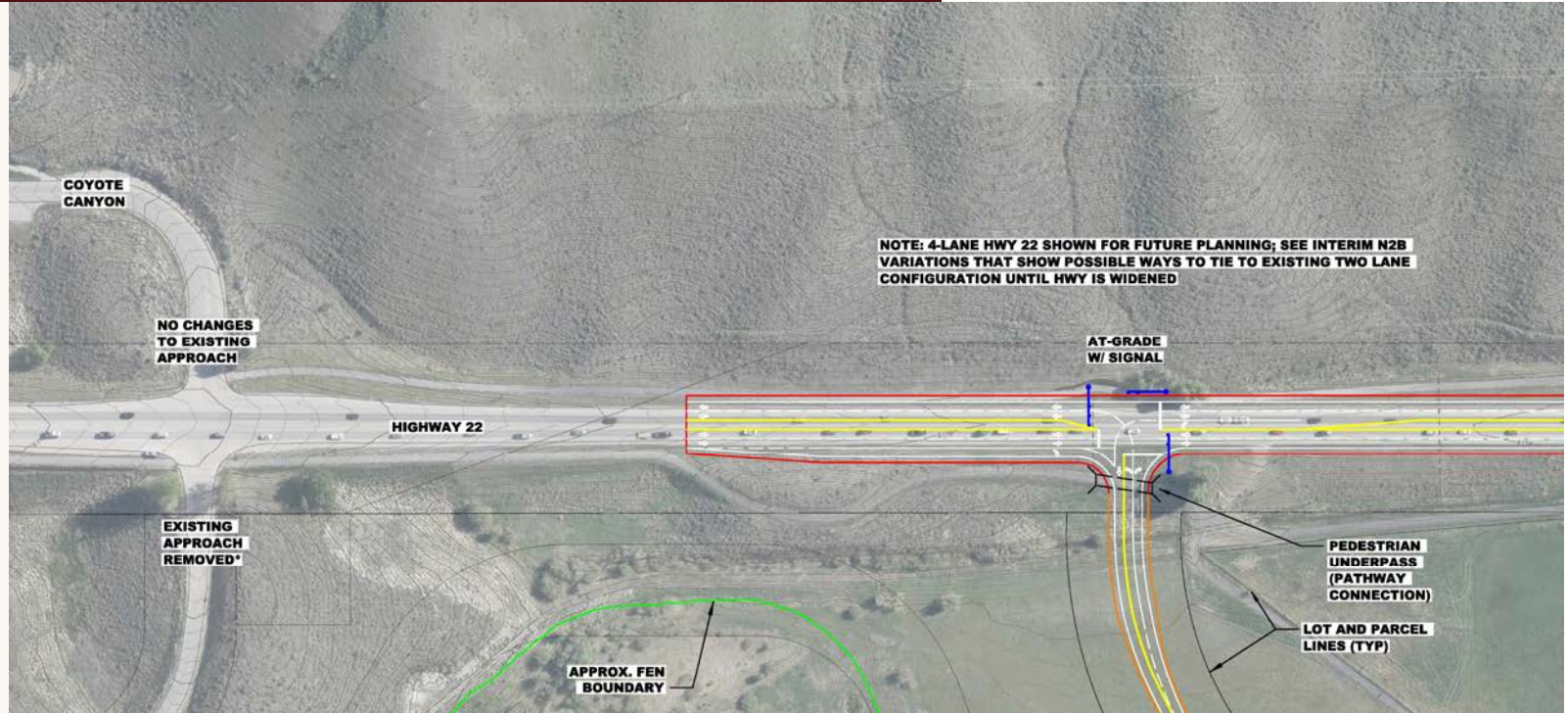
- Figures were not presented of these at-grade intersection alternatives at the 07/25/2019 Stakeholder meeting. Group opted to evaluate the at-grade alternatives without the figures. Group also suggest two additional alternatives to be evaluated.
- Will need to be designed to accommodate bike/ped movements.
- Will need to be designed to accommodate EMS, bike/ped movements and low-clearance buses.
- Direct and indirect impacts to fen wetland.
- Based on coordination with Indian Springs, existing easement and Indian Springs Drive cannot be used by public traffic.
- On December 11, 2019, WYDOT provided preliminary review of the alternatives having two access points onto Hwy 22. WYDOT determined that I-N2a, I-N2b, and I-N11 could carry forward into Level 2 screening. I-N2c, I-N4c, I-N7, I-N10, I-N16 are anticipated to created additional operational and safety concerns of Hwy 22. (Note: WYDOT letter indicated I-N15 is to be eliminated. However, WYDOT reviewed an earlier graphic. The same graphic was presented to the stakeholders as I-N16).
- Figures were not presented at 10/02/2019 Stakeholder meeting.
- Alternative added for review at the 11/15/2019 Stakeholder meeting.
- Alternative restricts left hand turns of buses.
- Alternative added for review at the 11/21/2019 Stakeholder meeting.
- EMS and buses would need to use the Coyote Canyon Rd and Indian Springs Dr underpass to travel east into Jackson from Tribal Trail Road.
- Alternatives added based on feedback provided by WYDOT.
- I-N6c is the same as I-N9b from earlier versions of the Level 1 evaluation matrix. For this reason, I-N9b has been removed from the matrix.
- Alternative has design features only associated with grade-separated interchange that would not apply or function with an at-grade intersection.
- New alternatives were added because as design progressed on N2a and N2b critical issues were identified that downgraded the alternatives.
- WYDOT determined only one access point would be permitted on the south side of Hwy 22.
- Preliminary determination based on the that the road does not have a direct impact to the fen like previous versions of the Southern frontage road options. Results of groundwater monitoring will be used to confirm or deny this assumption.
- Pending legal agreement with Indian Springs HOA and Jackson Hole Land Trust.

General Notes

- The No Build Alternative will be carried forward into Level 2.
- Blue highlighting indicates a change from what was presented at Stakeholder Meeting #8 March 4, 2020.

Project team initial screening for stakeholder discussion.

North Alternative Level 1 Screening Results



Level 1 Alternative Evaluation Screening Matrix

	Purpose and Need Screening					Fatal Flaw Screening		Results
	Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	
No Build	No	No	No	No	No	No	No	Carry Forward
North Intersection Options I-N2b ^{1,7}	Yes	Yes	Yes	Yes	Yes (Conditional) ²	No	No ⁶	Carry Forward

**TRIBAL TRAIL CONNECTOR
I-N2B: AT-GRADE W/ SIGNAL
(CONCEPTUAL LAYOUT)**

1/21/22

1 OF 4

Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

	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
North Intersection Options	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-NSB Tribal Trail Road connects directly existing Indian Springs 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.

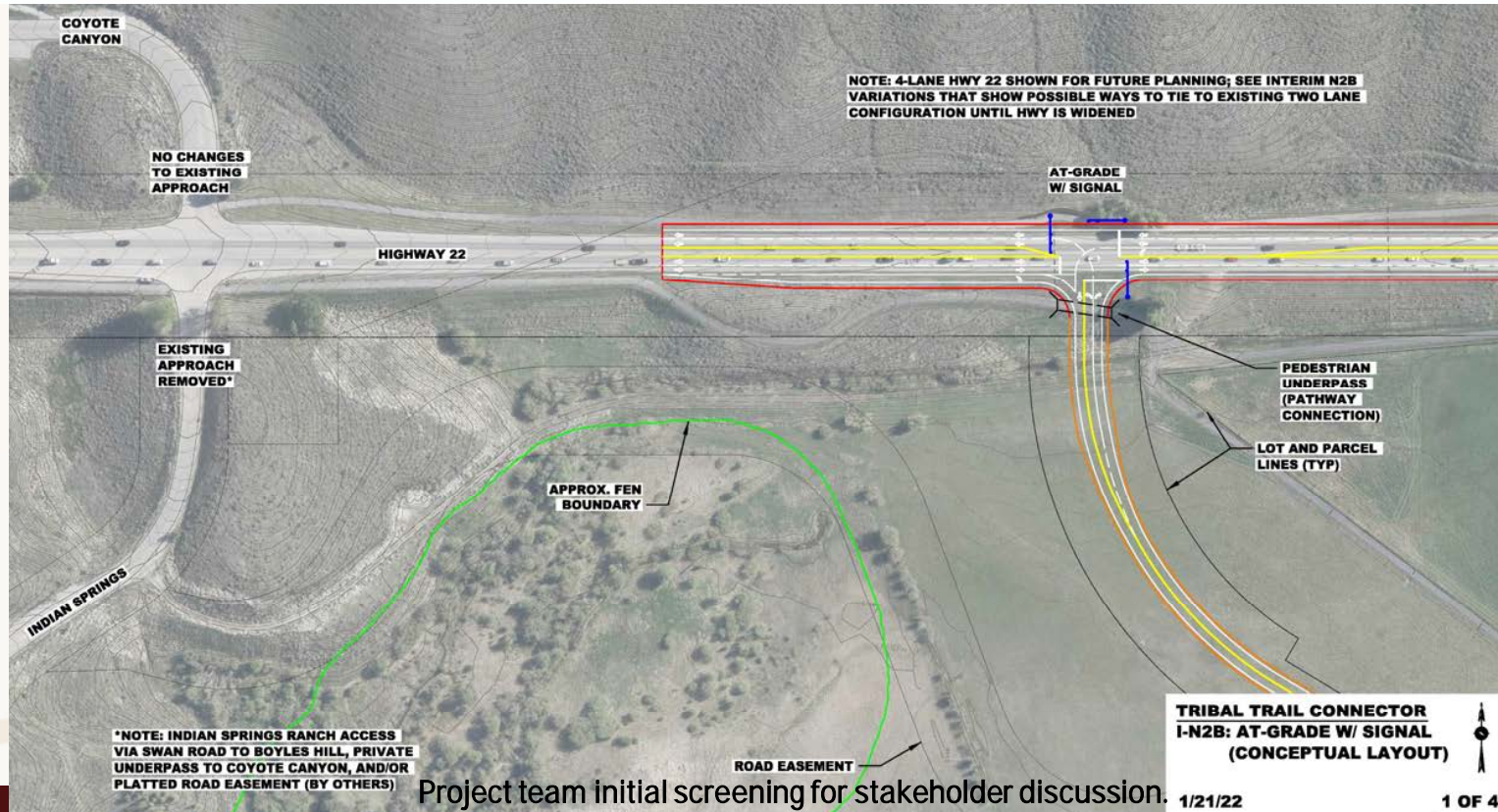
Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

		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
North Alternative	I-N2b	●	●	●	●	●	●	●	●	●	●	●	●	●



Project team initial screening for stakeholder discussion.

1/21/22

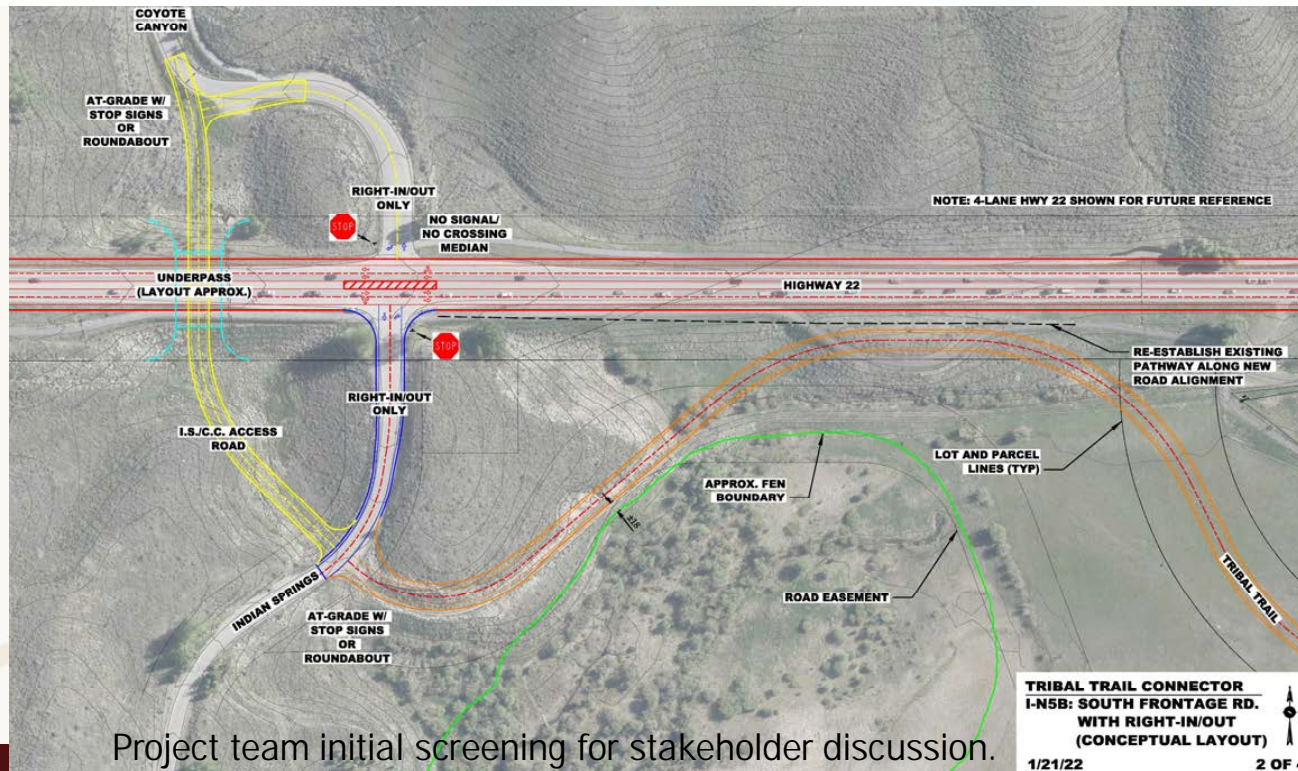
1 OF 4

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

		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
North Intersection Options	I-N5B	●	●	●	●	●	○	●	●	○	●	○	○	●



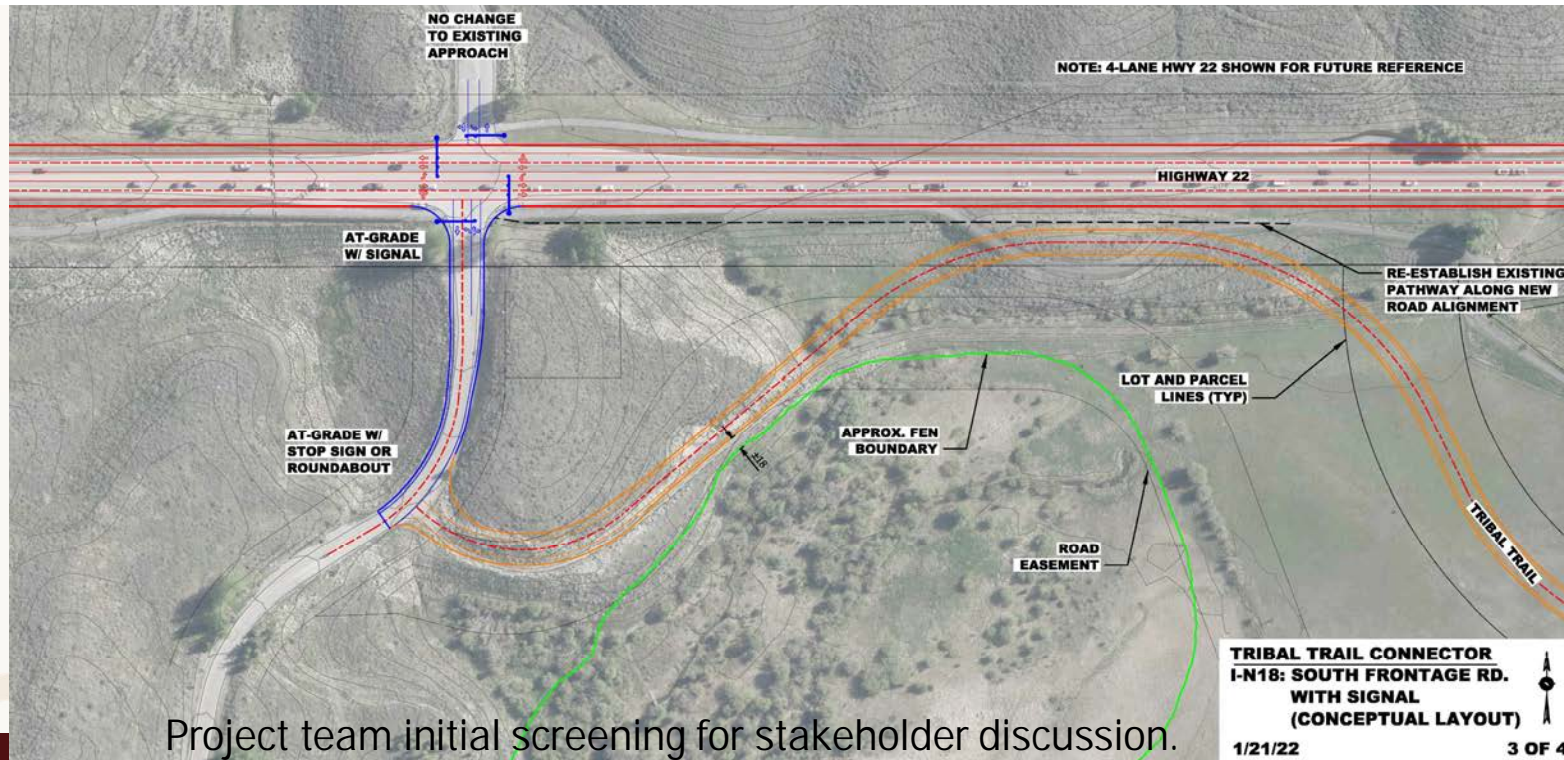
Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

		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
North Intersection Options	I-N18	●	●	●	●	●	●	●	●	●	●	●	●



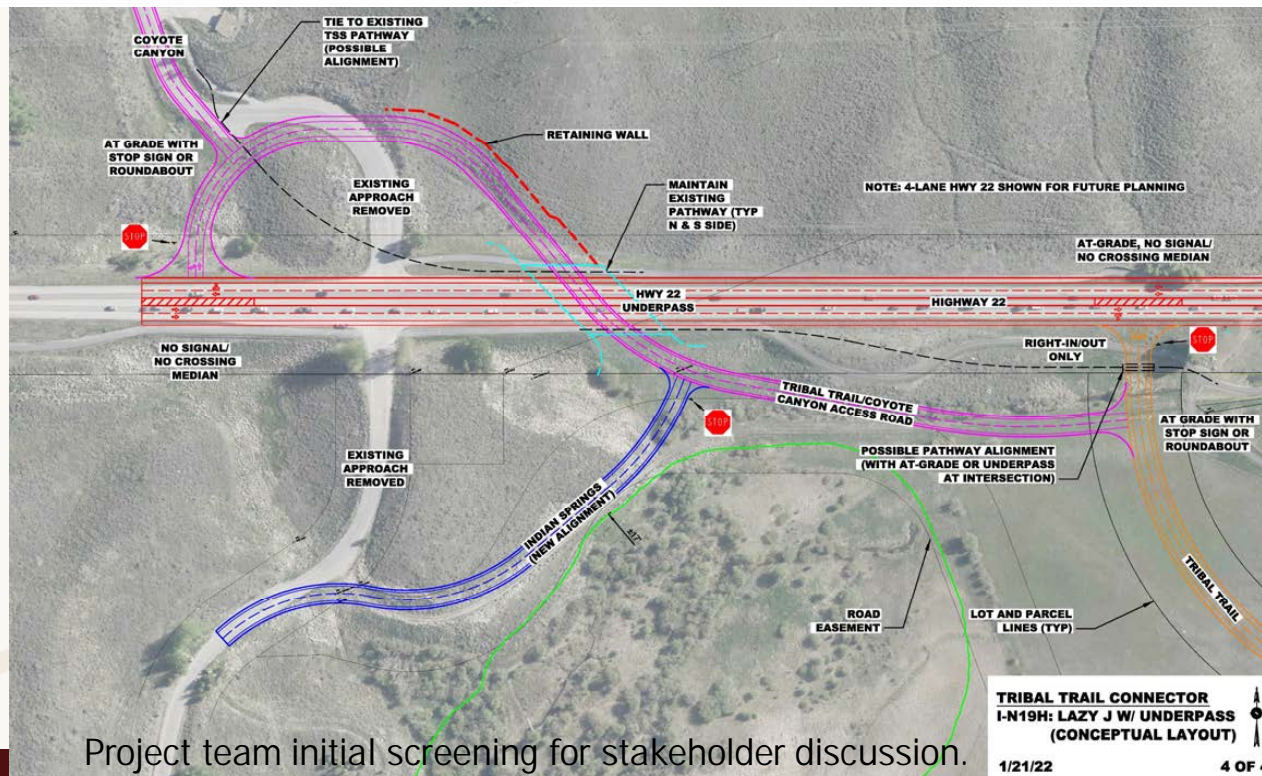
Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

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



Project team initial screening for stakeholder discussion.

North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

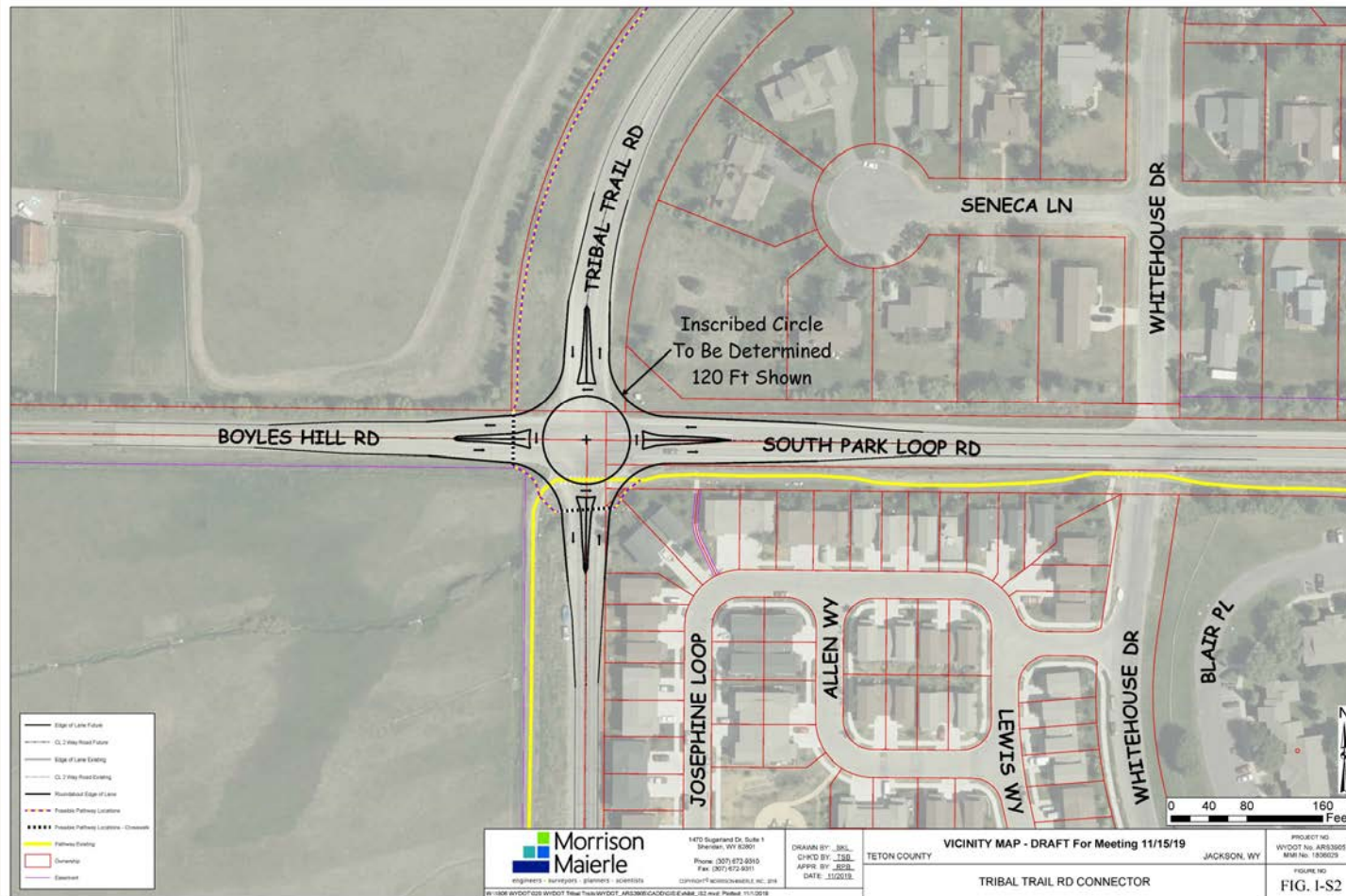
	Description of Alternative	Purpose and Need Screening					Project Objective Screening							
		Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize 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
North Intersection Options	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-NSB Tribal Trail Road connects directly existing Indian Springs 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.

Southern Alternative



Visual Renderings

Proposed Tribal Trail Connector with an At-grade Signalized Intersection at WYO



Visual Renderings



Proposed Tribal Trail Connector with an At-grade Signalized Intersection at WYO 22



Visual Renderings



Visual Renderings

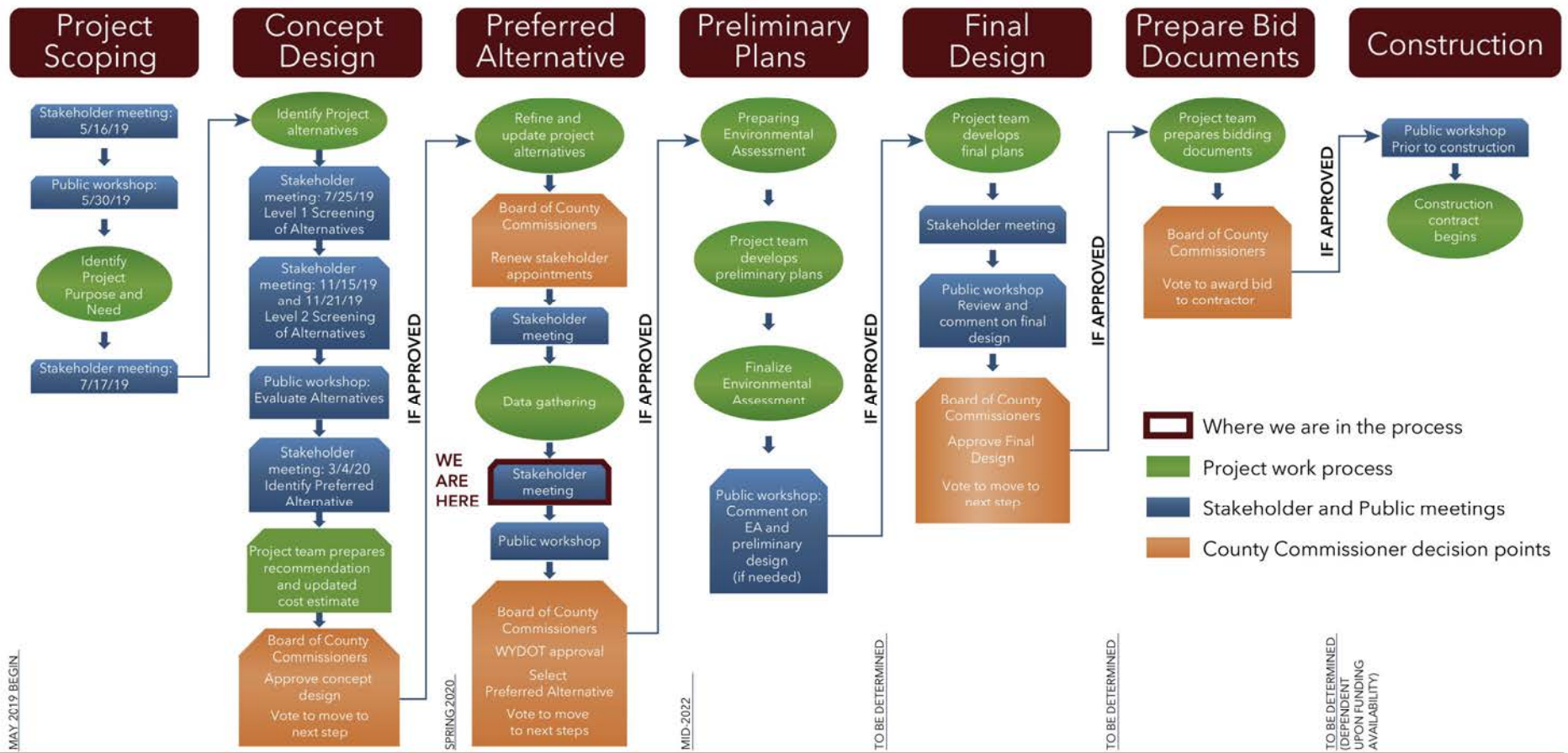


Next Steps



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

Study Decision Process



- Where we are in the process
- Project work process
- Stakeholder and Public meetings
- County Commissioner decision points

Estimated timeline (subject to change)