

Project Advisory Committee

Alternatives Evaluation and Screening Process

Meeting #3

December 11, 2023

WY 22 Corridor Project Study Area



Agenda

- Welcome, Introductions, and Housekeeping
- Results: Goal Setting Exercise
- Refresher: Alternatives Evaluation Process
- Walk through: Level 1 and Level 2 Screening Criteria
- Next Steps/Wrap Up
 - Upcoming meetings
 - Technical Team review of range of alternatives
 - Public Meeting #2 planning and tentative schedule
 - PAC Meeting #4
- Adjourn

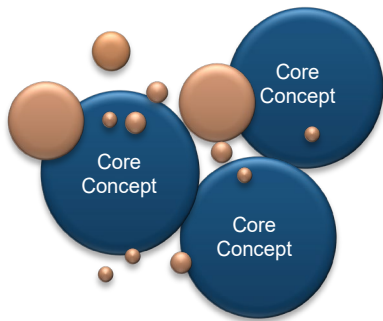
PAC Meeting #2: Recap

- Purpose and Need
 - Revised again based on feedback.
 - Version shared (date) is considered final.
- Brief review of Alternatives Evaluation Process

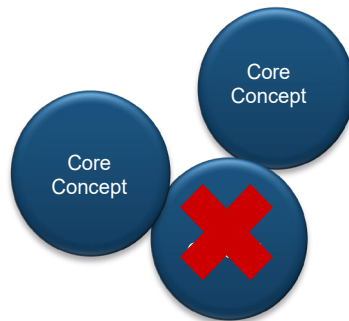
Alternatives Evaluation Process - Recap

- Two levels of screening
 - Level 1 (Core Concepts: mainline and system linkage)
 - Level 2 (Core Concepts + Supplemental Elements)
- Objectively and comparatively evaluates alternatives
- The result of the process is a Recommended Alternative that best meets the Purpose and Need, which will be carried into a subsequent NEPA process.

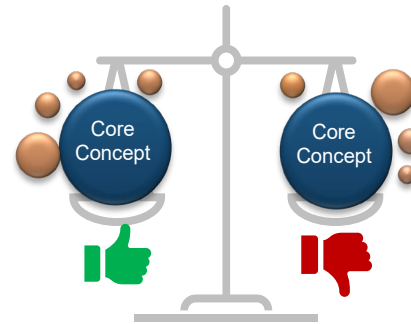
Alternatives Process Flowchart



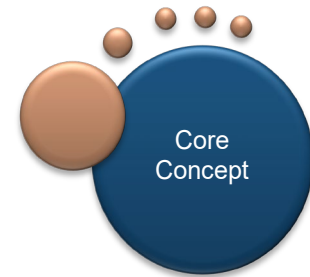
Develop Core Concepts and Supplemental Elements





Level 1: Purpose and Need Evaluation of Core Concepts

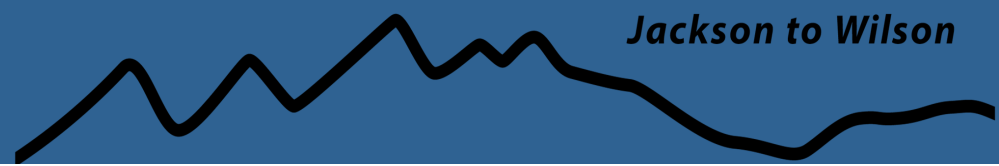


Level 2: Comparative Evaluation of Core Concepts and Supplemental Elements

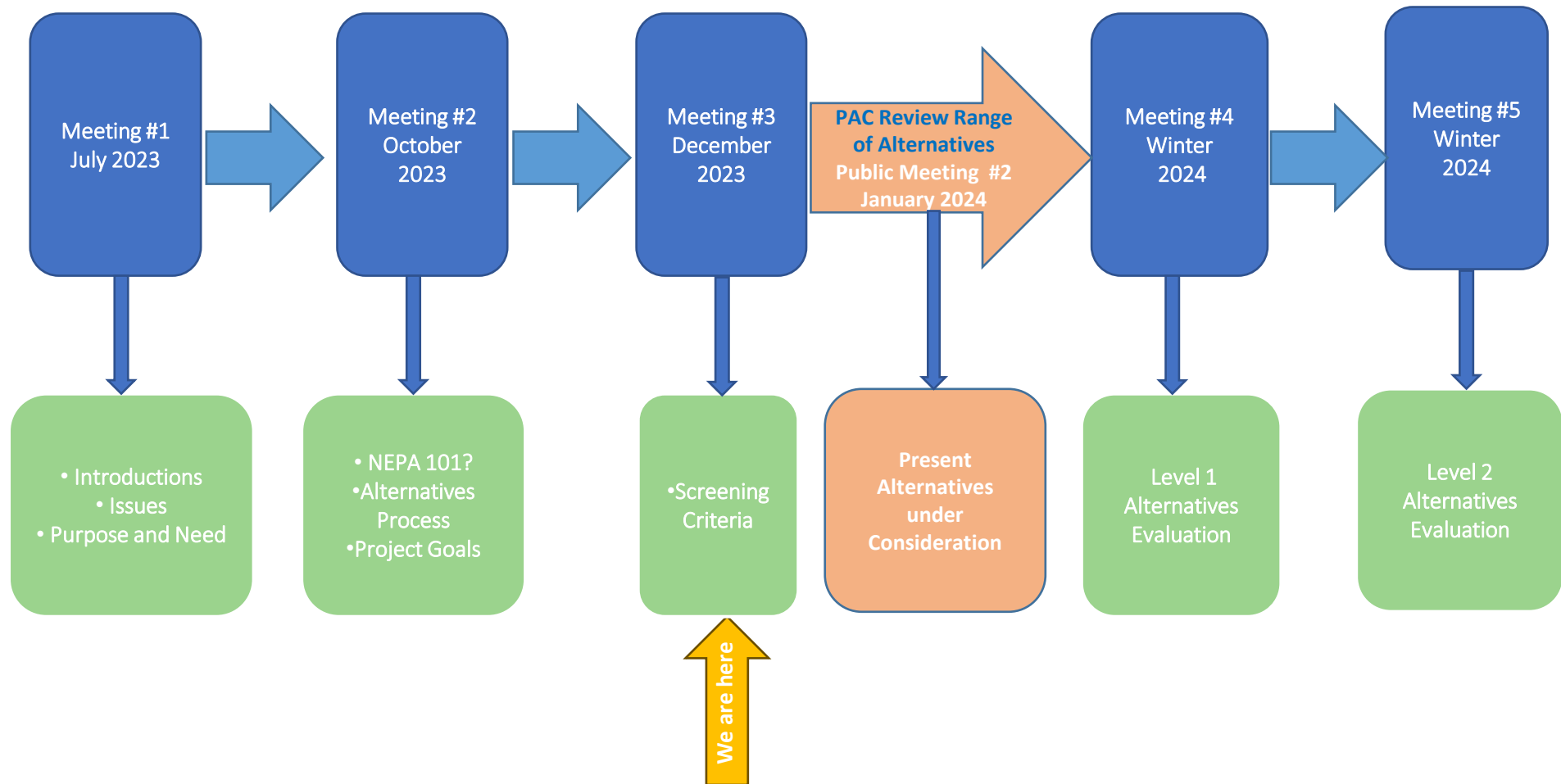


Level 3: Assembled Recommended Alternative

-  Core Concepts
-  Supplemental Element



Tentative Meeting Schedule



Ways to Stay Involved in the WY 22 Corridor Project

- Project Advisory Committee
- Public Meetings
- Small Group Meetings
- Project Website
 - <https://wy22corridor.com/>



Thank you for your participation on the WY 22 Corridor Project Advisory Committee!



If you have questions or concerns,
you can email the project team at
contactus@wy22corridor.com

Backup

Project Segments

- Project segments reflect different characteristics and different levels of travel demand.
- Each segment may have multiple alternative alignments.
- Project segments are identified in this map.





Alternative Categories

Alternatives will be categorized into two main categories:

- **Core concepts**

WY 22 mainline lane configuration and roadway linkage alternatives that meet the Purpose and Need.

- **Roadway linkage alternatives** are further defined as those alternatives that create a new roadway node connection.

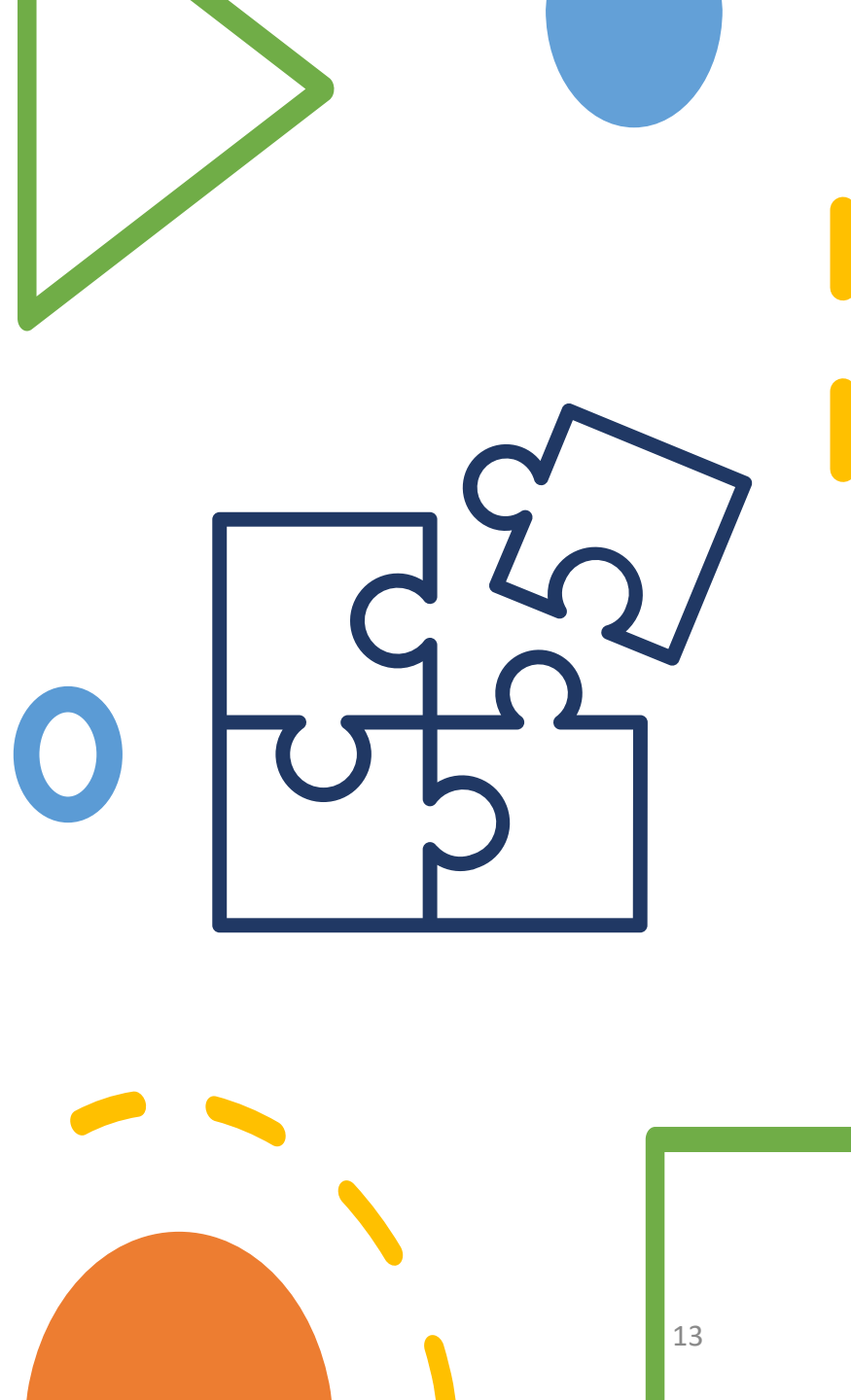
- **Supplemental elements**

intersections and other physical and operational improvements that do not meet the Purpose and Need individually but improve or supplement the **core concepts** ability to meet the project needs.



Benefits of Categorizing Alternatives

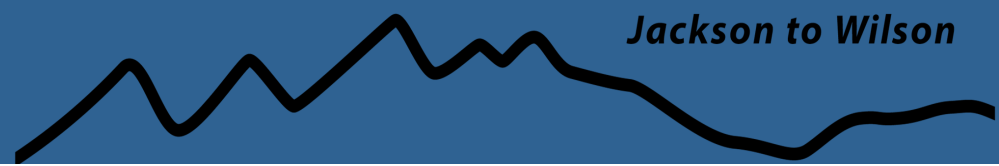
- By categorizing corridor improvements in this way, WYDOT can assemble a combination of **core concepts** and **supplemental elements** that best meets the corridor needs.



Alternatives Evaluation Process

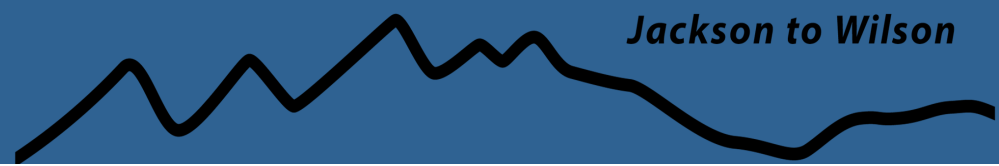
The alternatives process for the WY 22 project will involve five major steps:

1. Develop project goals
2. Develop screening criteria
3. Conduct Level 1 Screening
4. Conduct Level 2 Screening
5. Identify Recommended Alternative



Step 1 - Develop Project Goals

- Project goals supplement the alternatives screening process by helping to differentiate between alternatives.
- Whereas an alternative must meet the Purpose and Need, project goals are used to further identify which alternative represents the best improvements given the unique corridor context.



Step 2 - Develop Screening Criteria

- Screening criteria act as filters through which proposed improvements are evaluated to determine their suitability for addressing the project needs and goals.
- These criteria are categorized based on the project's Purpose and Need statement.

Step 3 – Conduct Level 1 Screening

- The **core concepts** (WY 22 mainline and system linkage alternatives) are evaluated against the Level 1 criteria.
- A **fatal flaw analysis** considers if the improvement would result in irresolvable environmental impacts, would require exorbitant construction cost, or is not constructible.
- Alternatives that do not meet the Purpose and Need, or for which a fatal flaw is identified, will be eliminated from further consideration.
- Alternatives which meet the Purpose and Need will be retained for Level 2 screening.



- Retained for Level 2 Screening



- Does not meet P&N
- Fatal Flaw

Step 4 – Conduct Level 2 Screening

- Level 2 screening retains the **core concepts** from Level 1
- Level 2 also evaluates the **supplemental elements**.
 - *Physical improvements* (queue jumps, wildlife crossings, chain-up/down station)
 - *Operational improvements* (enhancing the intelligent transportation system, variable message signing, special event coordination).
- Level 2 is a more quantitatively based evaluation that will include traffic modeling in support of mobility criteria such as peak-hour delay, intersection level of service, reduction in emergency response times, etc.

