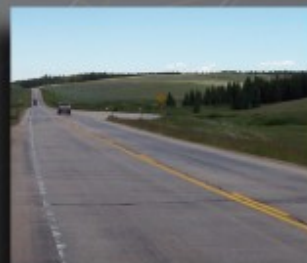




FINDING OF NO SIGNIFICANT IMPACT

WYDOT PROJECT N372005 and N372044

March 2016





BURGESS JUNCTION SOUTH

Sheridan County, Wyoming

FINDING OF NO SIGNIFICANT IMPACT

FHWA-WY-FONSI-16-01

Wyoming Department of Transportation

Project N372005; N372044

*Submitted pursuant to
42 U.S.C. 4332 (2) (c)*

Prepared for:



Prepared by:



March 2016

March 2016

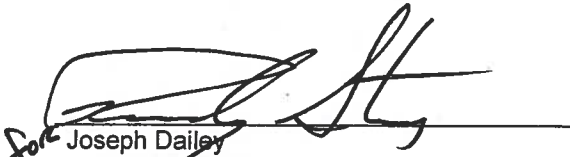
FINDING OF NO SIGNIFICANT IMPACT

FHWA-WY-FONSI16-01

Wyoming Project Number: N372005; N372044

BURGESS JUNCTION SOUTH
Sheridan County, Wyoming

The Federal Highway Administration (FHWA) has determined that the Preferred Alternative (Alternative 3A)—which will rehabilitate US 14—will have no significant impact on the human or natural environment. This finding of no significant impact is based on the Burgess Junction South Environmental Assessment (FHWA-WY-EA-15-01) and subsequent comments received during the public and agency review period, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The environmental assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the environmental assessment.


for Joseph Dailey
Division Administrator
Federal Highway Administration
Wyoming Division

3/22/16
Date of Approval

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1.0 INTRODUCTION

The Wyoming Department of Transportation (WYDOT) has evaluated the impacts of rehabilitating a segment of US 14 in Sheridan County known as the Burgess Junction South (Project). The impacts and mitigation measures are described and documented in the environmental assessment (EA) dated February 2016. The EA was approved on February 9, 2016. The 30-day public and agency review period began on February 12, 2016, and ended on March 14, 2016.

The EA and this Finding of No Significant Impact (FONSI) were prepared in compliance with the National Environmental Policy Act (NEPA) and other applicable laws, Executive Orders, and related requirements. As required by NEPA, an environmental analysis was conducted, potential impacts associated with the proposed Project were documented, and mitigation measures were determined. No significant impacts were identified during the course of environmental analysis.

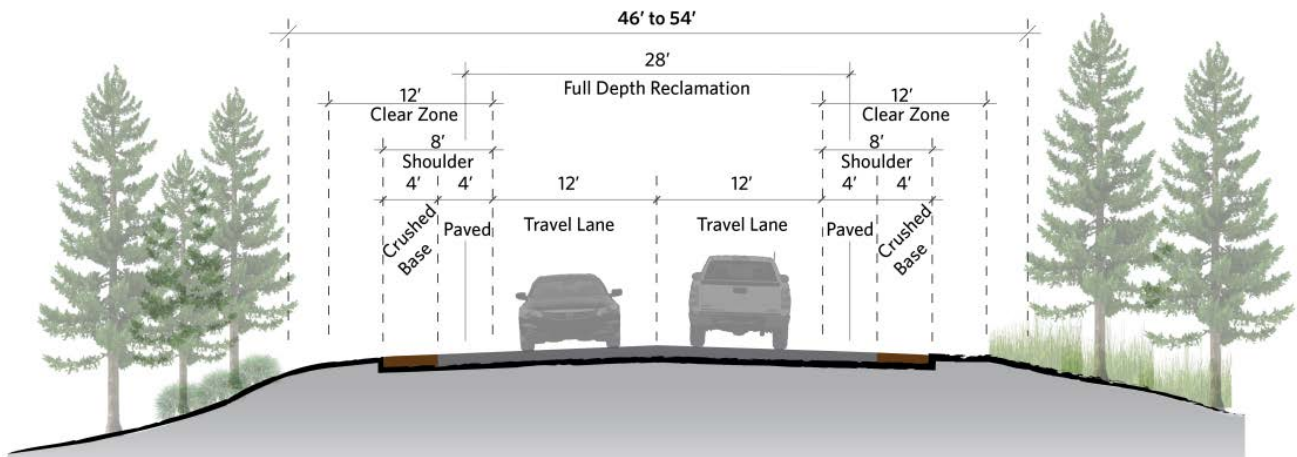
2.0 PURPOSE AND NEED

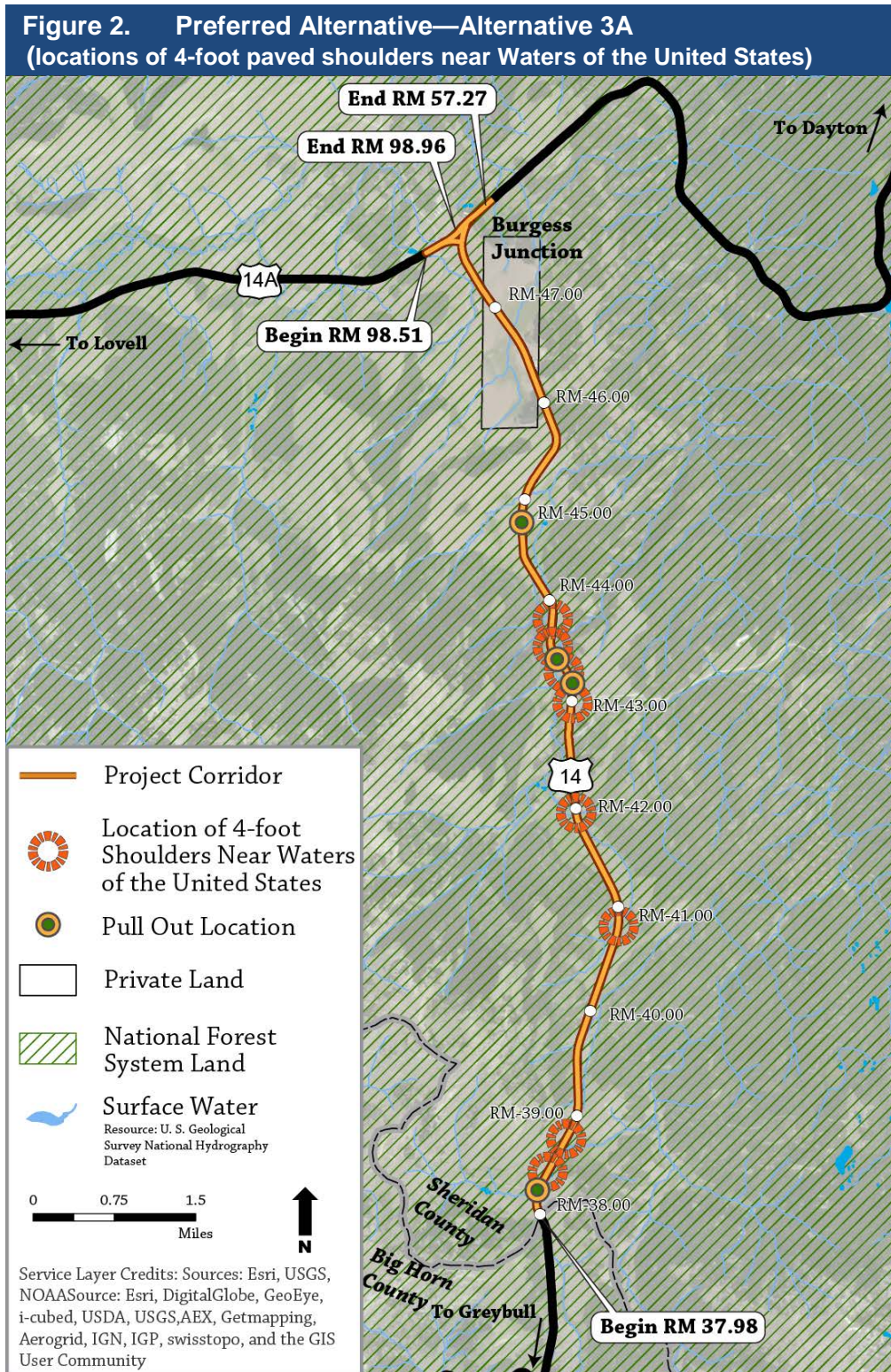
The purpose of the Project is to improve safety, address aging infrastructure, and improve recreational access along US 14, which is the primary route through the Bighorn National Forest west of Sheridan.

3.0 PREFERRED ALTERNATIVE—ALTERNATIVE 3A

Alternative 3A was developed to reduce impacts to Waters of the United States. It has a 55-mile-per-hour design speed and includes shoulder widening, as depicted in Figure 1. The shoulders would be widened to 8 feet, except in areas of Waters of the United States, where the width would be narrowed to only a 4-foot paved shoulder (Figure 2). The wider shoulder would accommodate snow removal and space for vehicles to pull over for viewing wildlife or accessing the recreational opportunities. The reductions in shoulder width in areas of wetlands and Waters of the United States would reduce impacts to these resources.

Figure 1. Preferred Alternative Typical Section (with 8-foot shoulders in areas not containing Waters of the United States)





The Preferred Alternative also includes rehabilitation of a short segment that would be reconstructed, as well as changes at several pull outs along the corridor. The horizontal curves in the existing roadway that do not meet the 55-mile-per-hour design speed standard would be improved. These curves would be flattened to meet current design standards. Culverts and bridges would be widened or lengthened as necessary to accommodate the widened roadway.

More detailed information about the Preferred Alternative can be found in the *Burgess Junction South Environmental Assessment* (HDR, 2016) and in the *Alternatives Technical Memorandum* (HDR, 2016).

Alternative 3A meets purpose and need, meets project goals, and provides the best transportation solutions with the least impacts to the natural, cultural, and social environments.

It is anticipated that construction at the Shutts Flats mitigation site would occur in 2016, and that construction of the roadway improvements would occur in 2017.

4.0 SUMMARY OF IMPACTS AND MITIGATION—PREFERRED ALTERNATIVE

Table 1 summarizes the impacts associated with the Preferred Alternative, along with mitigation measures identified by WYDOT to eliminate or minimize social and environmental impacts as a result of the Preferred Alternative. A similar table was documented in the EA and provided at the public meeting.

Table 1. Summary of Mitigation Measures		
Resource	Effect from Alternative 3A	Mitigation Summary
Air Quality	Short-term increases in emissions and particulate emissions.	WYDOT will use dust abatement measures, such as watering.
Visual and Aesthetics	Short-term adverse effects to visual conditions. Over the long term, effects are consistent with a SIO of Moderate.	WYDOT will continue to coordinate with the Forest Service Landscape Architect regarding visual impacts and mitigation measures throughout project development.
Cultural Resources	No adverse effect to three resources and no effect to the fourth resource	WYDOT will stop work and contact SHPO in the event that any cultural materials are discovered during construction. Temporary fencing will be placed around cultural sites to ensure avoidance.
Transportation and Traffic	A 6 percent increase in traffic would occur. Safety would be improved.	No mitigation is required.
Section 4(f)	<i>De minimis</i> impact to two properties.	No mitigation is recommended.
Water Resources	1.35 acres of wetland impact and 256 cubic yards of fill in Waters of the U.S. This differs from the EA; see <i>Section 6.0</i> for additional information. 13 acres of new impervious surface.	BMPs will be employed during construction. Wetland mitigation will be conducted at the Shutts Flats Mitigation Site.

Table 1. Summary of Mitigation Measures

Resource	Effect from Alternative 3A	Mitigation Summary
Vegetation and Wildlife (including threatened and endangered species)	14.9 acres of riparian vegetation impacts. 113 acres of vegetation impacted. 1.8 acre of mapped noxious weeds impacted.	BMPs will be used during construction to minimize noxious weed infestations. Areas will be revegetated. Wildlife-friendly fencing will be installed to allow for wildlife passage in areas without sheep grazing. Structures allowing for fish passage will be considered at Sheeley Creek and Prospect Creek. A structure allowing for aquatic organism passage will be considered at Owen Creek.
Geology and Soils	113 acres of surface/soils disturbance. Landslide concerns at RM 39 during excavation activities.	Topsoil will be separated and replaced. Disturbed areas will be recontoured. If potentially significant fossils are encountered during construction, the site will be evaluated and adverse effects minimized.
Grazing	Acres of rangeland within the new ROW fences will be permanently removed from the allotments. New ROW fences will change distribution patterns and potentially increase management/administrative costs for permittees, especially in the East Lower Tongue Allotment. ROW fencing will reduce vehicle collisions with livestock and increase roadway user safety.	Fencing for the permanent highway ROW will be designed for cattle or sheep where appropriate, with considerations for wildlife factored in as well. One internal division fence within the East Lower Tongue Allotment will be relocated to more equally adjust pasture size inequities that will result from project impacts.
Recreation	Temporary negative effects would occur, but long term improvements to pull outs, access and shoulder widths would improve recreational conditions.	Notices of lane closures and roadway work will be communicated.
Socio-economic	Improvements in safety and recreational experience would positively affect the local economy.	Construction updates will be advertised through local media outlets.
Air Quality	Minor effects of dust during construction.	Dust suppression measures will be undertaken during construction.
Noise	Temporary increases during construction. No perceptible change in noise during operations.	No mitigation is required.
Land Use	Consistent with the goals and objectives of the management direction included in the Forest Service management plans.	No mitigation is required.
Floodplains	Increased flood conveyance.	No mitigation is required.
Prime and Unique Farmlands	No effects.	No mitigation is required.
Hazardous Materials	No effects.	If hazardous material is found, it will be disposed in accordance with federal and state laws.
Construction	Temporary effects to traffic, recreation, visual, noise, water quality, air quality, socio-economic conditions.	Construction will follow federal and state laws.
Indirect and Cumulative	Minor indirect and cumulative impacts.	No mitigation is recommended.

March 2016

5.0 EA REVIEW AND AVAILABILITY

The EA was made available beginning on February 12, 2016, for a 30-day public and agency review that concluded March 14, 2016. The EA was available electronically at http://www.dot.state.wy.us/home/engineering_technical_programs/environmental_services/NEPA.html. The EA was also available at the WYDOT offices in Cheyenne and Sheridan and at the Fulmer Public Library in Sheridan County.

Notification of the meeting included the following:

- Newspaper ads were placed in the *Sheridan Press*, advertising the public meeting, on the following dates:
 - Tuesday, February 16, 2016
 - Wednesday, February 24, 2016
 - Thursday, March 3, 2016
 - Monday March 7, 2106
- Radio spots were ran on three Sheridan radio stations beginning on Monday February 29 and ending on March 8.
- WYDOT was represented at a joint meeting with the U.S. Forest Service concerning a separate ATV trail, but it provided the opportunity for interested stakeholders to learn of the public meeting.

Announcement materials are included in Appendix A of this document.

An open forum public meeting was held on March 8, 2016, at the Tongue River Valley Community Center in Dayton, Wyoming, from 5:30 p.m. to 7:00 p.m. A total of 19 individuals signed in at the meeting. Materials presented at the meeting are included in Appendix B of this document. No public comments were received during the 30-day public review period. A sample of the comment sheet that was distributed to meeting attendees is included in Appendix C.

6.0 UPDATES AND CLARIFICATIONS TO THE EA

No public comments were received during the public availability period. The updates below include: an editorial change made to correct the dates attributed to the technical memoranda referenced in the EA, revised wetland impact calculations, which resulted from design refinements, changes in grazing impacts and mitigation per Forest Service request, and the construction schedule. Only sections with changes are noted.

March 2016

Overall EA

Citations to all technical memoranda prepared by HDR bear the date 2015 in the EA. All technical memoranda were completed in February 2016.

Water Resources (Wetland Impacts)

Design refinements resulted in a change to wetland impacts. The EA reported 1.27 acres of impacts, whereas the revised impact total is 1.35 acres. In addition, it has been determined that there would be 0.36 acre of temporary disturbance resulting from construction activity and a total of 256 cubic yards of material placed in Waters of the U.S.

Grazing

The EA noted temporary effects to grazing allotments of 102.5 acres and that proposed fencing would increase pasture acres available to livestock. The Forest Service has provided additional input regarding grazing, resulting in the following clarification of impacts and mitigation.

Fencing will change distribution patterns and potentially increase management/administrative costs for permittees, especially in the East Lower Tongue Allotment. ROW fencing will reduce vehicle collisions with livestock and increase roadway user safety.

Fencing for the permanent highway ROW will be designed for cattle or sheep where appropriate, with considerations for wildlife factored in as well. One internal division fence within the East Lower Tongue Allotment will be relocated to more equally adjust pasture size inequities that will result from project impacts

Construction Schedule

It is anticipated that construction at the Shutts Flats mitigation site would occur in 2016, and that construction of the roadway improvements would occur in 2017.

7.0 COMMENTS AND RESPONSES

No public comments were received during the 30-day public review period. A sample of the comment sheet that was distributed to meeting attendees is included in Appendix C.

8.0 REFERENCES

HDR.(2016a). *Burgess Junction South Alternatives Technical Memorandum.*

HDR.(2016b). *Burgess Junction South Environmental Assessment.*

APPENDIX A. PUBLIC NOTIFICATION

Burgess Junction South Environmental Assessment

Public Notice of Availability and Public Meeting

The Wyoming Department of Transportation (WYDOT) in conjunction with the Federal Highway Administration (FHWA) and the United States Forest Service (USFS) have completed an Environmental Assessment (EA) and determined a preferred alternative. Following a detailed environmental impact analysis and opportunities for public and agency input WYDOT and the FHWA identified Alternative 3A as the preferred alternative. Alternative 3A provides the best transportation solutions with the least impacts to the natural, cultural, and social environments by best serving the greater public good. Public comments on the EA are requested. Comments must be postmarked by March 14, 2016.

Copies of the EA are available for public review at the following locations beginning February 12, 2016

WYDOT - Sheridan
10 East Brundage Lane
Sheridan, WY 82801

**Sheridan County
Fulmer Public Library**
335 W Alger
Sheridan, WY 82801

WYDOT - Cheyenne
5300 Bishop Boulevard
Cheyenne, WY 82009

and

http://www.dot.state.wy.us/home/engineering_technical_programs/environmental_services/Nepa.html

Written comments on the EA can be submitted to:

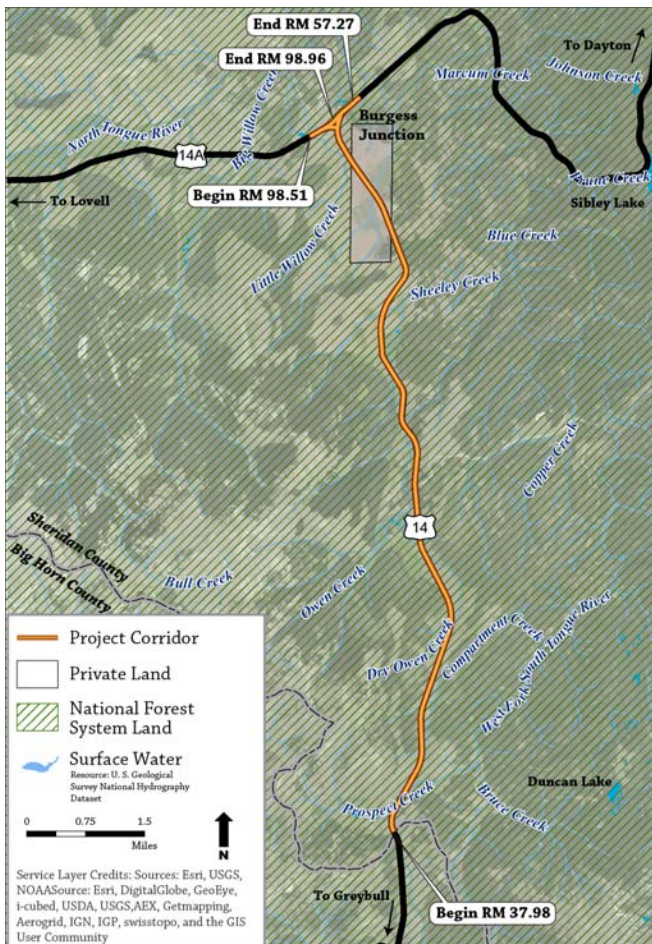
Timothy L. Stark, P.E.

Wyoming Department of Transportation
Environmental Services Engineer
5300 Bishop Blvd.

Cheyenne, WY 82009-3340

Fax: 307 777-4193

Email: dot-burgess-jct-ea@wyo.gov



Public Open House

March 8, 2016

5:30 - 7:00 p.m.

Dayton Community Center

1100 U.S. Highway 14

Dayton, Wyoming

APPENDIX B. PUBLIC MEETING MATERIALS

Welcome!



The Wyoming Department of Transportation (WYDOT) has prepared an environmental assessment (EA) on the Burgess Junction South Project. The EA was prepared in compliance with the National Environmental Policy Act (NEPA). Tonight you have the opportunity to learn about and provide input on the Preferred Alternative. This alternative will include rehabilitation and shoulder widening of US 14. The format of the meeting is open-house style. Representatives from the Project Team are available to answer questions and take comments.

About the Burgess Junction South Project

The Project is located on US 14 and US 14A, beginning at the Sheridan-Big Horn County line, extending north for approximately 10 miles, and ending at the northeast limits of Burgess Junction (intersection of US 14 and U.S. Highway 14 Alternate [US 14A]). The study area is located almost entirely on lands administered by the Bighorn National Forest and only crosses a small amount of privately held land. US 14 has been designated as the Bighorn National Forest Scenic Byway. The Project begins at reference marker (RM) 37.98 and ends at RM 57.27 on US 14. The total project corridor is approximately 10 miles. This differs from the reference markers, because the reference markers are not indicative of mileage. On US 14A, the project corridor begins at RM 98.51 and ends at RM 98.96.

PURPOSE AND NEED AND PROJECT GOALS

Purpose

The purpose of the Project is to improve safety, address aging infrastructure, and improve recreational access along US 14, which is the primary route through the Bighorn National Forest west of Sheridan.

Need

Three roadway characteristics of US 14 do not meet current design standards: horizontal curves, vertical curves, and shoulder widths. All of these contribute to an environment that does not meet driver expectancies.

- **Horizontal Curvature:** Tight horizontal curves contribute to the high incidence of crashes between RM 42.5 and RM 47.7 (in particular between RM 43.030 and RM 44.780), where US 14 has several sharp, unbalanced horizontal curves. On this segment of US 14, 22 crashes occurred between 2002 and 2014 involving passenger vehicles or heavy vehicles. Sixty-four percent of these crashes resulted in an overturn or rollover.
- **Vertical Curvature:** The vertical curvature, or hills, can affect the speed and flow of traffic on a roadway. Two hills in vicinity of Sheeley Creek (around RM 45) do not meet the current design standards for the existing 55-mile-per-hour design speed.
- **Shoulder Width:** Narrow shoulders along US 14 decrease safety by not providing a location for vehicles to pull out of the travel lane, either for emergency or for recreational purposes

Project Goals

The purpose of the Project is to improve safety, address aging infrastructure, and improve recreational access along US 14, which is the primary route through the Bighorn National Forest west of Sheridan.

Together with the Forest Service and the Army Corps of Engineers (ACOE), WYDOT and FHWA established Project goals to assist in analyzing the alternatives, including the following:

- Meeting the purpose and need
- Avoiding or minimizing impacts to aquatic resources (including wetlands and other waters of the United States)
- Technical feasibility of the alternative
- Consistency with Forest Service planning documents
- Reasonableness of construction costs
- Minimizing impacts to environmental resources, such as visual, wetland, land cover (vegetation), surface/soils disturbance, grazing, and others

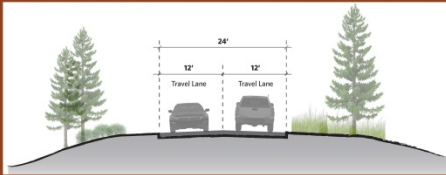
BURGESS JUNCTION SOUTH

BURGESS JUNCTION SOUTH

ALTERNATIVES ANALYSIS

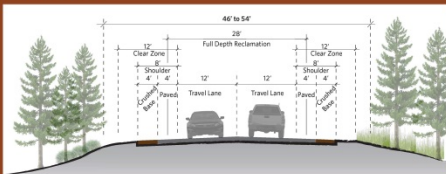
Following the project scoping and screening of preliminary alternatives, WYDOT and the Federal Highways Administration (FHWA) advanced three alternatives for consideration in the EA—the No Build Alternative (Alternative 1) and two Build Alternatives (Alternative 3A and Alternative 4).

No Build Alternative:



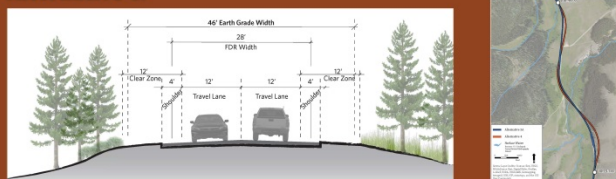
The No-Build Alternative represents conditions if improvements to US 14 are not made. Consideration of this alternative is required by the Council on Environmental Quality. Improvements would not be made to meet the design standards outlined in the 2014 WYDOT Design Guide. Superelevations would not be adjusted for the curves that do not meet the design speed standard of 55 miles per hour. No curves would be realigned. The sag near Sheeley Creek would not be corrected to meet a design speed of 55 miles per hour. Shoulders along US 14 would not be widened. Routine maintenance activities would continue. Existing pavement would be maintained but not replaced. This alternative would not improve safety, fix the pavement condition, or improve access to the Bighorn National Forest.

Alternative 3A:



Alternative 3A was developed to reduce impacts to waters of the United States. This alternative would include 8-foot shoulders, consisting of 4-foot paved and 4-foot crushed base, except in areas containing waters of the United States. Four-foot shoulders are the minimum necessary to meet AASHTO and WYDOT standards and would improve safety in the corridor. In areas where jurisdictional waters are present along Sheeley Creek, Owen Creek, and Prospect Creek and adjacent wetlands, 4-foot paved shoulders would be constructed, but the additional 4-foot crushed base shoulder would not be constructed. Improvements include stream and wetland restoration at Shutts Flats.

Alternative 4:



This alternative was suggested by the ACOE as a possible way to minimize impacts to Owen Creek. Alternative 4 would be similar to Alternative 3A. The shoulders along US 14 and US 14A would be widened to 8 feet (4-foot paved shoulders and 4-foot crushed base shoulders) outside of Sheeley Creek, Owen Creek, and Prospect Creek and adjacent wetlands, where the shoulders would be 4 feet wide. However, in Alternative 4, the roadway at Owen Creek would be realigned to avoid impacts to jurisdictional waters as much as possible. This alternative would add additional curves to the roadway to avoid wetlands at Owen Creek. Improvements include stream and wetland restoration at Shutts Flats.

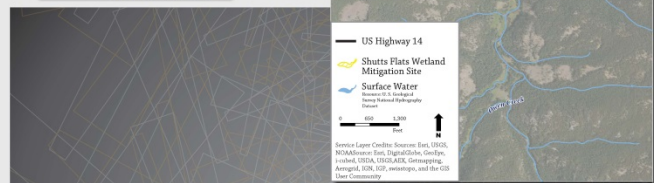
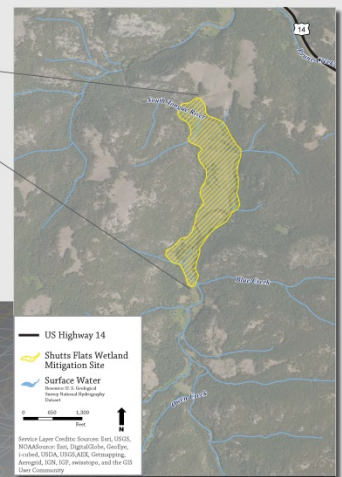
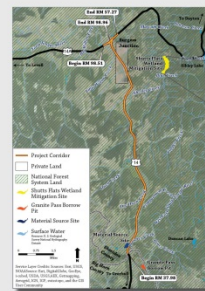
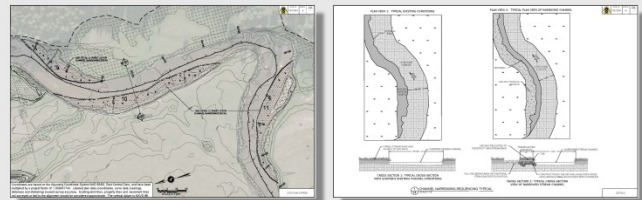
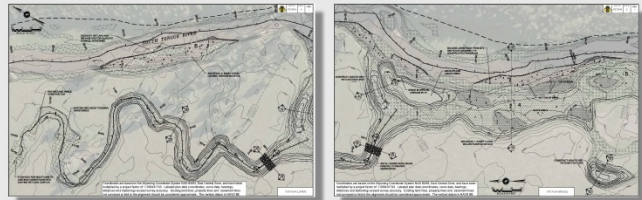


WHAT IS THE SHUTTS FLATS MITIGATION SITE?

The Shutts Flats mitigation site would be used for compensatory mitigation resulting from impacts to waters of the United States under either Build Alternative.

This site is located 1.5 miles east of the study area where the South Fork of the Tongue River runs through the entire length of Shutts Flats.

The approximate area that will be developed as wetland mitigation is 1.7 acres and includes wetland mitigation and floodplain and stream channel improvements.



WHAT RESOURCES WILL BE AFFECTED

WYDOT looked at natural, cultural, and social resources in the study area that could be affected by the proposed improvements. Some of these resources are protected by other environmental laws, such as the Endangered Species Act, Clean Water Act, Air Quality Act, and Historic Preservation Act. A summary of impacts and mitigations is shown below.

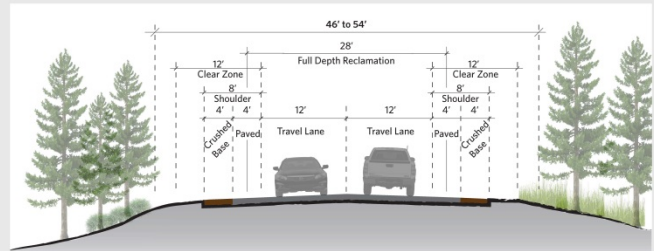
Resource	No-Build Alternative	Alternative 3A	Alternative 4	Mitigation Summary
Air Quality	No effects.	Short-term increases in emissions and particulate emissions.	Short-term increases in emissions and particulate emissions.	WYDOT will use dust abatement measures, such as watering.
Visual and Aesthetics	No effects, however the lack of safe locations for pull outs would continue to affect the enjoyment of scenery.	Short-term adverse effects to visual conditions. Over the long term, effects are consistent with a SIO of Moderate.	Short-term adverse effects are greater than Alternative 3A because of the larger quantity of earthwork. Same long term effects as Alternative 3A.	WYDOT will continue to coordinate with the Forest Service Landscape Architect regarding visual impacts and mitigation measures throughout project development.
Cultural Resources	No effects.	No adverse effect to three resources and no effect to the fourth resource.	Same as Alternative 3A.	WYDOT will stop work and contact SHPO in the event that any cultural materials are discovered during construction. Temporary fencing will be placed around cultural sites to ensure avoidance.
Transportation and Traffic	A 6 percent increase in traffic would occur. Safety problems would continue.	A 6 percent increase in traffic would occur. Safety would be improved.	Same as Alternative 3A.	No mitigation is required.
Section 4(f)	No effects.	De minimis impact to two properties.	Same as Alternative 3A.	No mitigation is recommended.
Water Resources (including floodplains)	No effects.	1.27 acres of wetland impact. 0.06 acre of waters of the United States impact. 13 acres of new impervious surface. Increased flood conveyance.	1.70 acres of wetland impact. 0.04 acre of waters of the United States impact. 13 acres of new impervious surface. Increased flood conveyance.	BMPs will be employed during construction. Wetland mitigation will be conducted at the Shutts Flats Mitigation Site. No mitigation necessary is recommended for floodplain impacts.
Vegetation and Wildlife (including threatened and endangered species)	No effects.	14.9 acres of riparian vegetation impacts. 113 acres of vegetation impacted. 1.8 acre of mapped noxious weeds impacted.	13.2 acres of riparian vegetation impacts. 121 acres of land cover impacted. 1.8 acres of noxious weeds impacted.	BMPs will be used during construction to minimize noxious weed infestations. Areas will be revegetated. Wildlife-friendly fencing will be installed to allow for wildlife passage in areas without sheep grazing. Structures allowing for fish passage will be considered at Sheeley Creek and Prospect Creek. A structure allowing for aquatic organism passage will be considered at Owen Creek.
Geology and Soils	No effects.	113 acres of surface/soils disturbance. Landslide concerns at RM 39 during excavation activities.	121 acres of surface/soils disturbance. Same landslide concerns as Alternative 3A.	Topsoil will be separated and replaced. Disturbed areas will be recontoured. If potentially significant fossils are encountered during construction, the site will be evaluated and adverse effects minimized.
Grazing	No effects.	Temporary effects to grazing allotments of 102.5 acres. Proposed fencing would increase pasture acres available to livestock.	Temporary effects to grazing allotments of 110.4 acres. Same beneficial effects as Alt 3A to pasture acres.	Grazing impacts will be minimized as practicable. Disturbed areas will be revegetated.
Recreation	No change from existing conditions.	Temporary negative effects would occur, but long term improvements to pull outs, access and shoulder widths would improve recreational conditions.	Same as Alternative 3A.	Notices of lane closures and roadway work will be communicated.
Socio-economic	No effects.	Improvements in safety and recreational experience would positively affect the local economy.	Same as Alternative 3A.	Construction updates will be advertised through local media outlets.
Air Quality	No effects.	Minor effects of dust during construction.	Same as Alternative 3A.	Dust suppression measures will be undertaken during construction.
Noise	No effects.	Temporary increases during construction. No perceptible change in noise during operations.	Same as Alternative 3A.	No mitigation is required.
Land Use	No effects.	Consistent with the goals and objectives of the management direction included in the Forest Service management plans.	Same as Alternative 3A.	No mitigation is required.
Prime and Unique Farmlands Hazardous Materials	No effects.	No effects.	No effects.	No mitigation is required. If hazardous material is found, it will be disposed in accordance with federal and state laws.
Construction	No effects.	Temporary effects to traffic, recreation, visual, noise, water quality, air quality, socio-economic conditions.	Same as Alternative 3A.	Construction will follow federal and state laws.
Indirect and Cumulative	Minor cumulative impacts.	Minor indirect and cumulative impacts.	Minor indirect and cumulative impacts.	No mitigation is recommended.



WHAT IS THE PREFERRED ALTERNATIVE?

Alternative 3A has been preliminarily identified as the Preferred Alternative because:

- It meets the purpose and need elements of improving safety, replacing aging infrastructure, replacing substandard horizontal and vertical curves, and enhancing access to Forest Service recreational sites.
- It appears to be the LEDPA because it has fewer wetland impacts (1.27 acres) than Alternative 4, which has 1.70 acres of wetland impact.
- Technical feasibility of the alternative
- It is consistent with the Bighorn National Forest Revised Land and Resources Management Plan (Forest Service 2005) and the Bighorn National Forest Scenic Byway Corridor Management Plan (Forest Service 1998).
- Its construction costs are reasonable for a project of this type in Wyoming.
- It does not cause maintenance or other logistical issues.
- It has fewer impacts to visual, wetland, land cover (vegetation), surface/soils disturbance, and grazing when compared to Alternative 4.
- It does not result in any other adverse environmental impacts that cannot be easily mitigated.
- Its technology is available and capable of being done.



WHAT ARE THE NEXT STEPS?

The preparation of an EA follows a detailed process (prescribed by the National Environmental Policy Act). The remaining steps are described below:

We Are Here

EA released for public availability
February 12th/
public meeting
March 8th

Comment Period

Comment period
February 12th
through March
14th

Decision Document

Decision
Document
Spring 2016

Anticipated
Construction of
Mitigation Site
2016

Anticipated
Construction
of Roadway
Improvements
2017

Tonight you have the opportunity to Review and comment on the EA, including social and environmental impacts and mitigation for the Project. WYDOT and FHWA will evaluate public and agency comments and data in the EA to determine if a Finding of No Significant Impact (FONSI) is appropriate or if an Environmental Impact Statement (EIS) will be prepared. The Notice of Intent (NOI) is the first step of the EIS.

A public comment form titled "Public Comment Form" with a header for "Burgess Junction South" and "EIS/EA". The form includes a section for "Public Comments" with a grid of lines for writing. At the bottom, there is a section for "Comments on the EA" with a grid of lines. The form is flanked by two blue arrows pointing towards it.



The Project is located on US 14 and US 14A, beginning at the Sheridan-Big Horn County line, extending north for approximately 10 miles, and ending at the northeast limits of Burgess Junction (intersection of US 14 and US 14A).

The purpose of the project is to improve safety, address aging infrastructure, and improve recreational access along US 14, which is the primary route through the Bighorn National Forest west of Sheridan.

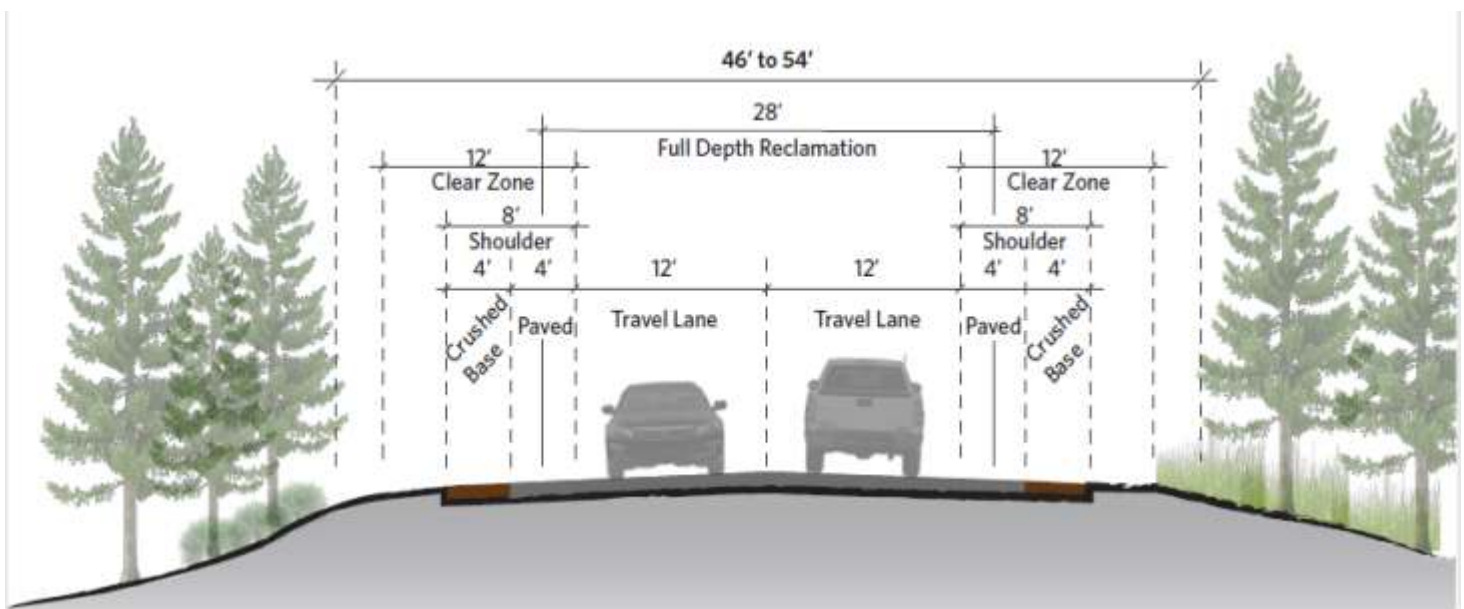
The roadway characteristics of US 14 do not meet current design standards, horizontal, curves, vertical curves, and shoulder widths. All of these contribute to an environment that does not meet driver expectancies.

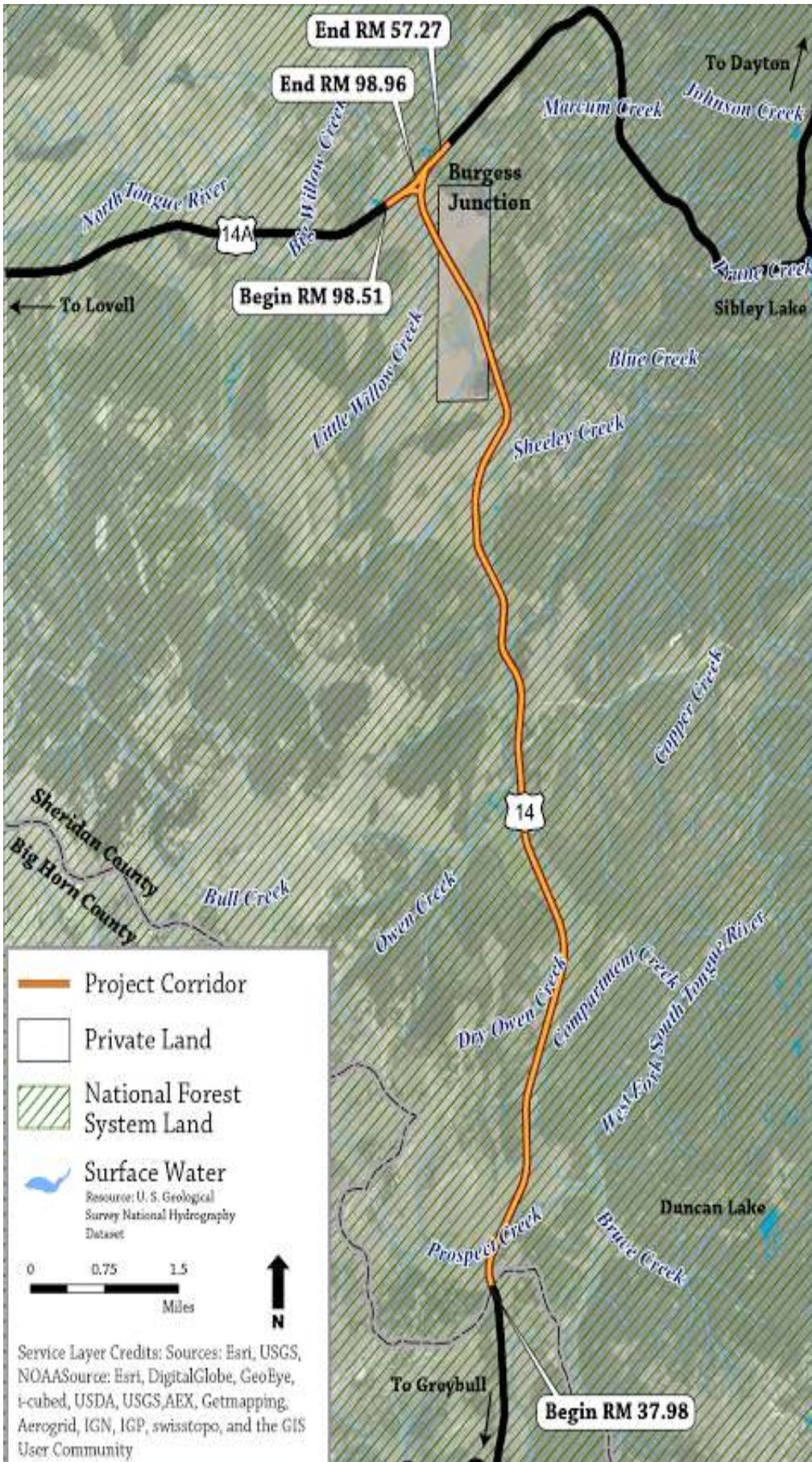
Alternative 3A has been preliminarily identified as the Preferred Alternative because:

- It meets the purpose and need elements of improving safety, replacing aging infrastructure, replacing substandard horizontal and vertical curves, and enhancing access to Forest Service recreational sites.
- It appears to be the LEDPA because it has fewer wetland impacts (1.27 acres) than Alternative 4, which has 1.70 acres of wetland impacts. Technical feasibility of the alternative. It is consistent with the Bighorn National Forest Revised Land and Resources Management Plan (Forest Service 2005) and the Bighorn National Forest Scenic Byway Corridor Management Plan (Forest Service 1998).
- Its construction costs are reasonable for a project of this type in Wyoming.
- It does not cause maintenance or other logistical issues.
- It has fewer impacts to visual, wetland, land cover (vegetation), surface/soils disturbance, and grazing when compared to Alternative 4.
- It does not result in any other adverse environmental impacts that cannot be easily mitigated.
- Its technology is available and capable of being done.

Anticipated Construction of Mitigation Site 2016

Anticipated Construction of Roadway Improvements 2017





APPENDIX C. COMMENTS

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Return Address:

Place
Stamp
Here

**Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, Wyoming 82008-3340
Attn: Tim Stark**