

FHWA-WY-EA-05-01
FINDING OF NO SIGNIFICANT IMPACT
Wyoming Project HP-4019-00(003)

FOR

Cheyenne Norris Viaduct
Laramie County

City of Cheyenne, Wyoming,
Wyoming Department of Transportation
and
U.S. Department of Transportation, Federal Highway Administration

Submitted Pursuant to
42 USC 4332(2)(c)

By the

U.S. Department of Transportation
Federal Highway Administration

State of Wyoming Department of Transportation

And

City of Cheyenne, Wyoming

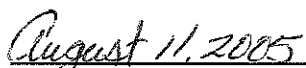
FEDERAL HIGHWAY ADMINISTRATION

Finding of No Significant Impact

FHWA-WY-EA-05-01
Wyoming Project HP-4019-00(003)
Cheyenne Norris Viaduct
Laramie County, Wyoming

The Federal Highway Administration (FHWA) has determined that the proposed improvement of a grade separation structure at the location of the existing Norris Viaduct in the City of Cheyenne, Wyoming, over the Union Pacific Railroad tracks, will not have a significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Cheyenne Norris Viaduct Environmental Assessment (FHWA-WY-EA-05-01) for the project, which has 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. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.


Federal Highway Administration


Date

**City of Cheyenne, Wyoming
Project Status Report**

FHWA-WY-EA-05-01
Wyoming Project HP-4019-00(003)
Cheyenne Norris Viaduct
Laramie County, Wyoming

The City of Cheyenne is proposing to replace an existing viaduct, known as the Norris Viaduct, and improve adjacent roadways. This project is intended to maintain and improve an important transportation link over the Union Pacific Railroad Company's (UPRR) mainline tracks that separate the north and south sides of the City of Cheyenne in Laramie County, Wyoming.

The project entails replacing the viaduct, which currently extends from the intersection of Duff Avenue and East 7th Street on the south to Logan Avenue and Nationway on the north, and spans eight UPRR tracks. In addition, roadways from the south end of the viaduct to the intersection of East 1st Street and Morrie Avenue would be improved, and a shared-use path for pedestrians and bicyclists would be constructed.

Concerns raised during the environmental evaluation process included neighborhood concerns about traffic volumes, noise, and vehicular and pedestrian safety. Concerns of local businesses and public safety agencies included keeping the route open during the construction process. Most comments were in support of the project. In particular, most comments appreciated the efforts to relocate the viaduct route to the edge of the neighborhood, to create a buffer between the neighborhood and the adjacent refinery, and to include landscaping and a pedestrian and bicyclist trail. A few individuals did not think the project was warranted. All concerns raised during this transportation decision-making process have been resolved to our satisfaction.

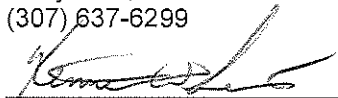
The project will respond to program commitments and be developed within design criteria and mitigation measures that will assure achievement of environmental, traffic, and safety and engineering goals.

Comments received from the circulation of the Environmental Assessment indicate no significant effect on the quality of the human environment. Therefore, an Environmental Impact Statement (EIS) will not be prepared. For further information contact:


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8/10/05
Date of Approval


for Galen Hesterberg
Statewide Operations Engineer
Federal Highway Administration

August 11, 2005
Date of Approval

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1.0 PROJECT DESCRIPTION

The City of Cheyenne is proposing to replace an existing viaduct, known as the Norris Viaduct, and improve adjacent roadways. This project is intended to maintain and improve an important transportation link over the Union Pacific Railroad Company's (UPRR) mainline tracks that separate the north and south sides of the City of Cheyenne in Laramie County, Wyoming.

The project entails replacing the viaduct, which currently extends from the intersection of Duff Avenue and East 7th Street on the south to Logan Avenue and Nationway on the north, and spans eight UPRR tracks. In addition, roadways from the south end of the viaduct to the intersection of East 1st Street and Morrie Avenue would be improved, and a shared-use path for pedestrians and bicyclists would be constructed.

The principal needs addressed by a grade separation structure at this location are:

- Replace an aging and deficient viaduct and adjacent roadways;
- Maintain and improve the existing transportation system linkage between the north and south parts of the City of Cheyenne;
- Provide an acceptable Level of Service (LOS) based on design year traffic volumes;
- Provide safe vehicular travel and efficient emergency vehicle access to the residential neighborhood and adjacent businesses;
- Provide safe pedestrian and bicycle travel from the Crow Creek Greenway to the north side of the UPRR tracks;
- Improve aesthetics along the roadway corridor and minimize barriers within the neighborhood.

1.1 DESCRIPTION OF PREFERRED ALTERNATIVE

An alignment has been developed that balances both the transportation needs of the City of Cheyenne and the needs of the residential neighborhood and nearby commercial and industrial facilities.

In this alignment, the viaduct approach is within the UPRR right-of-way and traverses the tracks to tie back into the Logan/Nationway intersection. The centerline of East 5th Street is offset approximately 50 feet to the north at the location of Duff Avenue. This alternative will require acquisition of all residential property to the east of the viaduct route. This alternative thus minimizes impacts to neighborhood cohesion and eliminates concerns for the safety of children needing to cross the viaduct route to walk or bicycle to school. Only commercial and industrial properties will remain to the east side.

The viaduct and the south approach will have four through traffic lanes. The proposed project includes a new signalized four-way intersection at the intersection with East 5th Street. The four-way intersection of Morrie Avenue and East 5th Street also will be signalized. East 5th Street would be reconstructed as four lanes, and Morrie Avenue between East 5th and East 1st Streets would be three lanes including a two-way left turn lane. The shared-use path will be located on the west side of Morrie Avenue, on the north side of East 5th Street, and on the west side of the viaduct.

This alternative has these features:

- A pedestrian/bicyclist shared-use path on the west side of the north-south roadway and the four-lane viaduct, the north side of East 5th Street, and the west side of Morrie Avenue to the existing Crow Creek Greenway Connection at the 1st Street and Russell Avenue intersection.
- A five-foot wide sidewalk on the east side of the viaduct approach portion of the roadway and viaduct.
- Concrete barriers between the shared use path and vehicular traffic on the west side of the viaduct to provide protection for users of the shared use path.
- A similar system on the east side of the viaduct to provide protection for pedestrians on that side of the viaduct.
- A 10-foot tall steel welded wire mesh fence to provide protection to users from falling off the viaduct and to prevent vandals from damaging the rail cars beneath the viaduct.

1.2 SUMMARY OF MITIGATION MEASURES

The social, economic, and natural environment impacts of the build alternative and the no-build alternative were investigated. These impacts and mitigation are summarized below.

Transportation.

Potential Effect: The existing viaduct and road system is an important part of the City of Cheyenne transportation network. Closure of the viaduct for extended periods could disrupt the transportation network and require lengthy detours for residents, local businesses, and emergency vehicles.

Mitigation: In order to have a minimum disruption to the transportation network, the existing viaduct will be kept open through most of the construction process. Construction on the viaduct and on adjacent roadways will be phased so that only short-term closures will be necessary.

Relocations.

Potential Effect: Approximately thirty residences will be relocated.

Mitigation: All relocations will be done in accordance with the Wyoming Relocation Assistance Acts of 1973 and 1989, the Uniform Relocation Act, the Civil Rights Act of 1968, and other applicable City of Cheyenne laws and regulations.

Water Quality.

Potential Effect: Construction will disturb soils and create potential sediment impacts to surface water quality.

Mitigation: During construction, water quality impacts will be minimized by implementing Best Management Practices (BMP) for construction-related erosion and sediment control. An NPDES permit will be obtained for this project.

Environmental Risk Sites.

Potential Effect: There are several known environmental risk sites in the project vicinity, including Frontier Refinery. The possibility exists that contaminated soils, especially soils contaminated with petroleum products, could be disturbed during construction. In addition, structures may have lead paint or asbestos.

Mitigation: If any environmental risks are identified during construction, appropriate measures will be taken for proper handling and disposal. Remedial measures for petroleum-contaminated soils would include excavation and replacement with clean fill material. Contaminated soil can be disposed of in a Subtitle "D" landfill following state and local regulations. Contaminated water discharged from an excavation may require treatment before discharge to the ground. If building materials containing asbestos or lead paint are encountered during construction, abatement would be completed in accordance with state and federal regulations.

Construction Impacts.

Potential Effect: Construction impacts can include traffic delays due to detours as well as noise and air quality impacts from construction equipment and activities.

Mitigation: With the exception of brief periods, the existing viaduct will remain open while the new viaduct is being constructed. Therefore, with minor exceptions, no detours will be required for this project. During construction, if objectionable dust levels occur, dust would be controlled by timely applications of water and temporary seeding to the construction areas. Mitigation measures to minimized construction related erosion and sedimentation control would include BMPs to intercept and rap transported sediments during construction. Construction noise levels would be minimized by designating haul routes away from sensitive receptors, controlling noise at the source, and limiting construction activities, particularly those that make the most noise, to certain hours.

2.0 COORDINATION PROCESS

The proposed project has been coordinated with all appropriate federal, state, and local agencies in order to comply with the National Environmental Policy Act. The Notice of Availability of the Norris Viaduct Environmental Assessment (EA) was mailed to all interested parties, indicating the locations of public availability of the Environmental Assessment and beginning the 30 day public comment period. A public hearing was held on February 24, 2005 to obtain comments on the Environmental Assessment. A notice of this hearing was published in the Cheyenne newspaper on February 10, two weeks prior to the meeting, and letters were sent to interested parties. A list of attendees, a transcript of the comments received at the public meeting, as well as comments received from the public, are found in Appendix A. Agency concurrence letters are found in Appendix B

3.0 SELECTION OF THE PREFERRED ALTERNATIVE

Based on the Norris Viaduct Environmental Assessment and the summary of comments and responses, the Federal Highway Administration (FHWA) has determined that the preferred alternative as described in Section 2.3 of the EA is the Selected alternative.

APPENDIX A

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PUBLIC MEETING IN RE NORRIS VIADUCT

7

DRAFT ENVIRONMENTAL ASSESSMENT

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TRANSCRIPT OF PUBLIC MEETING PROCEEDINGS

15

Thursday, February 24, 2005

16

7:00 p.m.

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Hebard School, Cheyenne, Wyoming

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P R O C E E D I N G S

2 (Public Meeting proceedings commenced

3 7:00 p.m., February 24, 2005.)

4 MR. STARK: My name is Mark Stark. I'm
5 the project manager for Olsson Associates for the
6 Environmental Assessment on the Norris viaduct.

7 We have a number of people here tonight: Tom
8 Mason, director for the City of Cheyenne. He's the city
9 project manager. Doug Vetter right over here sitting down
10 is also one of the coproject managers for the City.

11 We've done quite a few of these projects. In
12 fact, later on at the end of this presentation I'm going
13 to show you slides of the project we did in Lincoln,
14 Nebraska, 3rd & A project. Really, really similar to this
15 one, going over -- going mostly over the Burlington
16 Northern tracks. Union Pacific was involved in that one
17 too.

18 We came back into that neighborhood with a
19 number of design strategies and developed some of the
20 themes for the architectural treatments that we did to the
21 bridge, some of the landscaping, so we had a whole theme
22 going there. We want to do the very same thing here in
23 Cheyenne with this particular project.

24 Tonight's meeting is the third and final meeting
25 in the Environmental Assessment process. We will have

1 more meetings, final design to get your input, but what
2 happens with tonight's meeting is we want to get your
3 comments. We've got a court reporter over there, Janet --
4 is that right -- and so when I get done with the
5 presentation, we would like to have you come up and use
6 the microphone, say your name, spell your name for us, and
7 also give us your address so that we know where you live.

8 If you're not comfortable with speaking into the
9 microphone, you can also go over there and sit down and
10 talk to Janet, too.

11 The third way you can do that is we have comment
12 cards and the handouts that you've got so that you can
13 leave those with us, or if you want to take it home, fill
14 it out later on, mail it to Tom Mason and he will, in
15 turn, send that to us. We've also been gathering comments
16 while you've been speaking to us prior to the
17 presentation.

18 So let's go ahead and get started. The thing
19 that we're going to be doing is, just to kind of review
20 the two meetings we've already had, talk a little bit
21 about why we're doing the things we've done; again, record
22 your comments and questions; and we will then put those
23 things into the final copy of the EA.

24 We submit that then to the Federal Highway
25 Administration and some other regulatory agencies, get

1 ~~them to sign off on it. That releases funds so we can~~

2 start buying right-of-way. And we have the project

3 schedule coming up a little later on and it is also in the

4 handouts too.

5 The things we want you to do -- I guess I'm

6 getting ahead of myself. Project update, show preferred

7 alignment based on all the things we've been doing and get

8 your comments and incorporate that into the Environmental

9 Assessment.

10 Now let's talk about whatever your roles are.

11 Again, you know, that's why we have the open house, if you

12 get interested, start to think about things, ask us

13 questions about what's going on. And again, we want to

14 get your feedback and comments to incorporate that into

15 the EA.

16 The project purpose, this goes back to the very

17 first meeting that we had. Why are we even doing this

18 project? It has been studied for a long time. Now we're

19 finally to the point in the process where we're actually

20 going to be able to start building this thing.

21 And, again, the project purpose is to replace

22 the viaduct, the one that's structurally deficient and

23 falling apart. You see it in the pictures and you see it

24 when you drive over it every day.

25 Next slide, please. Again, you know, we're not

1 starting from ground zero. We're building on all of the
2 previous studies. You've heard this before in any of the
3 other meetings. '92 study, '95, Hebard, Cole going to
4 neighborhood plans and finally the 1998 viaduct
5 reconstruction conceptual plan.

6 In that one there were a total of seven
7 alignments that were studied. Each one of those were
8 evaluated according to criteria that was developed.

9 Let's go to the next slide. Alignment D was the
10 one that was preferred. That was the one that comes down,
11 basically spur along the Union Pacific right-of-way, again
12 at the alley over by Alexander, came down to the front
13 gate -- old front gate of the refinery since that's kind
14 of changed now -- followed Fifth Street, cut that corner
15 over Fifth and Morrie, closed the intersection of Fifth
16 and Morrie and tied back into First Street and back over a
17 little north of Crow Creek.

18 So in the other meetings we mentioned that, you
19 know, there were reasons why that doesn't work anymore,
20 and I know that being a big part of that, and security
21 issues around the refinery. We came back in and we're
22 reviewing all of the alignments again.

23 Again, you know, the question is asked why do we
24 need to do this again. Now we've got federal dollars
25 involved in that, and part of that process, NEPA, National

1 Environmental Policy Act, requires that you go back in and
2 you evaluate the socioeconomic factors that go into each
3 alignment to come up with a preferred alignment
4 theoretically.

5 The last thing it does -- and this is
6 important -- it uses public input to help us develop what
7 that preferred alignment is going to be. That's what this
8 process is all about.

9 So your goal, we had the very first meeting here
10 in the gym, and we had three main themes that came out of
11 that: Improved traffic connections for Cheyenne in all
12 directions; improved safety for cars, pedestrians and
13 bicycles. Everybody knows that when you're walking along
14 Fifth Street or Duff Avenue, that's crazy. Riding bikes
15 along there is just loony tunes going over the viaduct.

16 And improved traffic flow within the
17 neighborhood; those were the three things that came out of
18 that meeting.

19 Additional themes -- I'll go ahead and read them
20 to you -- want to be able to tie in neighborhood
21 improvements into the project; buffer between the
22 neighborhood and the refinery; doing some landscaping with
23 the Greenway going through there; make the viaduct
24 attractive; and refinery, concerns about refinery and
25 safety, having an evacuation, getting emergency vehicles

1 into the refinery in case there is an accident there.

2 The typical cross-sections we're proposing, the
3 top one is a three-lane section. We have northbound,
4 southbound and then the center lane is going to be a
5 common left-turn lane. And that goes from First Street
6 all the way up to the intersection of Fifth and Morrie.
7 That's Morrie Avenue, basically.

8 Once you get around the corner, we have a
9 four-lane section where we've got two lanes in each
10 direction. And in each one of these we have a four-plus
11 shoulder on each side. We have the Greenway on the left
12 side. So when you're going north on Morrie, the Greenway
13 is on the west side. You turn the corner, it is going to
14 be on the north side of the street. And, again, when you
15 turn the corner again to continue north up to Logan and
16 Nationway, it is going to be over on the west side again.

17 And once we get -- once we turn the corner and
18 are going north, we also have a five-foot sidewalk that's
19 going to be on the east side. And that shows up in the
20 plan views we've got posted over there. Again it shows up
21 here. So, again, now we looked at the Fifth Street north
22 and south roadway section.

23 The next slide, then, shows what the roadway
24 looks like as we're coming up -- we're not at existing
25 ground anymore. We're coming up on the approach to the

1 viaduct. ~~The four-lane section carries over there.~~

2 When you get on the viaduct, then, we have the
3 Greenway on the left side or the west side. Again, we've
4 got the four lanes with the four-foot shoulders on both
5 sides. That's done so in case there is an accident with
6 the refinery or something going on where people are trying
7 to get out of there, the thought being that we're going to
8 at least get people pushed to one side, get fire trucks
9 and ambulances across the viaduct that way. And, again,
10 the sidewalk continues on the east side on the viaduct.

11 So I'm just going to run through these real
12 quick. You saw them out in the hallway. These are the
13 alignments that we had from last June's meeting.

14 Alignment A basically is the existing alignment
15 on Duff Avenue with things that we already have. Again,
16 the downside is the sharp intersections.

17 Alignment B, we moved -- that's going a little
18 faster than I had hoped. Alignment B, we're starting to
19 move a little to the east, half a block or so.

20 C, farther east yet, and we started doing the
21 curvilinear type of road and so we've got the intersection
22 so we get rid of the sharp right turns. That's what we
23 want to get rid of. That's the reason for that curve
24 through there.

25 Then alignment D is basically the same thing and

1 ~~we're going to close the intersection at Fifth and Morrie~~
2 which was something that was mentioned again in that 1998
3 study.

4 So then finally we had Alignment E which pushed
5 things a little bit to the east yet and reopened up that
6 intersection.

7 Out of that meeting we had two major themes that
8 came, and they will be on the next slide. Basically the
9 overwhelming majority of people we visited with said let's
10 keep that intersection at Fifth and Morrie open and shift
11 that line even farther east, as far as we can possibly go.
12 And we are as far east as we can possibly go. We're on
13 the Union Pacific's property. We're going to have to
14 actually acquire some property from those guys.

15 I don't know if anybody picked up on this or
16 not, but this actually goes to the 1998 study with the
17 Alignment D pushed way to the east end of things. So
18 we're kind of going back and doing that again.

19 This is the new Alignment F. You know, I think
20 you all have a chance to see that as you've gone through
21 looking at the displays again. We pushed it farther to
22 the east. We do have these little hammerhead turnarounds
23 that are located right in here. If you look at those, at
24 the plan views, this is all going to be green space, but
25 we still need to have a place where we can get emergency

1 ~~vehicles in there, fire trucks and so forth, and get them~~
2 to turn around. That's why the hammerheads are there. We
3 looked at culs-de-sac but actually it is a city standard
4 to use the hammerheads, so that's why we put those in
5 there.

6 We used basically six different criteria to help
7 us go through all of these different alignments to try and
8 figure out which one would be the best one. We've got --
9 and this is all listed in the EA -- we want to be able to
10 replace the viaduct and correct deficiencies. That's the
11 main goal we've got in every one of these alignments.

12 Maintain the length between south and north
13 Cheyenne; provide an acceptable traffic level of service.
14 Traffic engineers categorize traffic flow through A, B, C,
15 D and F, right: A, being the best one; C is the commonly
16 accepted one. That's an acceptable level of traffic
17 movement, flow; F is absolutely nasty, gridlocked, nobody
18 is going anywhere.

19 So right now the design here is 20/28 and we've
20 got all of these roadways -- all of these alignments
21 actually ended up with level of service B so they're
22 adequate for future traffic levels.

23 Other thing we needed to do was to provide
24 emergency and evacuation access, extend the Greenway and
25 to improve aesthetics and minimize impacts.

1 So the next slide you're going to see, and this
2 shows up in the brochure and handout we have, as you go
3 through each one of those, you know, here are the
4 different criteria. And then we've got a discussion in
5 the draft EA on why we felt that those things didn't meet
6 the criteria, partially met the criteria or totally met
7 the criteria. And as you can see on the far right side in
8 column F, that one meets every one of the criteria we've
9 got assigned to this project so that's how we ended up
10 with that one.

11 So some of this is from the June meeting, the
12 top alignments A through E with a number of parcels that
13 we needed to acquire for each one of those alignments and
14 the approximate acquisition and construction cost for the
15 project.

16 And alignment F -- well, the other thing I
17 should explain, when we're talking about parcels, that's
18 not necessarily the number of homes that we need to
19 acquire because a lot of times people own two or three
20 lots around their house, so that's -- the parcels are the
21 number of lots that we need to be able to acquire.

22 And, you know, you can look at those prices and
23 as you go down those cost estimates, you know, you notice
24 that Alignment F, even though we're not acquiring
25 necessarily as many parcels of property we do have a

1 ~~higher construction cost to submit. The reason for that~~
2 is because we're using what's called mechanically
3 stabilized earth walls, vertical walls so that we can
4 minimize the amount of right-of-way we have to buy.

5 So what is going to happen is we will have the
6 MSE walls, and when you go up and over the viaduct the
7 walls basically retain the fill. And there's a lot of
8 things you can use to dress them up -- four miners,
9 patterns in them.

10 We have a project right now in Lincoln,
11 Nebraska, we've got -- what are all of the patterns in
12 there? Coarse gravel, finer gravel and wave and leaves
13 and all kinds of stuff in there.

14 UNIDENTIFIED SPEAKER: Twenty-three
15 different panels.

16 MR. STARK: So you can do quite a bit of
17 artistic stuff and it doesn't really cost that much more
18 money to do that while you're doing that.

19 The project schedule -- and I'm not going to
20 read that to you, you know. I think the one that
21 everybody wants to know is when will the right-of-way
22 acquisitions start. And again, we're thinking that could
23 probably happen in the winter of 2005, so, you know, about
24 a year later, little bit less than that.

25 Construction hopefully is going to be able to

~~1 start in the winter, January, February, 2007, somewhere in~~
2 there. That schedule, again, is in the brochure.

3 We're getting kind of close to the end. I've
4 got this slide, this is -- I will just leave this up
5 because the next slide after this is just thanks. But
6 these are some pictures that were taken of the 3rd & A
7 bridge. There's a bike trail attached to that one. We
8 come up the bike trail and then go over that. We can do a
9 lot of things with lighting.

10 Does that show up very well at all? Then we
11 have an aerial view of the viaduct, too. Now, we're not
12 going to be doing a curved viaduct like this one and it is
13 not going to be nearly this long. The total length of the
14 viaduct I think is about 270 feet, something in that
15 ballpark.

16 But anyway, just an idea of some of the things,
17 the light poles and so forth that we can do on there,
18 colored concrete to really dress that thing up.

19 Again, the last slide I have is going to be a
20 thank you for listening and thank you for attending. So
21 with that, I think we're ready to conduct the comments.

22 I will go ahead and put this on the stand.
23 Anybody wants to come up and make a comment?

24 ELLEN STUMP: I don't want to come up
25 there. I think you can hear me. I would like you to

1 ~~address the possible renaming. Can you talk a little~~
2 about that?

3 MR. STARK: We're going to make that
4 actually more of a citizens participatory thing. We're
5 not going to come in here and try to rename it for you. I
6 think the program -- you want to talk about that?

7 MR. MASON: Tom Mason. The idea of
8 renaming the bridge came up in the past public meetings
9 where people have asked the question who is it named
10 after. And I've checked with our local Historic
11 Preservation Board and others and have asked the public,
12 you know, can someone tell us who it is named after to
13 begin with. I have gotten a couple e-mails to say who it
14 was named after. I don't know if they agreed with each
15 other. Looking for someone that's been around a long time
16 who might know who it is named after.

17 A lot of people know the bridge as the Logan
18 Avenue Bridge or the Dunn Avenue Bridge or something like
19 that. So it is a little fun thing we're considering. We
20 have some green forms on the table back here asking
21 people, number one, do you think it should be called
22 something else, and if so, what. So we're just -- kind of
23 a fun thing to toy with to see if we should consider
24 changing the name since we haven't come up with a good
25 explanation of who it is even named after.

1 MR. STARK: Yes, sir.

2 RALPH SCHILOUSKY: I just have a question

3 about the traffic flow at Fifth and Morrie. Is there

4 going to be stoplights in there?

5 MR. STARK: There will be a stoplight at

6 Fifth and Morrie.

7 RALPH SCHILOUSKY: And according to this

8 it looks like it goes from four lane to two lane in half a

9 block in that area; is that correct?

10 MR. STARK: Shane.

11 MR. KING: I'm Shane King, traffic

12 engineer.

13 Which leg of Fifth and Morrie you're talking

14 about, the north one? Your question is at Fifth and

15 Morrie on the --

16 RALPH SCHILOUSKY: Going west it looks

17 like it goes from four lane to two lane, down to two.

18 MR. KING: A block east of here, that's

19 exactly right.

20 RALPH SCHILOUSKY: What is that going to

21 do to traffic right there?

22 MR. KING: What you have is basically

23 anytime you signalize an intersection, you implement an

24 exclusive left-turn lane. That's what you see then

25 eastbound. There's still going to be one lane westbound

~~1 just like it is today, and eastbound will add an exclusive~~
2 left turn lane.

3 And then because we're tying into two lanes
4 across Morrie, then we added two lanes at that
5 intersection to be used to go through or the right lane.

6 RALPH SCHILOUSKY: For a half a block?
7 That's what it looks like here.

8 MR. KING: I don't know if this is
9 necessarily to scale. I can't say it will be half of a
10 block or three-quarters of a block. Depending on the
11 taper rates -- it is usually about 12-foot-to-1-foot rate.
12 That's the rate that we will widen out and add lanes. So
13 without -- I don't have those measurements exactly how
14 long that block is. I can't say if it will be a half a
15 block.

16 RALPH SCHILOUSKY: Somewhere in that block
17 it is still going to be four lane?

18 MR. KING: Right, within that block.

19 RALPH SCHILOUSKY: Why not have it two
20 lane at the intersection if you're adding a lane?

21 MR. STARK: It might be easier to talk
22 about that on the bigger displays where you can look at
23 the arrowheads and that type of stuff. Just stick around.

24 PATRICK FARRELLY: So if you're coming off
25 the viaduct and you want to head west on Fifth Street, the

1 ~~people that are going to head west will be in one single~~
2 lane and they will head west, and the people that want to
3 continue down Morrie to Avenue C or First Street will stay
4 in the left-hand lane and just continue on? Is that the
5 way it is set up?

6 MR. KING: Right, exclusive left turn lane
7 and the other lane is through.

8 RALPH SCHILOUSKY: Why do you need four
9 lanes on the middle of Fifth Street?

10 MR. KING: It is an alignment issue. Step
11 back and I can show you that, how it lines up, because you
12 can't shift traffic through an intersection. You got to
13 be able to go -- the lanes have to line up. And that's
14 why. We have four lanes on the east side, so we have to
15 have that on the other side so things line up.

16 MR. FARRELLY: Kind of a merge thing-type?

17 MR. KING: Right.

18 MR. WUNDERLICH: Has there ever been taken
19 a census how much traffic is on Fifth Street?

20 MR. KING: Yeah, there has been. At the
21 beginning of this project we did peak hour counts during
22 the a.m. and p.m. peak periods. We did counts at First
23 and Morrie, Fifth and Morrie, Fifth and Duff and up at
24 Logan and Nationway.

25 MR. WUNDERLICH: How about down by Central

1 and Fifth Street so you know how much traffic is right
2 there?

3 MR. KING: Those weren't part of this.
4 Those weren't within this study area. So I'm sure at some
5 point traffic counts have been done there, but we did not
6 do them as part of this project.

7 MR. WUNDERLICH: I thought this whole
8 thing was partially to get the traffic off of Fifth Street
9 past Hebard School.

10 MR. STARK: I don't think so.

11 MR. WUNDERLICH: I thought we were talking
12 about diverting part of this traffic down to First Street
13 or as far south as Fox Farm Road and access to the
14 interstate be put somewhere in between there.

15 MR. FARRELLY: Why would you eliminate
16 Fifth Street? It is a nice thoroughfare right east to
17 west.

18 MR. WUNDERLICH: It is. It is a big
19 thoroughfare and that's what you use it for. If you don't
20 have a cop sitting on there, they're doing 40, 45 miles an
21 hour.

22 MR. FARRELLY: That's the traffic police.

23 MR. MASON: Excuse me. We can only have
24 one person talking at a time. I'm sure the court reporter
25 will have trouble catching it all at once.

~~1 The issue of Fifth Street, whether it is going~~
2 to remain open or not, in the alternatives that were shown
3 at the last public meeting -- and again, they're in the
4 hallway back here -- some of them -- one of them had Fifth
5 Street closed off at Morrie and the public response to
6 that was more in favor to keep it open.

7 MR. WUNDERLICH: Sure, because you would
8 have to have it because of fire and ambulance to the
9 refinery.

10 MR. MASON: And initially we had proposed
11 to close Fifth Street off at Morrie, partly because of the
12 school here and the concern of the traffic going through
13 the neighborhood on Fifth Street right by the school.

14 I don't know if you're aware or not, but the
15 school district has plans to basically rebuild Hebard and
16 Cole by the Cole School location. So in five to seven
17 years this will no longer function as an elementary
18 school.

19 MR. STARK: Anybody else have a comment or
20 question? I have another request, too, not only give your
21 name and spell it for the court reporter, but also stand
22 and ask the questions so everybody can hear what the
23 question was.

24 MR. PLEIER: John Pleier, 515 Morrie,
25 P L E I E R.

1 ~~My home is one of the only ones that sits within~~
2 close, very close proximity to the alley that runs the
3 length of Fifth Street. From my bedroom window it is not
4 25 feet to the fence. And with the houses that are going
5 to be going out -- there's already been one buyout -- a
6 couple of things: Security. The other night I heard
7 noise outside and somebody had spray painted the garage of
8 one of the homes that's already been bought out. The
9 individual next door to them who is in the process of
10 moving has an alley light, but since he's not going to be
11 living there, he's not going to pay for the light.

12 Is the City going to maintain any type of lights
13 or anything along that alleyway during this construction
14 period to prevent vandalism, vagrancy? Because with its
15 close proximity to the railroad and everything else --

16 MR. STARK: I need to know from the City
17 the answer to that one.

18 MR. MASON: I don't know if we have an
19 answer to that question right now, but questions like that
20 are things that we need you to write down on your comment
21 forms and turn them in. And those are things that we need
22 to consider in the design process.

23 When design is done for the green space between
24 Fifth and the alley, elements and issues like that, we
25 need to know that. And that's why we need you to write

1 ~~those down, so they will be considered in the design.~~

2 MR. STARK: Do you have that typed up?

3 MR. PLEIER: Yes, I do.

4 MR. STARK: That's good.

5 Any more questions, comments, discussion?

6 MR. VELASQUEZ: Robert Velasquez. Why do
7 you have to put it there if there's already one there?

8 MR. STARK: Where?

9 MR. VELASQUEZ: There's already a viaduct
10 there. Why do you have to --

11 MR. STARK: I'm not sure I understand your
12 question.

13 MR. VELASQUEZ: Why are they taking the
14 viaduct out?

15 MR. STARK: Because it would cost more
16 money to fix that thing than to just build a new one. It
17 is really, really in bad shape. That's the reason for
18 that.

19 MR. SIKORA: My name is John Sikora. I
20 live on East Seventh. S I K O R A. I would like to know
21 about your Greenway and how the snowplows put snow on it
22 like it does now. You can't ride a bicycle or walk over
23 it very safely and those that walk, you lose grip.

24 MR. STARK: You're talking about the
25 portions going up over the viaduct?

1 ~~MR. SIKORA: Yes, yes, as a civilian.~~

2 MR. STARK: I rollerblade all of the time.

3 I know exactly what you're talking about. You know,
4 that's a design issue you end up with. You're either
5 going to push the snow off the trail into the street or
6 the street plow is going to push it back up on the
7 sidewalk. We don't really have a whole lot of choice.
8 We're trying to keep it away from the back of the curb as
9 much as we can.

10 MR. SIKORA: You don't have a design right
11 now for keeping it off the Greenway then?

12 MR. STARK: Not coming up over the
13 viaduct. We have to bring it back in so we're close to
14 the viaduct. Actually, when we're going over the viaduct
15 there will be a rail between bicyclists, pedestrians and
16 the travel lane, so that won't be an issue. There's
17 probably going to be a little section in there, as we're
18 getting up on the approaches, where we would have some
19 issues with that.

20 That's a point well taken. I thoroughly
21 understand what you're talking about.

22 One more time. Feel like an auctioneer.

23 MR. VELASQUEZ: Robert Velasquez. So
24 you're going to buy our houses?

25 MR. STARK: That would be the case, yeah.

1 ~~Have you gone around and looked at the display boards and~~
2 talked to any of the right-of-way guys from WYDOT?

3 MR. VELASQUEZ: Yes, ma'am -- I mean yes,
4 sir.

5 MR. STARK: Well, yeah, that's right. And
6 there's a whole process that the City has to go through to
7 buy those things to make sure that you're treated fairly
8 and equitably.

9 MR. VELASQUEZ: Okay. So say like, you
10 know, when they buy the houses, they fix you up with
11 another house.

12 MR. STARK: Correct, of equal or greater
13 value than one you have. They can't put you in someplace
14 that's worse. That's against the law.

15 Okay. One more time. All right, again, if
16 anybody wants to make some comments to Janet, you know,
17 didn't want to do this in front of the group, she's going
18 to be here until 8:00. So again, thanks for coming.

19 (Open meeting recessed 7:27 p.m.)

20 FRANK ADAMS: Frank Adams. I live at 1103
21 Monroe Avenue. And on the walls where they said they
22 could put their designs, how about some of the native
23 animals like the jackalope, the buffalo, we put the
24 Devil's Tower, you put your deer and antelope on there if
25 you want. But the one I want is the jackalope. I'm lousy

1 at spelling so I thought would tell you.

2 (Pause.)

3 MR. CURRIT: Richard Currit, C U R R I T,
4 live on Fourth Street. If I hadn't received the NEPA
5 documentation at my work, I would have never known this
6 meeting was even going on. I understand the problems with
7 public notification because I've been involved with
8 federal agencies for years, but seriously, if you want
9 good public input, the public has to know that it is being
10 asked for.

11 (Public Meeting proceedings concluded
12 7:50 p.m., February 24, 2005.)

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C E R T I F I C A T E

I, JANET DEW-HARRIS, a Registered Professional Reporter, and Federal Certified Realtime Reporter, do hereby certify that I reported by machine shorthand the foregoing proceedings contained herein, constituting a full, true and correct transcript.

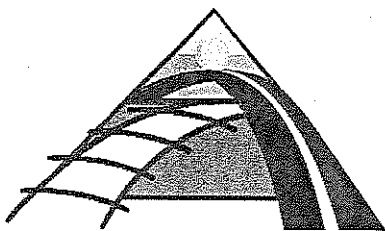
Dated this ___ day of _____, 200__.

JANET DEW-HARRIS
Registered Professional Reporter
Federal Certified Realtime Reporter

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

RAVON MCNINCH

Address: (Optional)

1304 E 5TH STREET

Did you attend:

NO January 27, 2004 public meeting

NO June 22, 2004 public meeting

Do you have any questions or concerns?

ACTUAL BEGINNING OF CONSTRUCTION

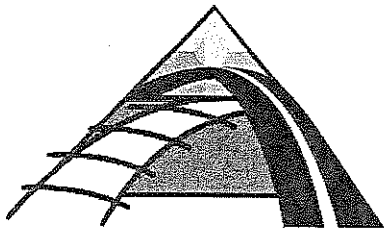
EXACT HOURES IN VOICED

Any further comments about the project overall?

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

JAMES CHIDESTER

Address: (Optional)

711 MARNE AVE 82007

Did you attend: yes January 27, 2004 public meeting

yes June 22, 2004 public meeting

Do you have any questions or concerns?

None

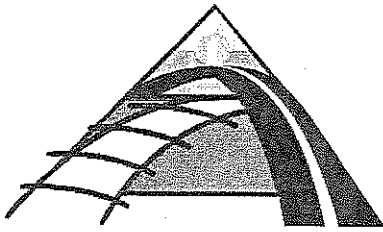
Any further comments about the project overall?

A.I.F. is the best choice & Very Good meetings. Thanks Jane Chidester

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Wanda Dunlap

Address: (Optional)

1219 E. 7st. Chey

Did you attend:

yes January 27, 2004 public meeting
yes June 22, 2004 public meeting

Do you have any questions or concerns?

I reside @ 1219 E. 7st. I do home day care & am real concerned about the kids in the yard. After see all the accidents at the end of the Duff Viaduct. I am truly wanting the City to purchase my home so I can get the kids out of some way. Maybe for no more than open space for the City. All I am wanting to do is to make it more safe from traffic & loud sounds for the kids.

Any further comments about the project overall?

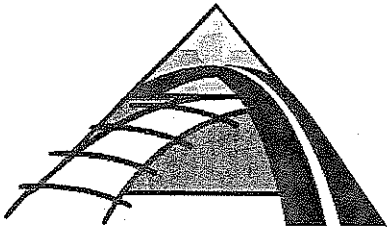
Please contact me @ 635-6419 or MsTweety62@AOL.com. I have real bad feelings about the kids & traffic. Not to mention all the construction sounds. How do you have a day care for small children w/ all the traffic & worrying about the kids safe while the play in the front yard? I CAN NOT. I will be contacting Tom to see if he can help me take care of the children. Thanks so much

Wanda Dunlap

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Robyn Yetka

Address: (Optional)

PO Box 2390, Chey, WY 82003

(811 E 5th)

Did you attend:

- January 27, 2004 public meeting
- June 22, 2004 public meeting

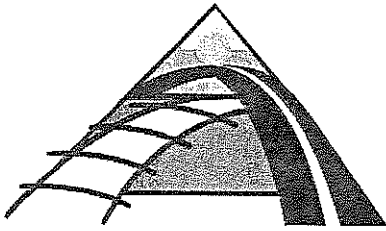
Do you have any questions or concerns?

Any further comments about the project overall?

Thank you for respecting the neighborhoods. Like alignment as presented. Landscaping on south west corner of Monie / 5th would be nice too. That corner will look even worse with such beauty across the street.

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project
February 24, 2005



Name: (Optional)

Chemine Jackson

Address: (Optional)

811 E 5th Street

Did you attend:

- January 27, 2004 public meeting
- June 22, 2004 public meeting

Do you have any questions or concerns?

Thank You ~~son~~ so much for this design of Alignment F. I keeps ~~the~~ the neighborhood intact and that is very important to me. Great Job.

Any further comments about the project overall?

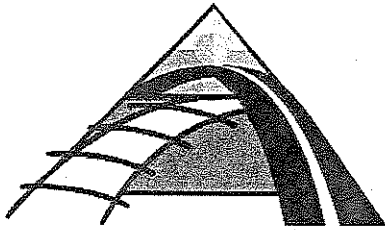


6

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Glen Chavez

Address: (Optional)

718 Teton ST.

Did you attend:

NO January 27, 2004 public meeting

NO June 22, 2004 public meeting

Do you have any questions or concerns?

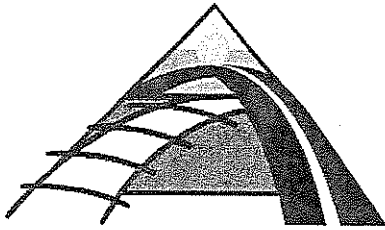
Very pleased with Design overall
out look. — JUST wish could begin construction sooner
good Luck

Any further comments about the project overall?

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Warren Heitman

Address: (Optional)

810 E. 1st

Did you attend:

yes January 27, 2004 public meeting
yes June 22, 2004 public meeting

Do you have any questions or concerns?

I think 5th Street should be closed.
The Intersection of 5th and Morrrie needs only 1 exit. I think Morrrie is the one that should be open. The Main traffic will have to be stopped twice with 5th and Morrrie Open. With Morrrie open it would only have to be stopped once with access left and right.

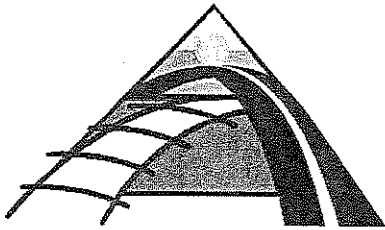
Any further comments about the project overall?

I know you cannot satisfy everyone.
I ~~am~~ wish you well.

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Erceella Stevenson
Stevenson Agency/Farmers Union Ins

Address: (Optional)

1114 Logan Ave. Ste 100

Did you attend:

- January 27, 2004 public meeting
- June 22, 2004 public meeting

Do you have any questions or concerns?

Traffic flow during construction. I think you answered that concern. During construction if traffic flow was to be stopped for a short period I would like to be informed so I can instruct my customers to take an alternate route.

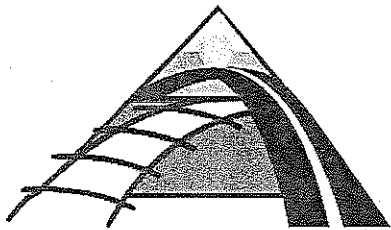
Any further comments about the project overall?

I like the design and it will be a great improvement and asset to this area of town.

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Kelly Fletcher

Address: (Optional)

1213 E. 6th St.

Did you attend:

- January 27, 2004 public meeting
- June 22, 2004 public meeting

Do you have any questions or concerns?

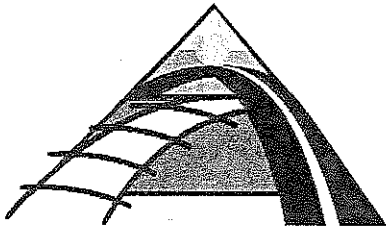
That the appraisers call to set up an appointment!
 I work nights and sleep during the day. Also, my dog runs free in my fenced yard. I will need to know you are coming so that I may bring him into the house before you arrive. He is a large dog and can intimidate people. Relocating with him will be difficult. I will need a place with a good sized yard.

Any further comments about the project overall?

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

JR Nunamaker

Address: (Optional)

1020 E. 7th St

Did you attend:

- January 27, 2004 public meeting
- June 22, 2004 public meeting

Do you have any questions or concerns?

I question the need of having 2 accesses to the viaduct road. A neighborhood doesn't really need that much access.

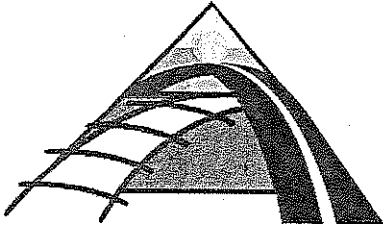
Any further comments about the project overall?

The alignment F for my view is an excellent choice. It addresses the traffic needs extremely well. Having the traffic lights will be a big plus when attempting to get to the viaduct. Adding the greenbelt + paths makes it safer to get out + about!

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

1107 E. 10th St.

Address: (Optional)

Did you attend:

January 27, 2004 public meeting
 June 22, 2004 public meeting

Do you have any questions or concerns?

Everything looks great! What a needed improvement for the south side of Cheyenne. The greenway barrier to screen out some of the refinery is much needed & will increase the aesthetic quality of the neighborhood.

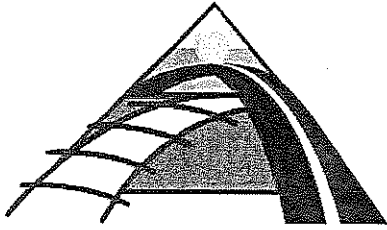
Any further comments about the project overall?

How will construction interrupt the remaining homes on 6th St.?

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional)

Lynn F. Cunningham

Address: (Optional)

1102 E 6th (4518 E 16th)

Did you attend:

January 27, 2004 public meeting

June 22, 2004 public meeting

Do you have any questions or concerns?

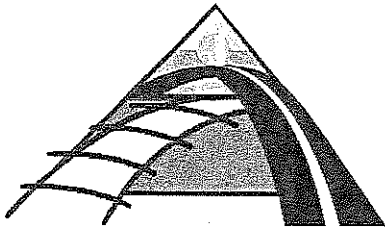
Any further comments about the project overall?

Overall Alignment looks good ~~but~~ about the way I suggested in June 04.

Comment Card

Draft Environmental Assessment (EA) for the Norris Viaduct Project

February 24, 2005



Name: (Optional) Mrs. BOBBI CARROLL

Address: (Optional) 1206 E. 5th St.

Did you attend: No January 27, 2004 public meeting
No June 22, 2004 public meeting

Do you have any questions or concerns?

My only concerns are when the appraisals & acquisition will occur.

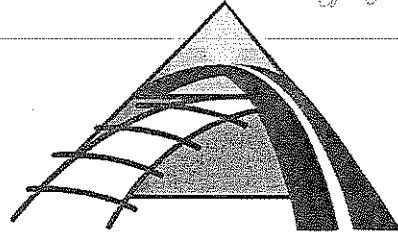
Any further comments about the project overall?

I think it will be a beneficial enhancement to the area.

2-28-05
Mailed original
to Tom Mason.
sf

14

Norris Viaduct Replacement Project



Renaming the Norris Viaduct: Your Advice

With a newly constructed bridge as part of this project, we are considering renaming the Viaduct. Please give us your advice on this by answering the two questions below.

1. Should we change the name of the Viaduct?

yes

2. If yes, what name do you suggest, and why?

Perey after John Perey an old
Railroad man that has live here
a long time

Please mail this form in by March 18th to:
Tom Mason, Cheyenne MPO, 2101 O'Neil Ave, Cheyenne, WY 82001

Norris Viaduct Environmental Assessment Sign-In
February 24, 2005

Name	Email	Address + Zip	Phone Number
Warren R. Heitmann	melicas@yahoo.com	810 E. 15 th	634-25413
Parent Cecil Hickman		910 E 5 th St	640-5126
Mr + Mrs LEWIS EDWARDS		1008 E 5 th St	632-2615
Cherine Jackson		811 E 5 th St 82007	635-8894
Wanda Dunlap		1219 E 7 th	635-6419
James Proctor		711 Marce Ave 82007	634-0243
John E. Lomax		1211 East 6 th St. 82007	638-6848
Erinina Dominguez		1211 East 6 th St. 82007	634-6085
Michele W. Miller		WYDOT	777-4121
LARRY + Alice Hankel		909 East 5 th St. 82007	
John + Carol Green		521 Unnorie	638-2266
Paul Jungling		903 E. 9 th St.	632-0023
Tim Carroll		5300 Bishop Blvd WYDOT	307.777.4375
Pick Parish		2101 O'Neil 82001	638-4357
Kobyn Yetka		PO Box 2390 82003	637-6924
Mr. Mrs. Andy Lavato		1120 East 6 th St 82007	638-8765
JR Nunamaker	jrmedyn@yahoo.com	1020 E. 7 th St 82007	433-0447
Nelle Karsen		809 Seymour Ave 82007	778-7921
Bobbi Carroll	BOBBID@BRESMAN.NET	1208 E 5 th St 82007	630-9121
KYAN GRASS		521 E. BRIS ST	
Bob Nedley		1302 E 5 th St	6388778



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4000 Airport Parkway
Cheyenne, Wyoming 82001

RECEIVED
MAR 07 2005
OLSSON ASSOCIATES

MAR 03 2005

In Reply Refer To:
ES-61411FWJBNWY19195

Mr. Mark Stark
Olsson Associates
1111 Lincoln Mall
Post Office Box 84608
Lincoln, Nebraska 68501-4608

Dear Mr. Stark:

Thank you for your letter of February 14, 2005 received in our office on February 16, regarding our review of the Cheyenne Norris Viaduct Environmental Assessment (EA) (FHWA-WY-EA-05-01). According to the EA for this project the Federal Highway Administration (FHWA) has proposed to replace an existing viaduct and improve adjacent roadways in the city of Cheyenne in Laramie County, Wyoming. Replacement of the viaduct and improvements to the adjacent roadways will occur on ground that has been previously disturbed by existing roadways or residential and industrial developments.

Based on the information provided in the EA and a site visit by Thomas Gorman of my staff on February 23, 2005, the replacement of the viaduct and improvements to the adjacent roadways are actions that will be made to already disturbed areas. The U.S. Fish & Wildlife Service feels that sufficient information was provided to determine the effects of this project to federally listed species and to conclude whether this project is likely to adversely affect those species. However, regulations under Section 7 of the Endangered Species Act of 1973, as amended (Act), provide that Fish & Wildlife concurrence with this section may be provided only to the involved Federal agency, in this case, the FHWA.

In order to expedite the environmental review process, if the FHWA concurs with your finding of no effect to listed species, then you may consider this action to be in compliance with the requirements of Section 7(a) (2) of the Act, thereby concluding the consultation process.

This project should be re-analyzed if new information reveals effects of the action that may affect listed or proposed species or designated or proposed critical habitat in a manner or to an extent not considered in this consultation; if the action is subsequently modified in a manner that causes an effect to a listed or proposed species or designated or proposed critical habitat that was not considered in this consultation; and/or, if a new species is listed or critical habitat is designated that may be affected by this project.

1 Thank you for your comments.

2 If new information that indicates the potential for an impact is obtained, the project will be re-analyzed.

The project, as proposed, also is unlikely to result in the take of migratory birds and therefore is not likely to result in a violation of the Migratory Bird Treaty Act. However, if any raptor nests are located within 0.5-mile of the project site (or within 1 mile for bald eagles and ferruginous hawks), or any large trees will be removed, please contact this office so that we may work together to protect these species.

3

3 Coordination with FWS will be done during construction if raptor nests are identified or if any large trees are removed.

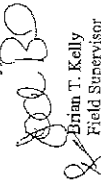
According to the EA, the potential exists for environmental risks from hydrocarbon contaminated soils, contaminated groundwater, and hazardous materials associated with residential and commercial wastes. We are concerned with the potential for contaminants reaching Crow Creek and impacting aquatic and migratory bird resources. Although the EA states that Best Management Practices (BMP) will be implemented to prevent impacts to Crow Creek, the EA should specify what BMP's will be implemented. The EA should specify that the Wyoming Department of Environmental Quality (WDEQ) Solid and Hazardous Waste Division will be contacted when contaminated soils, groundwater, and other hazardous materials are encountered during construction. Further, the EA should state that all applicable WDEQ rules and regulations on the handling, transportation, and disposal of solid and hazardous wastes will be followed.

4

4 BMPs will be specified during the final design phase. The City of Cheyenne appreciates the proximity of the project to Crow Creek and the importance of protecting surface water quality. Language addressing WDEQ rules and regulations has been added to the EA.

We appreciate your efforts to ensure the conservation of endangered, threatened, and candidate species and migratory birds. If you have questions regarding our comments or your responsibility under the Act, please contact Thomas Gorman of my staff at the letterhead address or phone (307) 772-2374, extension 37.

Sincerely,



Brian T. Kelly
Field Supervisor
Wyoming Field Office

cc: FHWA, Wyoming Division, Cheyenne, WY (Project Manager)
WGFD, Non-Game Coordinator, Lander, WY (B. Oakleaf)
WGFD, Statewide Habitat Protection Coordinator, Cheyenne, WY (V. Steiter)
WYDOT, Environmental Services Office, Cheyenne, WY (T. Stark)



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FEB 21 2005
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February 14, 2005

Mr. Vern Stetter
Wyoming Game and Fish Department
5400 Bishop Boulevard
Cheyenne, WY 82006-0001

WER:
DUE:

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FEB 16 2005

Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

HABITAT
PROGRAM

PROTECTION
WGFD

Dear Mr. Stetter:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

If your agency has no particular comments, we would appreciate having you return the following endorsement within 30 days or by March 18, 2005. No response will be considered as a no comment on the proposed action. (It is not necessary to return the attached Draft Environmental Assessment.)

"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed Vern Stetter

Title Habitat Protection Supervisor

Date 2-17-05

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,

Mark Stark, P.E.
Project Manager

Attachment



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RECEIVED
FEB 21 2005
OLSSON ASSOCIATES

February 14, 2005

Mr. Don Christianson
Wyoming Department of Agriculture, Natural Resources Division
2219 Carey Avenue
Cheyenne, WY 82001

Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

Dear Mr. Christianson:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

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"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed Justin Williams
Title Ag Proj. Coord.
Date 16 Feb 2005

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,

Mark Stark, P.E.
Project Manager

Attachment



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FEB 21 2005
OLSSON ASSOCIATES

February 14, 2005

Mr. Herman Noe
Cheyenne Board of Public Utilities
Cheyenne Water & Sewer Departments
2100 Pioneer Avenue
P.O. Box 1469
Cheyenne, WY 82003-1469

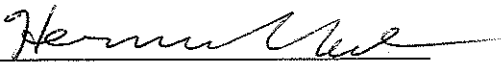
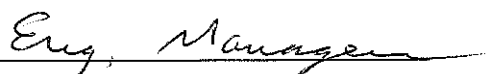
Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

Dear Mr. Noe:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

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"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed 
Title 
Date 2-16-05

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,



Mark Stark, P.E.
Project Manager

Attachment



OLSSON ASSOCIATES
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February 14, 2005

Chief Robert Fecht
Cheyenne Police Department
2020 Capitol Ave.
Cheyenne, WY 82001

Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

Dear Chief Fecht:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

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"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed A. S. Fecht

Title CHIEF OF POLICE

Date 03-05-05

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,

Mark Stark, P.E.
Project Manager

Attachment

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February 14, 2005

Mr. Dennis Griess
Parks & Recreation Director
2101 O'Neil Ave, Room 205
Cheyenne, WY 82001

Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

Dear Mr. Griess:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

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"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed

Dennis H. Griess

Title

Director - Cheyenne Parks & Rec

Date

03/14/05

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,

Mark Stark

Mark Stark, P.E.
Project Manager

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MAR 16 2005
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February 14, 2005

Mr. Danny Glick
Laramie County Sheriff
1910 Pioneer Avenue
Cheyenne, WY 82001

Re: Norris Viaduct Environmental Assessment
City of Cheyenne, Laramie County, Wyoming
City of Cheyenne Project No. 030015
WYDOT Project No. HP-4019-00(003)
OA Project No. 2003-0634

Dear Mr. Glick:

The National Environmental Policy Act (NEPA) of 1969 established a broad national policy to promote efforts to improve the relationship between man and his environment and provided for the creation of the Council of Environmental Quality. Section 102(2)(c) of NEPA is designed to ensure that environmental considerations are given careful attention and appropriate weight in all governmental decisions. In keeping with these national policies, United States Department of Transportation, Federal Highway Administration Regulations, 23 CFR Part 771, dated November 27, 1987. The attached Draft Environmental Assessment is being submitted to your office for review and comment.

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"We have reviewed the Draft Environmental Assessment and find that this project does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed *Danny Glick*
Title *Sheriff*
Date *Feb 18, 2005*

If you have any questions, please feel free to contact me at 402-458-5616, or by e-mail at mstark@oaconsulting.com. Please return your comments or signed endorsement to me at the address below. Thank you for your continued effort on this project.

Sincerely,

Mark Stark, P.E.
Project Manager

Attachment

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