

Open House

WELCOME

Please Sign In

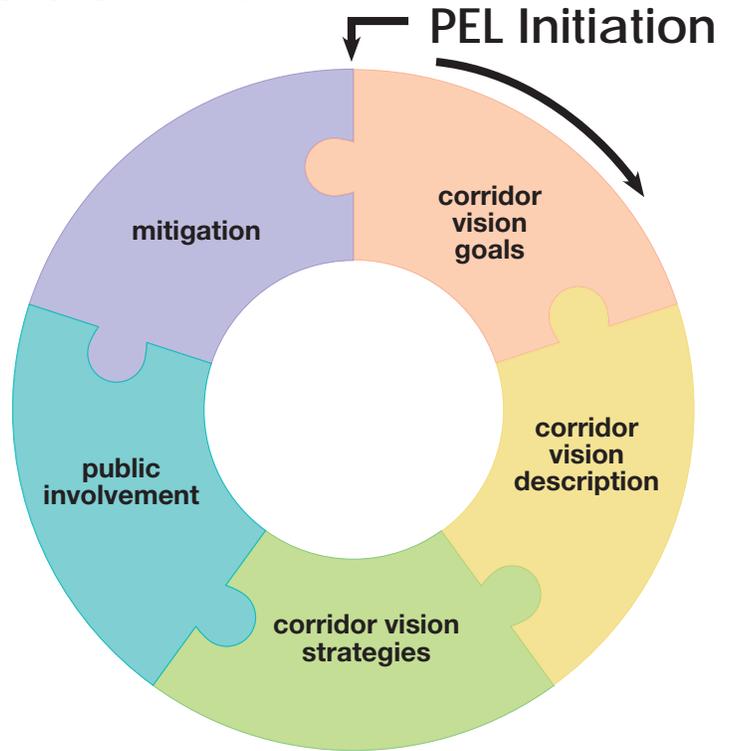
November 5, 2015
5:00 pm to 7:00 pm

Purpose of Tonight's Meeting

- Present the Information From Platte Park Planning and Environmental Linkage Study
- INPUT FROM YOU!

What is a PEL?

A Planning and Environmental Linkage Study (PEL) is a study that provides information that can be used in the NEPA process, saving cost for the project and expediting the process.



Purpose and Need Statement

Project 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.

Project Needs

Two primary transportation needs have been identified in the Study Area, which are listed below:

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

Currently, three streets provide access into Evansville but all have at-grade railroad crossings. Due to increasing train traffic and the proximity of at-grade crossings to one another, emergency response has been slowed. Further, a single train can halt all traffic into and out of the area for several minutes, posing a serious risk by preventing timely emergency response or evacuation due to a hazard such as a chemical spill. For safety reasons it is critical to provide an access to the north to avoid train interference.

Need 2: Secondly, 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.

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

Level 1 Alternatives

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.

Fatal Flaw Criteria and Analysis Summary

Level 1 Alternatives Screening

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	○	○	○	●	●	●	●	◐	◐	○
Fatally Flawed?	N	N	Y	N	N	N	N	Y	Y	N

○ Worse, ◐ Good, ● Better

Level 1 Screening Summary

ALTERNATIVE	Reason for Elimination or Advancement
Alternative 1 Knife River South	 Eliminated because it did not meet the Purpose and Need due to its proximity to the railroad tracks, potential for harmful chemical spills and not allowing for future growth through lack of connectivity.
Alternative 2 Bryan-Evansville Road	 Eliminated because it did not meet the Purpose and Need due to its proximity to the railroad tracks, potential for harmful chemical spills and not allowing for future growth through lack of connectivity.
Alternative 3 Knife River North	 Eliminated because it did not meet the Purpose and Need due to not allowing for future growth through lack of connectivity. In addition, it is fatally flawed due to the exorbitant cost of the land bridge and difficult construction.

Level 1 Alternatives (continued)

ALTERNATIVE	Reason for Elimination or Advancement
Alternative 4 Knife River Bridge	 <i>Advanced to Level 2 Screening</i> , meets the Purpose and Need Statement
Alternative 5 Platte Park Road Bridge	 <i>Advanced to Level 2 Screening</i> , meets the Purpose and Need Statement
Alternative 6 Veterans Administration Bridge	 <i>Advanced to Level 2 Screening</i> , meets the Purpose and Need Statement
Alternative 7 2005 Community Development Plan and Road Plan	 <i>Advanced to Level 2 Screening</i> , meets the Purpose and Need Statement
Alternative 8 Eastside Underpass	 <i>Eliminated</i> because it did not meet the Purpose and Need due to its proximity to the railroad tracks, potential for harmful chemical spills and not allowing for future growth through lack of connectivity to the areas north of the N Platte River. It is also fatally flawed due to the exorbitant cost of extensive environmental cleanup.
Alternative 9 Texaco Star Business Park Crossing	 <i>Eliminated</i> because it did not meet the Purpose and Need due to its proximity to the railroad tracks, potential for harmful chemical spills and not allowing for future growth through lack of connectivity to areas north of the N Platte River.
Alternative 10 No-Build	 <i>Eliminated</i> because it does not meet the Purpose and Need by facilitating growth or providing a secondary access point.

Initial Alternatives



Level 2 Alternatives

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

Level 2 Screening Summary

The table above provides a summary of the qualitative assessment of each of the remaining alternatives that were carried through to the next level of analysis. Some key points revealed are as follows:

ALTERNATIVE	ALTERNATIVE DESCRIPTION
Alternative 4 Knife River Bridge	 <p>Advanced to Level 3 Screening. The proposed roadway would traverse through a large floodplain that could require extensive environmental mitigation that could delay or potentially inhibit the project. 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. With this level of analysis, it appears to not have as many utility line conflicts as other options to the east.</p>

Level 2 Alternatives (continued)

ALTERNATIVE	ALTERNATIVE DESCRIPTION
<p>Alternative 5 Platte Park Road Bridge</p>	<p> <i>Advanced to Level 3 Screening.</i> This alternative meets the Purpose and Need statement and is fairly well supported by adjacent jurisdictions of Casper and Evansville. Similar to Alternative 4 it also provides good connectivity to the north and provides emergency route value by providing a route far enough away from the BNSF railroad.</p>
<p>Alternative 6 Veterans Administration Bridge</p>	<p> <i>Advanced to Level 3 Screening.</i> This alternative also meets the Purpose and Need statement but would require an east – west connection that could impact utilities and not be as well supported jurisdictionally by the Veterans Administration. It may be easier to implement due to the existing bridge across the North Platte River. This also results in a higher Environmental ranking due to the avoidance of river bank and water way issues.</p>
<p>Alternative 7 2005 Community Development Plan and Road Plan</p>	<p> The proposed roadway would traverse a significant distance to the east of Evansville forcing out of direction travel for emergency vehicles. The impacted property from this alignment is outside Evansville and the City of Casper limits making Right-of-Way acquisition more complicated. Based upon previous community and stakeholder outreach, this option does not appear to be well supported. The environmental remediation could potentially be large due to the previous refinery. Alternative 7 would be <i>eliminated</i> at this level due to the out of direction travel required for emergency response, environmental challenges and lack of community support.</p>

Shortlisted Alternatives



Level 3 Alternatives

Level 3 Screening Analysis Criteria

The Level 3 Screening is intended to continue to look at qualitative information as well as quantitative information and narrow down the three alternatives to a preferred alternative. The qualitative and quantitative criteria and the factors affecting the criteria rankings are reflected below:

- **Purpose and Need**
 - Safety
 - Connectivity
- **Implementation**
 - Realistic implementation timeline?
 - Financially realistic?
 - Utilities
 - Right-of-way
 - Design
- **Route Availability**
 - Relative distance from railroad
 - Requires upgrades to existing roadway?
- **Emergency Route Value**
 - Provides secondary access
 - Does not cross existing railroad lines
 - Good connectivity to hospital roads, interstates, etc.
 - Minimal impact on connecting streets
 - Reduced traffic congestion
- **Community Planning**
 - Compatibility with Community Plan
 - Supports future growth plans for community
 - Favorable location for future utilities
 - Context Sensitive
 - Potential buffering at cemetery
- **Jurisdictional Issues**
 - ROW purchase timing
- **Community Support**
 - Stakeholder support (Casper/ Evansville, WYDOT, Veterans Administration)
 - Neighborhood Population
- **Environmental**
 - Floodplain / Water Resource impacts and wetlands
 - Historic 4(f) impacts
 - Recreational 4(f) impacts
 - HAZMAT from known nearby facilities
 - Protected Species

Level 3 Alternatives (continued)

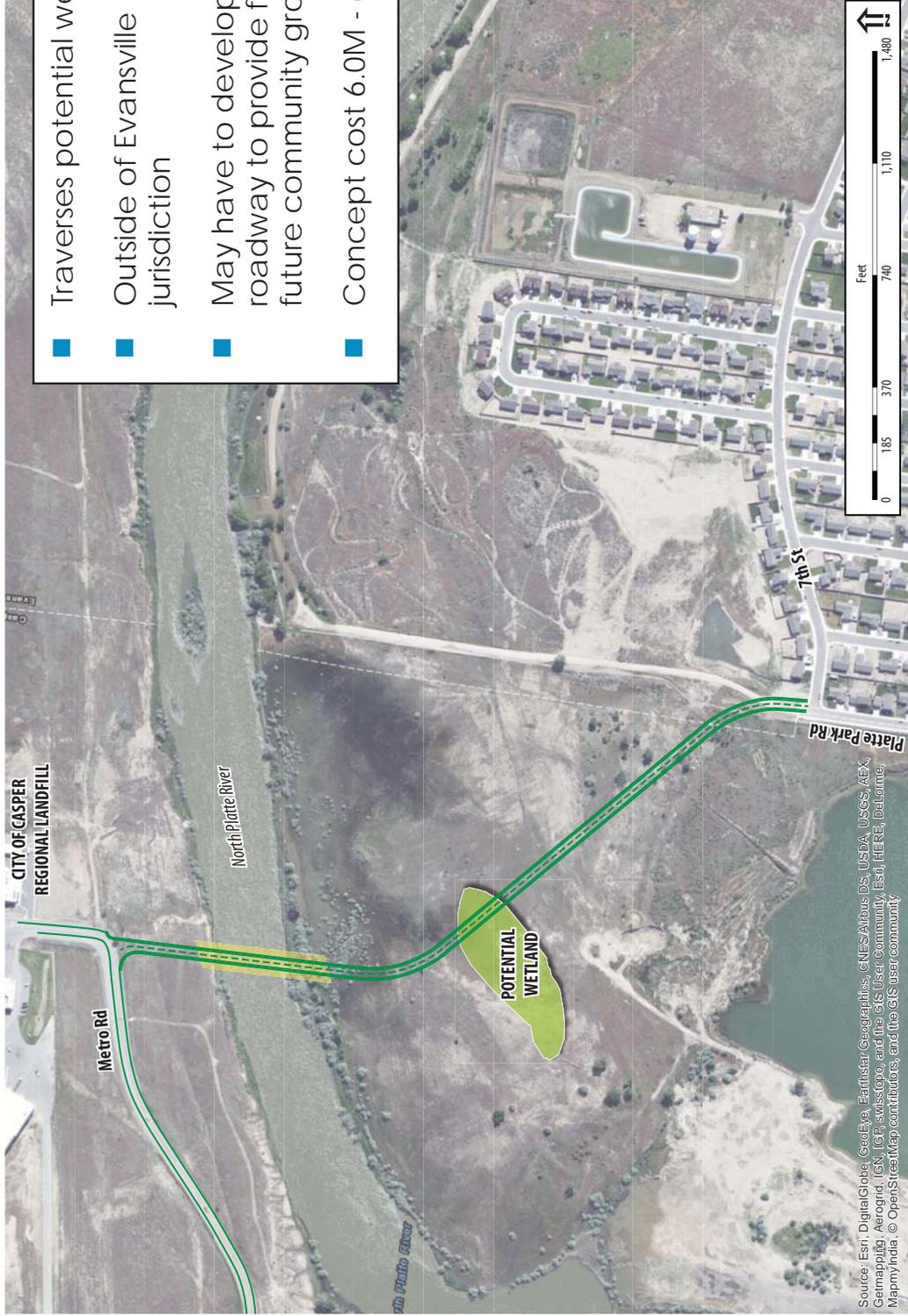
Level 3 Screening Analysis

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

○ Worse, ◐ Good, ● Better



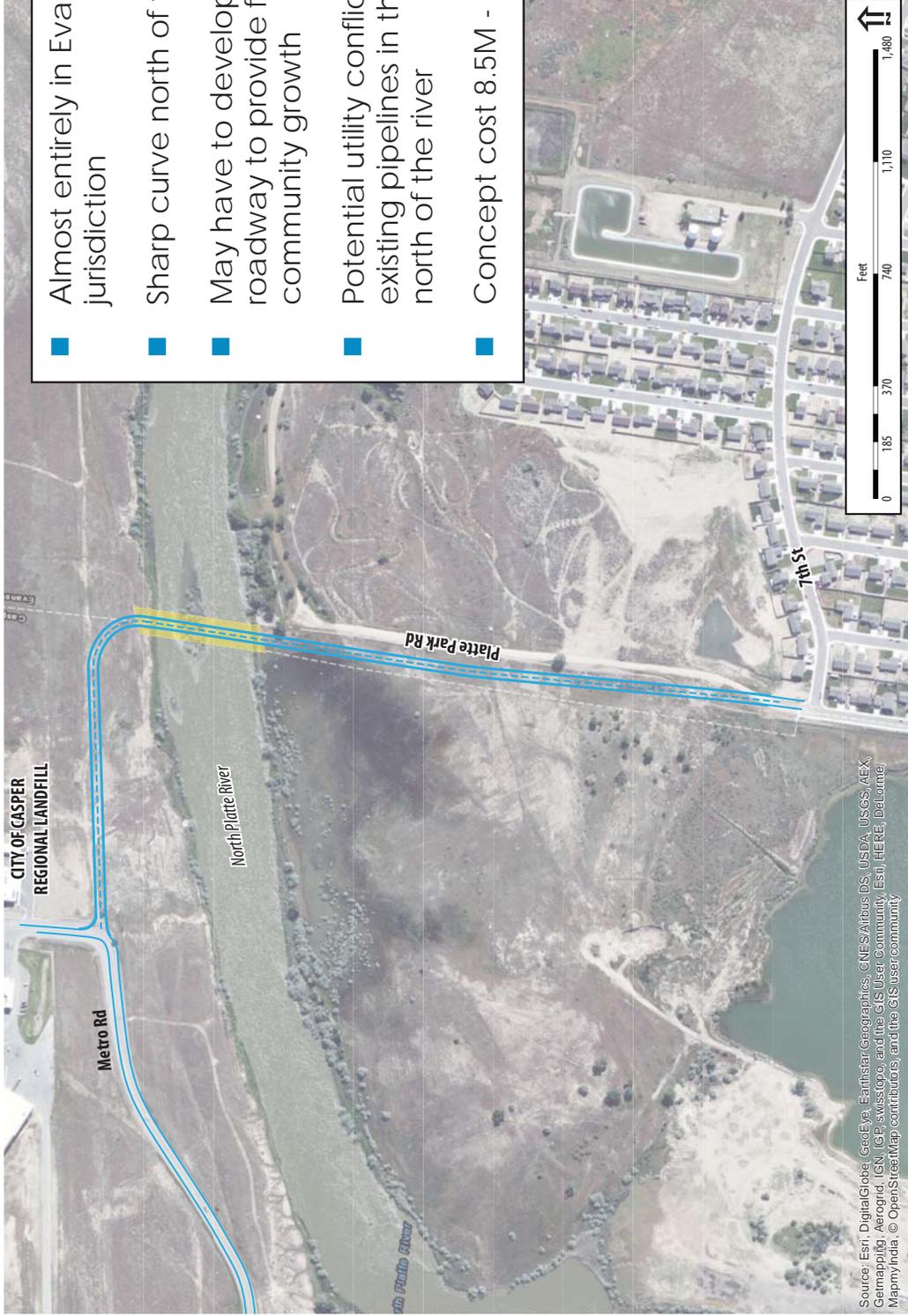
Alternative 4 Proposed Alignment



- Traverses potential wetlands
- Outside of Evansville jurisdiction
- May have to develop future roadway to provide for future community growth
- Concept cost 6.0M - 6.5M

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, GeoMapping, AeroGRID, IGN, IGP, Swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

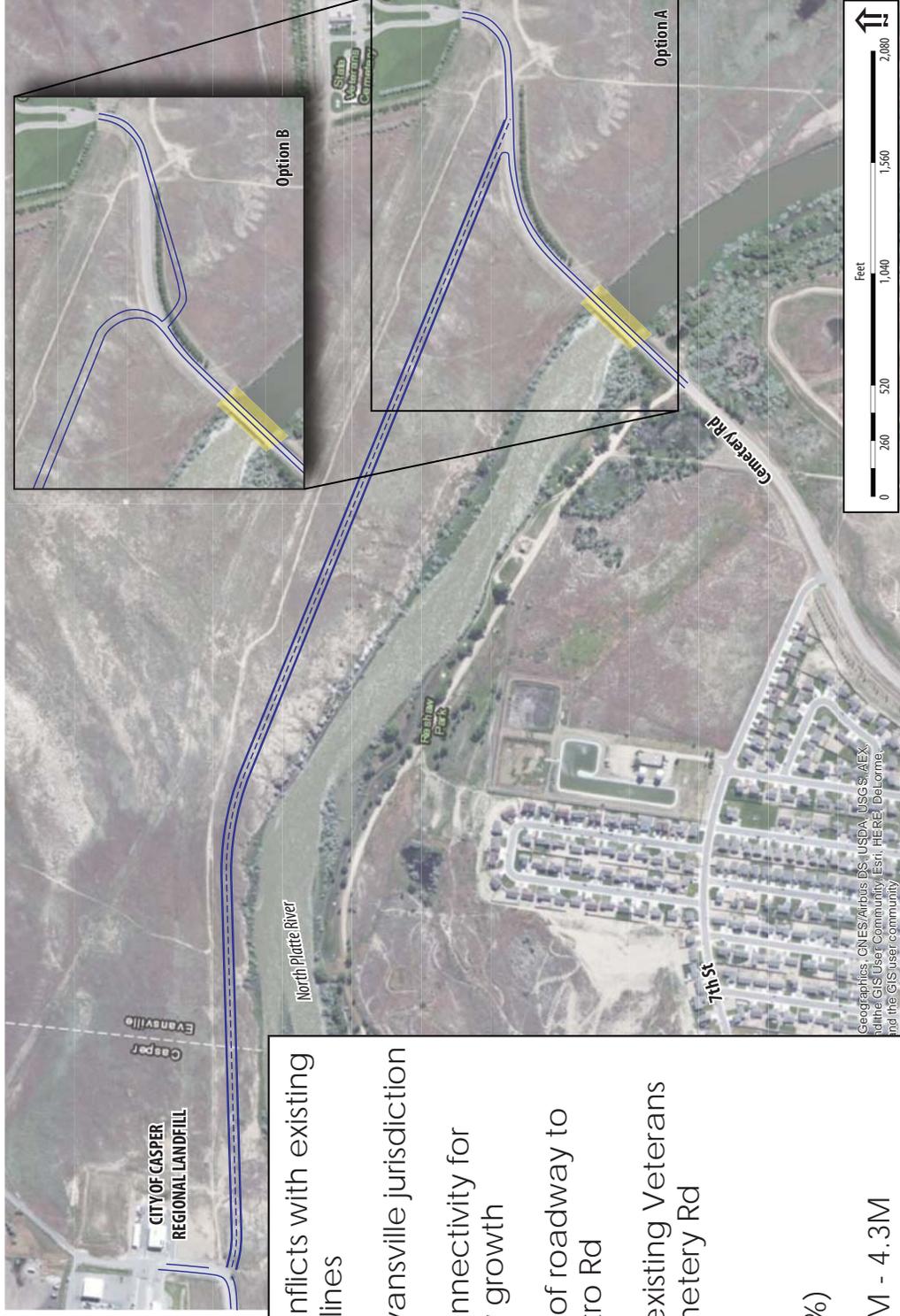
Alternative 5 Proposed Alignment



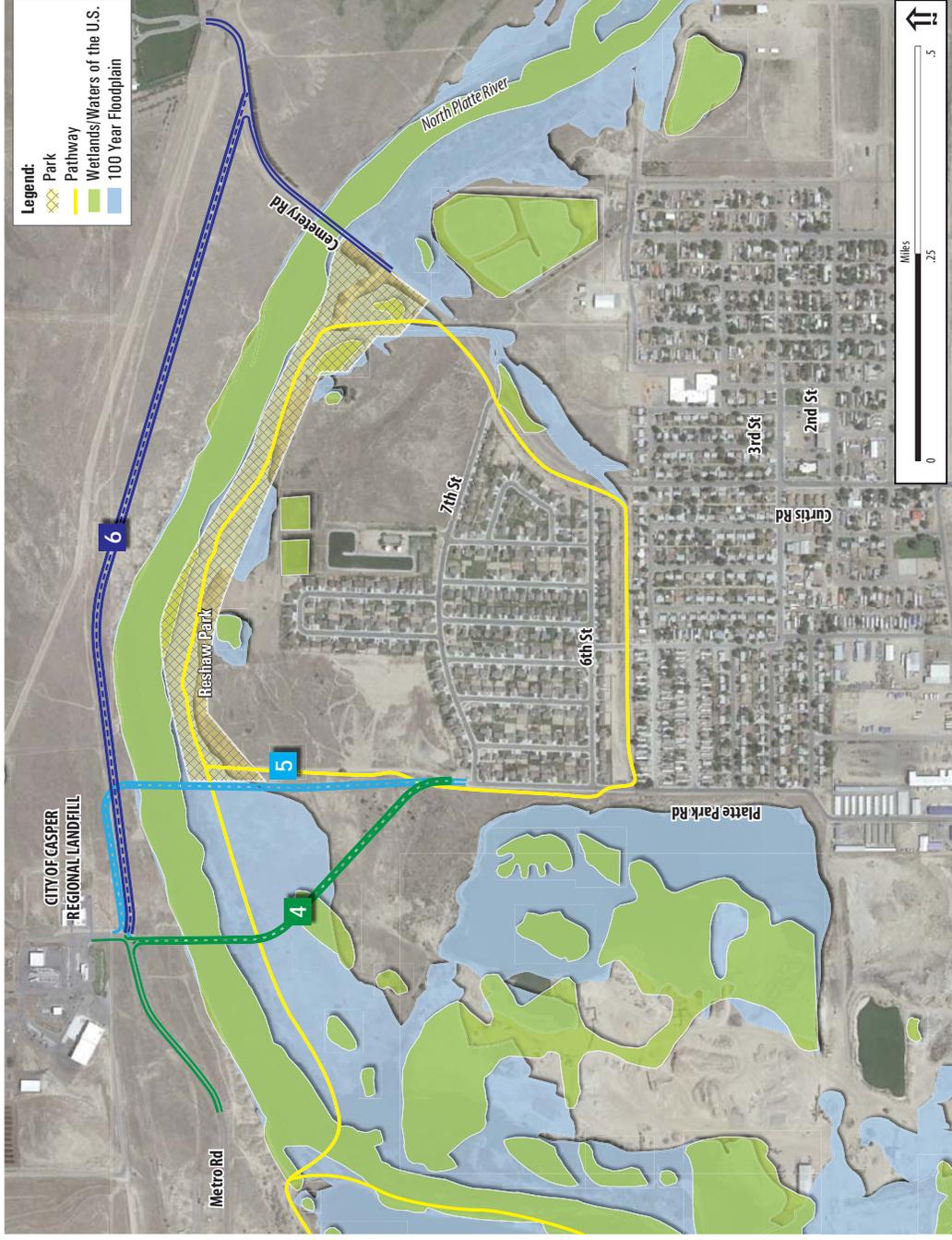
- Almost entirely in Evansville jurisdiction
- Sharp curve north of the river
- May have to develop future roadway to provide for future community growth
- Potential utility conflict with existing pipelines in the area north of the river
- Concept cost 8.5M - 9.0M

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aerogrid, IGN, IGP, Swisstopo, and the GIS User Community, Esri HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

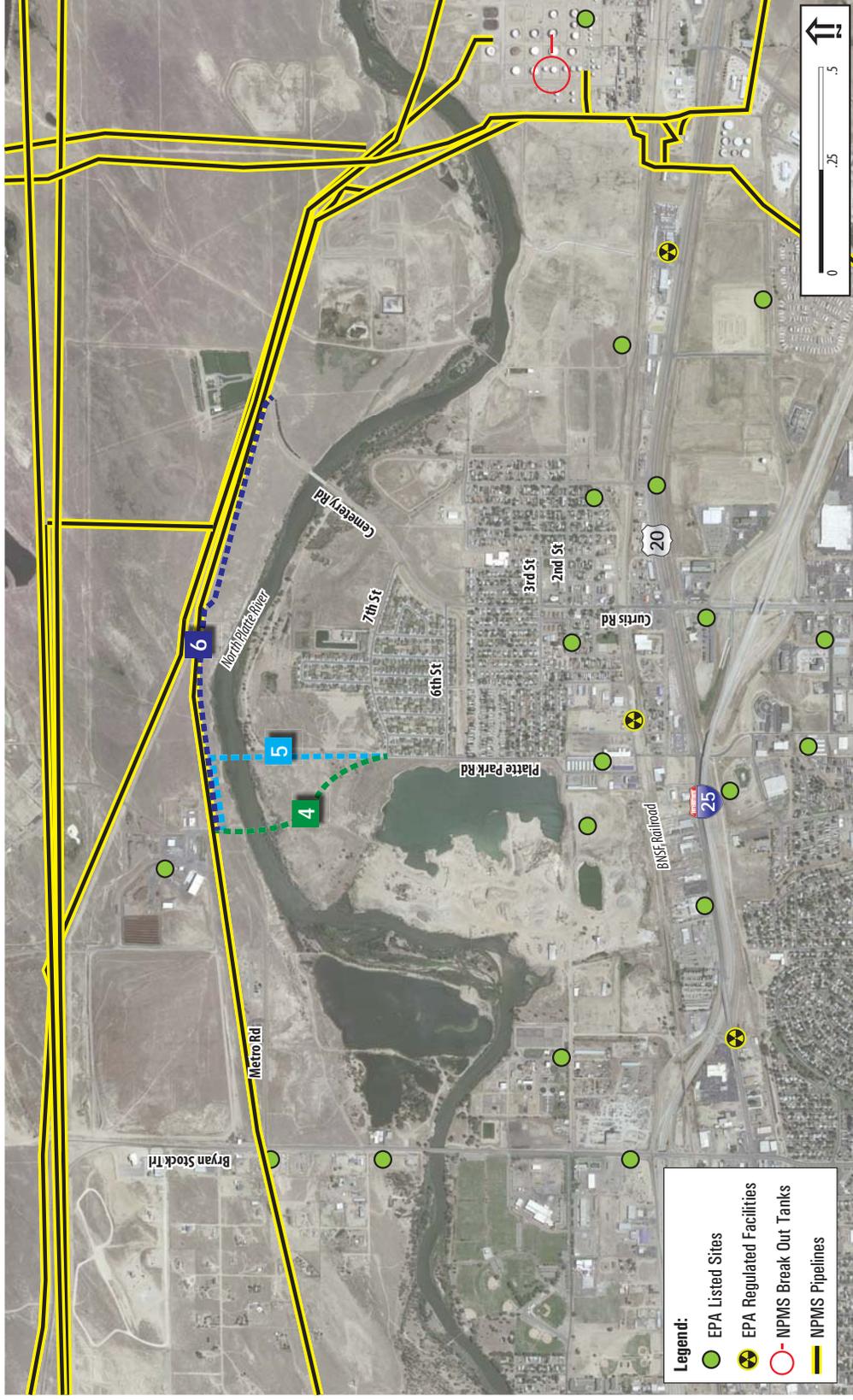
Alternative 6 Proposed Alignment



- Potential utility conflicts with existing overhead power lines
- Mostly inside of Evansville jurisdiction
- Provides good connectivity for future community growth
- Longest distance of roadway to connect with Metro Rd
- Would utilize the existing Veterans Bridge along Cemetery Rd
- Lowest Cost
- Steeper grade (7%)
- Concept cost 3.8M - 4.3M



Hazardous Materials



Thank You

for coming to the
Open House