

Attachment A
WYDOT Alternatives Review Letter



Mark Gordon
Governor

WYOMING Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

3200 Elk Street, Rock Springs, Wyoming 82901



K. Luke Reiner
Director

December 11, 2019

Teton County
Public Works
Heather Overholser, Director
P.O. Box 3594
Jackson, WY 83001

Re: Tribal Trail Connector
WY 22 Proposed Intersection Alternatives

Dear Ms Overholser:

WYDOT performed a preliminary review of the WY 22 access scenarios that were developed through the Tribal Trail Level 2 screening process. There were a total of eight (8) (I-N2, I-N2C, signalized no graphic provided, I-N4C, I-N7, I-N10, I-N11, and I-N15) access scenarios as indicated in the attached email dated November 26, 2019 and figures (Figures I-N2 and I-N2C were reviewed separately).

In summary, WYDOT reviewed each access scenario based on a high level engineering judgment approach with limited information with respect to access management, geometrics, operations/warrants, and vehicle safety. It should be noted that none of the access scenarios proposed met the minimum access spacing along WY 22 (minor arterial) contained in Table II-2 of the WYDOT Access Manual and/or access permit conditions. However, WYDOT reviewed each access scenario based on what was provided and determined that the following may be considered for further review pending a detailed operational analysis by the Tribal Trail Team Consultant(s) on both WY 22 current 2-lane and future horizon 4-lane configurations.

- I-N2 (Interchange with right-in/right-out (RI/RO) at Indian Springs Dr and Coyote Canyon Rd (ISD/CCR)
- At-grade Signalized with RI/RO at ISD/CCR (no graphic provided), and
- I-N11 (At-grade Signalized with No Changes at ISD/CCR)

I-N2 above will need to be evaluated as a grade-separated underpass with other interchange ramp types that serves the motoring traffic from both eastbound and westbound directions. WYDOT felt that I-N2C directional ramps limited serving the traveling public from utilizing it as a fully operational interchange. I-N2C minimized route redundancy, connectivity, and optional route opportunities for motorists traveling to or from the 'Y'.

In addition, WYDOT requests that the Tribal Trail Team consider variations on alternative(s), previously screened, but not presented to WYDOT. For example, I-9 with two underpasses and a north service road partially depicts a similar access scenario, however with RI/RO access location combinations on WY 22. Please consider the following, as WYDOT feels that these will fulfill the purpose and need of the Tribal Trail project and address local concerns. The alternatives below maximize access spacing, minimize the number of access points, maintains access directly or indirectly to adjacent properties on both sides of WY 22, and provides a circuitous connection for Tribal Trail minimizing cut-through traffic.

- Alternative #1 - RI/RO at both ISD/CCR. No direct access to Tribal Trail.
- Alternative #2 - RI/RO at CCR, and RI/RO at Tribal Trail Rd south. No direct access to ISD.
- Alternative #3 - RI/RO at ISD, and RI/RO at Tribal Trail Rd north. No direct access to CCR.

- Alternative #4 - RI/RO at Tribal Trail north and south. No direct access to ISD/CCR.

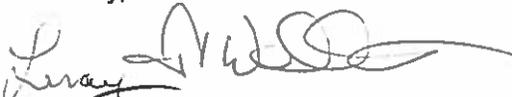
Each alternative above includes two underpasses, a north service road, and for each RI/RO approach a directional island on the access may be necessary to ensure compliance.

The remaining access scenarios of I-N2C, I-N4C, I-N7, I-N10, and I-N15 did not make it for further consideration. This was due to that the majority of access alternatives fared poorly with a combination of access spacing not being met, minimal weaving distance between ingress/egress points, left turning conflicts, and queuing or increased rear-end crash potential. These access scenarios are anticipated to create additional operational and safety concerns on WY 22.

The final access scenario to be selected by the Tribal Trail Team/County will require a detailed operational and safety analysis for WYDOT review. This is not in any way be considered final acceptance by WYDOT. All necessary permits, with the Tribal Trail Team/County's preferred access scenario(s) and operational/safety analysis, shall be submitted to WYDOT. The operational/safety analysis shall include, at a minimum, a comparative analysis of each access scenario based on AASHTO geometric review, signal warrants if necessary, vehicle queuing, level-of-service capacity analysis, and review of potential vehicle conflicts. This list may not be entirely inclusive. Due to the Tribal Trail connection to a State Highway, WYDOT will have final approval authority on the WY 22 intersection type, configuration, and location.

If you have any questions or concerns please contact me at 307-352-3000.

Sincerely,



Leroy T. Wells, P.E.
Acting District Engineer

Attachment(s): November 26, 2019 email, Access Scenario Figures, Additional Alternatives

Cc: File
Nike Hines, CEP, WYDOT, Environmental Services, Cheyenne
Jeff Mellor, P.E. WYDOT, Assistant State Traffic Engineer, Cheyenne
Bob Hammond, P.E. WYDOT, Resident Engineer, Jackson
Stephanie Harsha, WYDOT, Public Relations Specialist, Rock Springs
Darin Kaufman, P.E., PTOE, WYDOT, District Traffic Engineer, Rock Springs
Ryan Shield, P.E., WYDOT, Traffic, Cheyenne
Randy Bomar, P.E., Morrison-Maierle, 1470 Sugarland Dr., Suite 1, Sheridan, WY 82801
Jim Clarke, AICP, Jacobs, 717 17th Street, Suite 2750, Denver, CO 80202



Darin Kaufman <darin.kaufman@wyo.gov>

Tribal Trail intersection analysis

Amy Ramage <aramage@tetoncountywy.gov> Tue, Nov 26, 2019 at 10:17 AM
 To: "Darin Kaufman - WYDOT (darin.kaufman@wyo.gov)" <darin.kaufman@wyo.gov>
 Cc: Ryan Shields <ryan.shields@wyo.gov>, Keith Compton <keith.compton@wyo.gov>, Leroy Wells <leroy.wells@wyo.gov>, Keith Compton <bob.hammond@wyo.gov>, "Clarke, Jim O." <Jim.Clarke@jacobs.com>, "Wimer, Whitney/DEN" <Whitney.Wimer@jacobs.com>, Randy Bomar <rbomar@m-m.net>, "Steven K. Lowman" <slowman@m-m.net>, Jazmine Watson <jwatson@tetoncountywy.gov>, Heather Overholser <hoverholser@tetoncountywy.gov>, "nick.hines@wyo.gov" <nick.hines@wyo.gov>, Kevin Stogsdill <Kevin.Stogsdill@wyo.gov>

Hi Darin,

Per our recent conversations, WYDOT has offered to review different access point configurations included in the Tribal Trail Level 2 alternatives. We have scheduled a meeting on December 5 to discuss this. To assist with this, the project team assembled a table with different access point configurations and attached accompanying graphics that we would like you to provide feedback on so we can begin to narrow down those that simply would not be permissible based upon WYDOT design and access standards, and the existing approach permits for Indian Springs and Coyote Canyon and associated plat language. Note that the graphics package still has other alternatives included, but we have narrowed them down in the table below.

As discussed at the last stakeholder meeting, WYDOT will conduct a preliminary review then likely request more information from the study team. Once received, WYDOT can provide determinations regarding multiple access points on WY 22.

Notes:

- For this purpose, we've assumed the TTC at-grade intersection would be signalized. I have requested the volumes from Cambridge to assist with your signal warrant analysis. This will follow in a separate email when I receive this information from them.
- The recent proposal from Indian Springs Ranch (Holland and Hart letter dated Nov 11) could fall under scenarios 1 or 2.
- ISD=Indian Springs Drive, CCR=Coyote Canyon Road, TTC=Tribal Trail Connector

Access Scenario	ISD/CCR	TTC	Level 2 Alternatives
1	RIRO	Interchange	I-N2, I-N2C
2	RIRO	At-grade signalized	*
3	No Change (different than drawing for evaluation purposes)	Roundabout	I-N4C
4	Interchange	Interchange	I-N7

5	No Change	Interchange	I-N10
6	No Change	At-grade signalized	I-N11
7	No Change	RIRO	I-N15

*No separate L2 alternative graphic showing signalized

North Alternatives without access points at ISD/CCR and TTC: I-N4, I-N6B, I-N7B, I-N9, I-N16

I appreciate your collaboration on this effort. Feel free to call me if you have questions!

Thank you,

Amy Ramage, PE

Teton County Engineer

PO Box 3594

320 S. King Street

Jackson, WY 83001

307-732-8574

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COYOTE CANYON RD

HWY 22

TRIBAL TRAIL RD

INDIAN SPRINGS DR

Inscribed Circle
To Be Determined
180 Ft Shown

Pathway
Pedestrian
Underpass

Road Closed
Emergency
Access Only

- Edge of Lane Marker
- CL 2 Hwy Road Marker
- Under Road Marker
- Edge of Lane Existing
- CL 2 Hwy Road Existing
- Proposed Pathway Location - Underpass
- Pathway Existing
- Road Closed
- Overpass
- Existing



PROJECT NO. WYDOT No. 483305
 MAP No. 1602028
 COUNTY JACKSON WY
 DATE 11/2011

VICINITY MAP - DRAFT For Meeting 11/15/19
 TETON COUNTY
 TRIBAL TRAIL RD CONNECTOR

DRAWN BY: SEL
 CHECKED BY: JER
 APPR. BY: JER
 DATE: 11/2011

1478 S. Broadway, Suite 1
 Jackson, WY 83201
 Phone: (307) 424-5100
 Fax: (307) 427-4311
 www.morrisonmaierle.com



CL:\08\WYDOT2018\WYDOT Tribal Roadway\CTE1_1618\BTRC\2018\WYDOT Tribal Roadway\11010191

FIG. 1-N4C

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Approximately 1200 Feet

COYOTE CANYON RD

Underpass

Underpass

HWY 22

Pathway At Grade Crossing

TRIBAL TRAIL RD

INDIAN SPRINGS DR

- Edge of Lanes (Future)
- CL 2 Hwy Road Future
- Under Pass Route
- Edge of Lanes Existing
- CL 2 Hwy Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Crosswalks
- Possible Pathway Locations - Underpasses
- Pathway Existing
- Outcrops
- Setback



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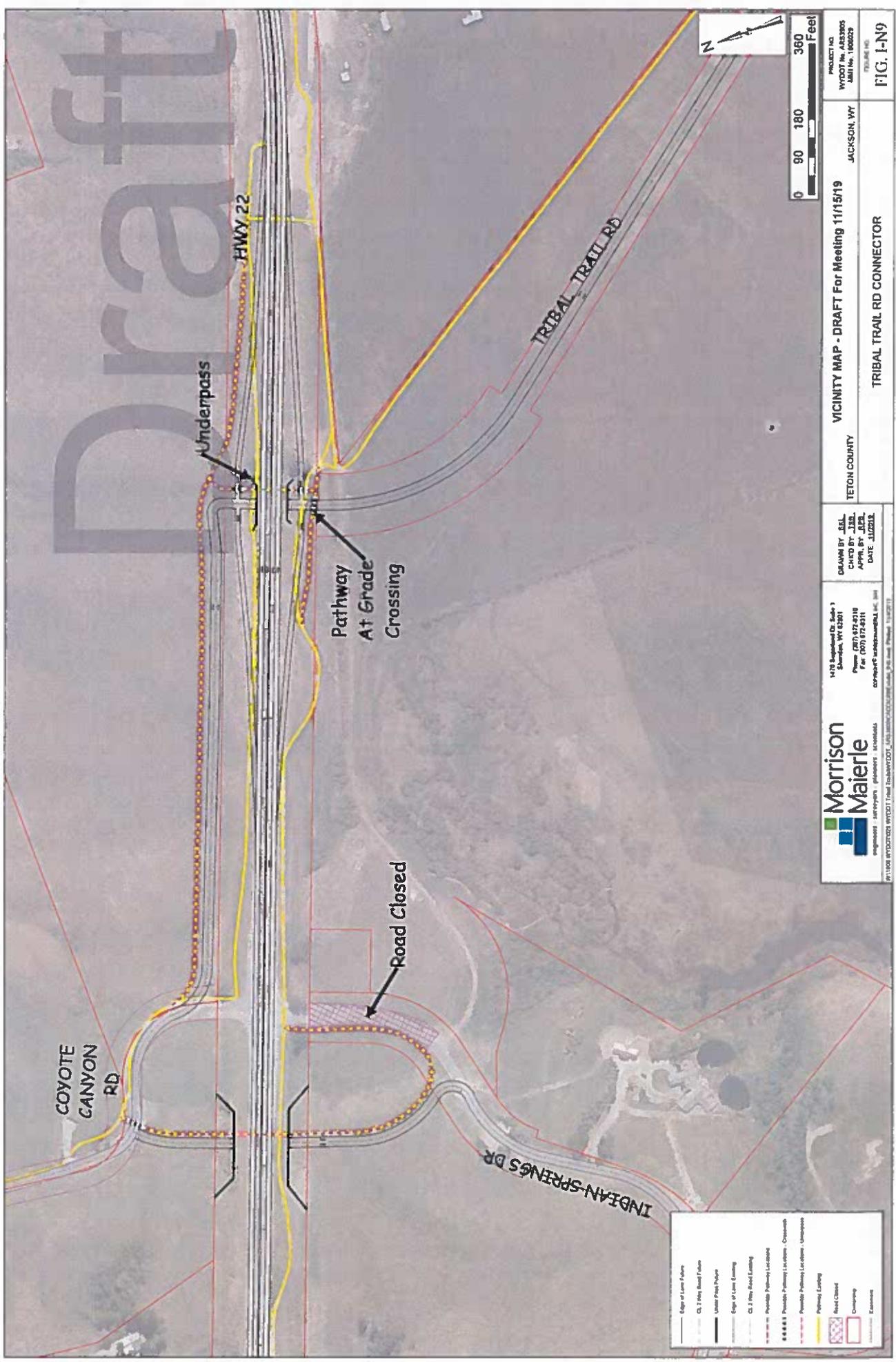
1400 Riverside Dr., Suite 1
Jackson, WY 83001
Phone: (307) 377-4210
Fax: (307) 377-6111
corporate@morrissonmaierle.com | www.morrisonmaierle.com

PROJECT NO. WYDOT No. ARS095
JOB No. 106029
SHEET NO. FIG. I-N7

TETON COUNTY
VICINITY MAP - DRAFT For Meeting 11/15/19
TRIBAL TRAIL RD CONNECTOR

DRAWN BY: SEL
CHECKED BY: JBL
APPROVED BY: DBL
DATE: 11/20/19

Draft



PROJECT NO.
WYDOT No. A83805
JMI No. 160029
FIG. I-N9

JACKSON, WY

VICINITY MAP - DRAFT For Meeting 11/15/19

TETON COUNTY

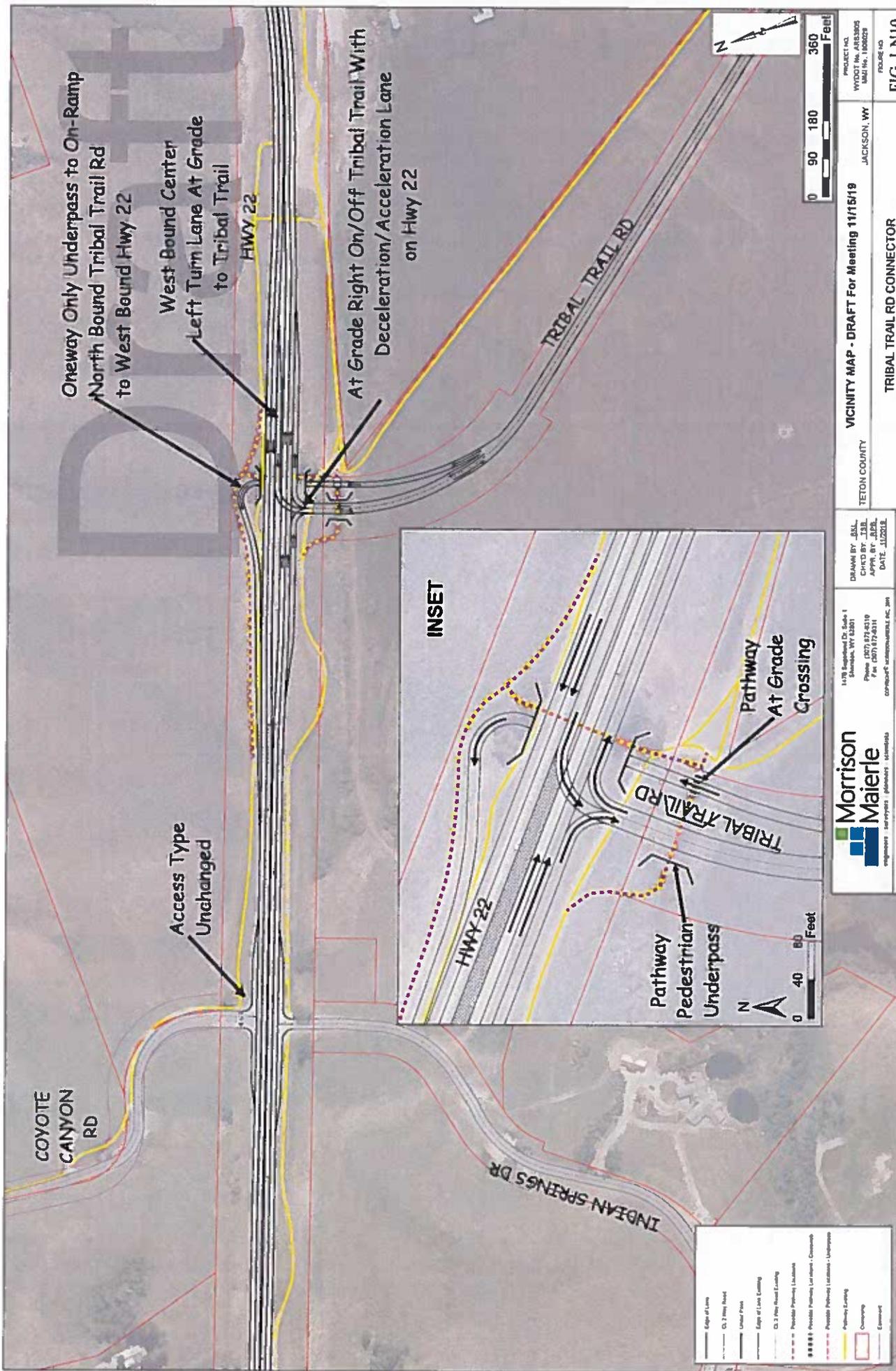
TRIBAL TRAIL RD CONNECTOR

DRAWN BY: JEL
CHECKED BY: JEL
APPROVED BY: JEL
DATE: 11/20/19

1470 S. Highway 20, Suite 1
Sandwich, WY 82081
Phone: (307) 457-8318
Fax: (307) 477-8311
corporate@morrissonmaierle.com

**Morrison
Maierle**
engineers architects planners landscape architects

Edge of Lane Filter	Edge of Lane Filter
CL 2 Hwy Road Flare	CL 2 Hwy Road Flare
Under Pass Pipe	Under Pass Pipe
Edge of Lane Existing	Edge of Lane Existing
CL 2 Hwy Road Existing	CL 2 Hwy Road Existing
Under Pass	Under Pass
Proposed Pathway Location	Proposed Pathway Location
Proposed Pathway Location - Crosswalk	Proposed Pathway Location - Crosswalk
Proposed Pathway Location - Underpass	Proposed Pathway Location - Underpass
Pathway Existing	Pathway Existing
Road Closed	Road Closed
Change	Change
Existing	Existing



COYOTE CANYON RD

Oneway Only Underpass to On-Ramp North Bound Tribal Trail Rd to West Bound Hwy 22

West Bound Center Left Turn Lane At Grade to Tribal Trail

Access Type Unchanged

At Grade Right On/Off Tribal Trail With Deceleration/ Acceleration Lane on Hwy 22

TRIBAL TRAIL RD

INSET

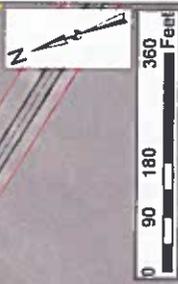
HWY 22

Pathway Pedestrian Underpass

Pathway At Grade Crossing

TRIBAL TRAIL RD

INDIAN SPRINGS DR



Edge of Lane	CL 2 Hwy Road	Under Pass	Edge of Lane Existing	CL 2 Hwy Road Existing	Possible Pathway / Location	Possible Pathway / Location - Overpass	Pathway Existing	Overpass	Entrance
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 engineers architects landscape architects

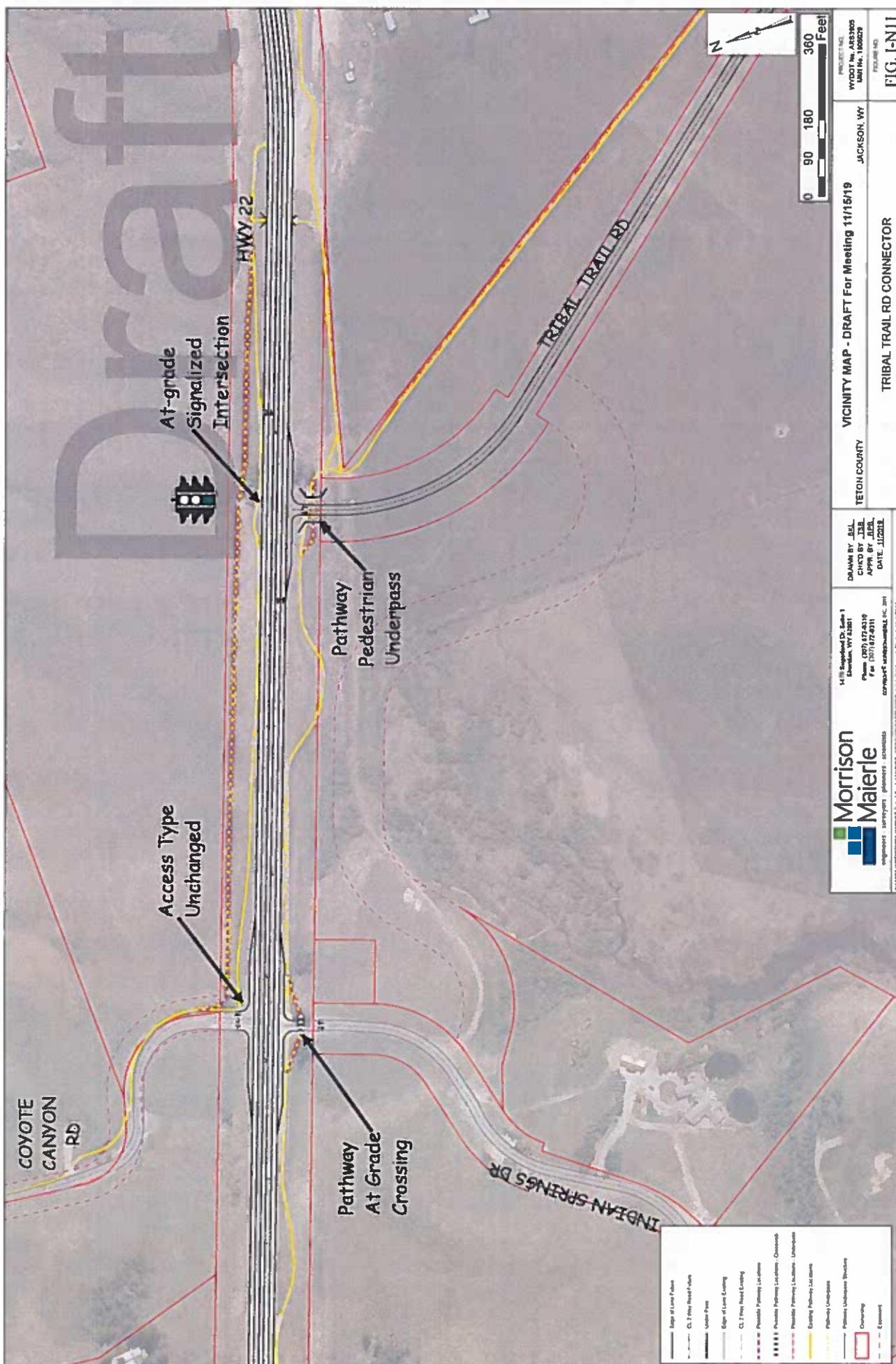
1418 S. Lincoln St., Suite 1
 Jackson, WY 83201
 Phone: (307) 424-5519
 Fax: (307) 424-8311
 www.morrisonmaierle.com

PROJECT NO.: WYDOT No. AB2808
 SHEET NO.: 10828S
 ROUTE NO.:
 FIG. I-N10

TETON COUNTY
 VICINITY MAP - DRAFT For Meeting 11/15/19
 JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

Draft



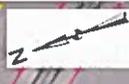
At-grade
Signalized
Intersection

Pathway
Pedestrian
Underpass

Access Type
Unchanged

Pathway
At Grade
Crossing

- Edge of Lane Pattern
- CL 2 Freeway Right Side
- Underpass
- Edge of Lane Existing
- CL 2 Freeway Right Existing
- Proposed Pathway Location
- Proposed Pathway Location - Overcross
- Proposed Pathway Location - Underpass
- Existing Pathway Location
- Pathway Underpass
- Pathway Underpass Structure
- Change
- Existent



PROJECT NO.
WYDOT No. A83300
MAP No. 160202
FIG. I-N11

JACKSON, WY

VICINITY MAP - DRAFT For Meeting 11/18/19

TETON COUNTY

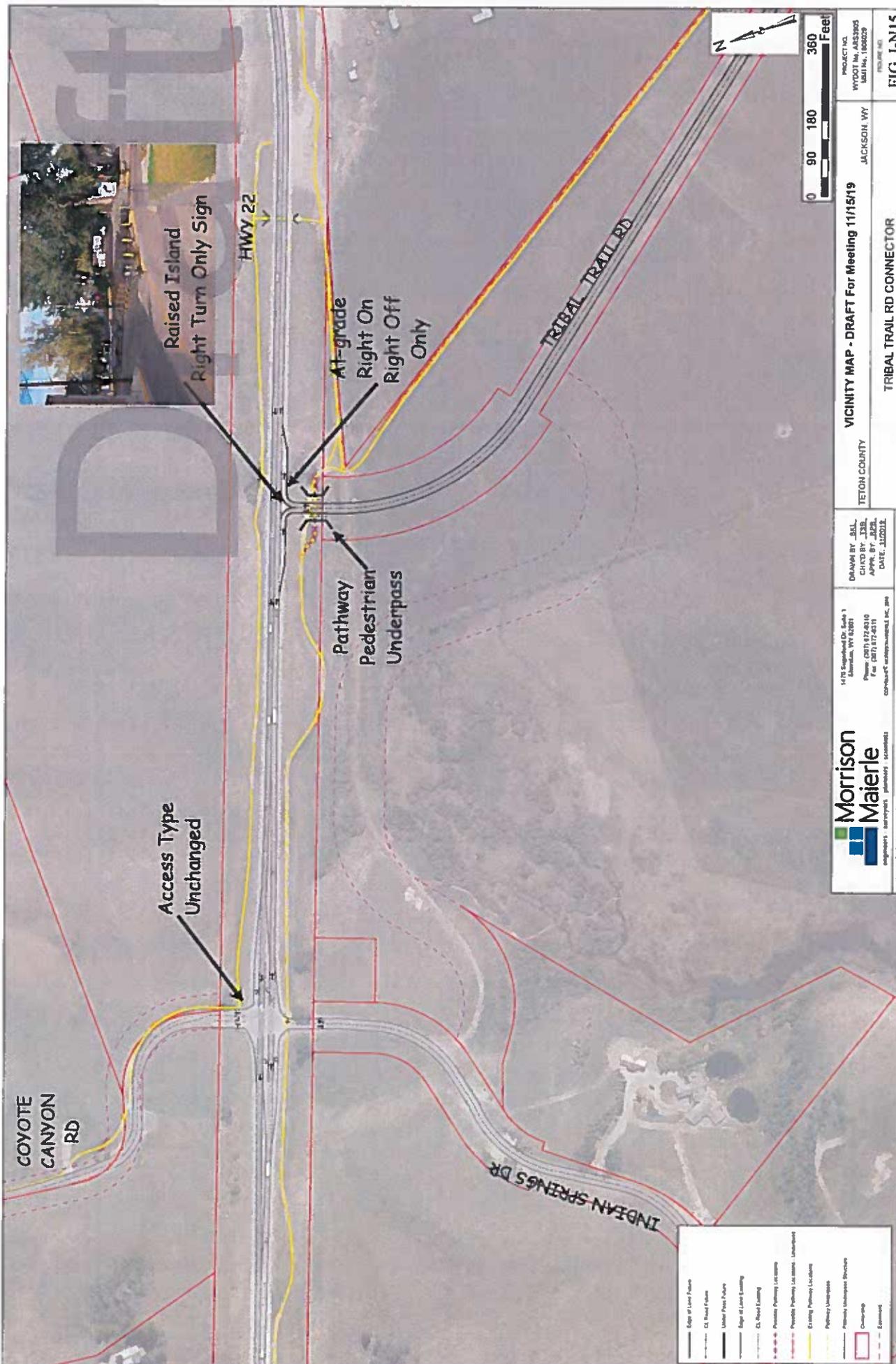
TRIBAL TRAIL RD CONNECTOR

DRAWN BY: JUL
CHECKED BY: JERL
APPROVED BY: JERL
DATE: 11/20/19

1415 S. Douglas Dr., Suite 1
Shoshone, WY 83451
Phone: (208) 874-2310
Fax: (208) 874-8111
corporate@morrissonmaierle.com | 11/20/19

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PROJECT NO. WYDOT A83300
MAP NO. 160202



Access Type
Unchanged

At-grade
Right On
Right Off
Only

Pathway
Pedestrian
Underpass

PROJECT NO.
WYDOT No. 160225
MUT No. 160225
FIG. I-N15

JACKSON WY

TETON COUNTY

VICINITY MAP - DRAFT For Meeting 1/15/19

TRIBAL TRAIL RD CONNECTOR

DRAWN BY: JSL
CHECKED BY: JSL
APPR. BY: JSL
DATE: 11/20/18

1475 S. Broadway, Suite 1
Jackson, WY 83201
Phone: (307) 474-6110
Fax: (307) 477-4311
www.morrison-majerle.com

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Majerle**
engineers architects landscape architects

CELLUS WYDOT2018 WYDOT Tribal Meeting2018 10/15/2018

Alternative #1
R/I/O Indian Springs &
R/I/O Coyote Chyn

North Service Road

Underpass

No direct access
to Tribal Trail

Right-in/Right-
out (both north &
south
approaches)

Underpass

Alternative #2
R/RO Coyote Crbyn north &
R/RO Tribal Trail south

North Service Road

Right-in/Right-out
Coyote Canyon
(North) only

Underpass

Underpass

Right-in/Right-out
Tribal Trail
(South) only

No direct access
south at Indian
Springs Dr

Indian Springs Dr

Underpass

Jackson Hole Community Parkway System

© 2018 Google

Google Earth

Imagery Date: 6/21/2017

43°28'41.86" N 110°16'45.23" W elev: 6155 ft eye alt: 9245 ft

3:21

Alternative #3
R/I/O Indian Springs south &
R/I/O Tribal Trail north

Right-in/Right-out
Tribal Trail
(North) only

Underpass

North Service Road
No direct access
north at Coyote
Canyon

Right-in/Right-out
Indian
Springs (South)
only

Underpass

Jackson Hole Community Pathway System

Alternative #4
R/RO Tribal Trail north & south

Underpass

North Service Road

Right-in/Right-out
Tribal Trail (North)

Right-in/Right-out
Tribal Trail
(South)

No direct access
north-south at
both Coyote
Canyon & Indian
Springs Dr

Underpass

Attachment B
Level 1 Alternatives Evaluation Matrix



Level 1 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Fatal Flaw Screening			
Description of Alternative		Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	Results	
Roadway Alignments	No Build	Existing conditions	No	No	No	No	No	No	Carry Forward	
	O-N1	Roadway centered within right-of-way.	Yes	Yes	Yes	Yes	No	No	Carry Forward	
	O-N2a	Roadway with chicanes maintaining a minimum of 20 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	No	No	Carry Forward	
	O-N2b	Roadway with chicanes maintaining a minimum of 12 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	No	No	Carry Forward	
North Intersection Options	I-N1a	Tribal Trail Road, access to Hwy 22, is via an interchange. The connector road follows the platted easement. Indian Springs Drive access to Hwy 22 is closed. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses the connector road via an underpass.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No (Conditional ⁵)	Eliminated
	I-N1b^{1,7}	Tribal Trail Road has an at-grade crossing on Hwy 22. All other design elements are the same as I-N1a.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No (Conditional ⁵)	Eliminated
	I-N2a	Tribal Trail Road, access to Hwy 22, is via an interchange. Coyote Canyon Road and Indian Springs Drive access to Hwy 22 is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No ⁶	Carry Forward
	I-N2b^{1,7}	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No ⁶	Carry Forward
	I-N2c¹⁰	Tribal Trail Road access to Hwy 22, is via a one-way underpass diagonal underpass. Traffic to Tribal Trail Road is limited to westbound Hwy 22 travel. Coyote Canyon Road and Indian Springs Drive accesses to Hwy 22 are converted to right on/off. Indian Springs Drive and Coyote Canyon Road are connected by an underpass.	Yes	Yes	Yes	Yes (Conditional ¹¹)	Yes (Conditional ¹¹)	No	No	Carry Forward
	I-N3a	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs traffic uses the platted connector to Tribal Trail Road.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No	Eliminated
	I-N3b^{1,7}	Coyote Canyon Road and Tribal Trail Road share an at-grade crossing on Hwy 22. All other design elements are the same as I-N3a.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No	Eliminated
	I-N4a	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs Drive access is to the south via W. Boyles Hill Road.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No	Carry Forward
	I-N4b^{1,7}	Coyote Canyon Road and Tribal Trail Road share an at-grade crossing on Hwy 22. All other design elements are the same as I-N4a.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	Yes ¹⁴	Eliminated
	I-N4c^{1,7}	Coyote Canyon Road and Tribal Trail Road access Hwy 22 via a roundabout. All other design elements are the same as I-N4a.	Yes	Yes	Yes	Yes (Conditional ³)	Yes (Conditional ³)	No	Yes ⁵	Eliminated
I-N5	Coyote Canyon Road and Indian Springs Drive existing accesses are right on/right off with an underpass allowing traffic to access both sides of the Hwy 22. Tribal Trail Road traffic is directed to Indian Springs Road via the platted connector to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No (Conditional ⁵)	Eliminated	



Level 1 Alternative Evaluation Screening Matrix

	Description of Alternative	Purpose and Need Screening					Fatal Flaw Screening		Results	
		Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?		
North Intersection Options	I-N6a	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22 via the connector road. Indian Springs Drive access to Hwy 22 is closed.	Yes	Yes	Yes	Yes	Yes (Conditional ³)	Yes ⁴	No (Conditional ⁵)	Eliminated
	I-N6b ¹	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the roundabout.	Yes	Yes	Yes	Yes	Yes (Conditional ³)	No	No	Carry Forward
	I-N6c	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the signalized intersection.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No	Carry Forward
	I-N7	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are converted to an interchange. Tribal Trail Road, access to Hwy 22, is also be an interchange.	Yes	Yes	Yes	Yes	Yes (Conditional ³)	No	Yes ⁶	Eliminated
	I-N8	All access to Hwy 22 is via a central interchange. Coyote Canyon traffic uses a frontage road on the north side of Hwy 22 to access the highway. Indian Springs and Tribal Trail Road use a frontage road adjacent to the south side of the highway that does not follow the platted easement to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional ³)	Yes ⁴	No	Eliminated
	I-N9 ¹	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. An underpass is built to connect Coyote Canyon Road and Indian Springs Drive. Traffic uses a frontage road on the north side of the highway to access the Tribal Trail Road Hwy 22 interchange.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No	Carry Forward
	I-N10 ¹	Tribal Trail Road has a one-way only underpass for westbound traffic to access Hwy 22. Eastbound traffic has an at grade right on/off at Tribal Trail Road. Westbound Hwy 22 traffic has a left-hand turn lane to access Tribal Trail Road. Coyote Canyon Road and Indian Springs Drive would remain the same.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	Yes ⁶	Eliminated
	I-N11 ¹	Tribal Trail Road has signal intersection on HWY 22. Coyote Canyon Road and Indian Springs Drive would remain the same.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	No	No	Carry Forward
	I-N12 ¹	Tribal Trail Road, access to Hwy 22, is an at-grade signalized intersection. Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road accesses the connector road via an underpass. The connector road is North of the platted easement with the tie-in to Indian Springs Drive bisecting the hill located to the East of the current Hwy 22 access.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No (Conditional ⁵)	Eliminated
	I-N13 ¹	Tribal Trail Road, access to Hwy 22, is an at-grade signalized intersection. Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road uses the connector road via an underpass. The connector road is North of the platted easement but maintains the platted tie-in with Indian Springs Drive.	Yes	Yes	Yes	Yes	Yes (Conditional ²)	Yes ⁴	No (Conditional ⁵)	Eliminated



Level 1 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Fatal Flaw Screening			
Description of Alternative		Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	Results	
North Intersection Options	I-N14 ⁸	Similar to the "No Build" alternative, in that, the last 1,800-feet of Tribal Trail is not built, therefore eliminating the need for an intersection at Hwy 22. An underpass would be constructed to eliminate left-hand turns onto Hwy 22 from Coyote Canyon Road and Indian Springs Drive.	No	No	No	No	No	No	Eliminated	
	I-N15 ⁸	Tribal Trail Road would be a limited access gravel road. The road would be gated to allow EMS to use the road when needed. Roadway could be opened for emergency egress if needed.	No	No	No	Yes	No	No	Eliminated	
	I-N16a ¹²	Intermediary alternative. Tribal Trail Road, access to Hwy 22, is an at-grade right-on, right-off intersection. No change to intersection at Coyote Canyon Road and Indian Springs Drive.	Yes	Yes	Yes	Yes	Yes (Conditional ⁹)	No	Yes ⁶	Eliminated
	I-N16b ¹²	Intermediary alternative. Tribal Trail Road, access to Hwy 22, is an at-grade right-on, right-off intersection. An underpass is built to connect Coyote Canyon Road and Indian Springs Drive. Coyote Canyon Road and Indian Springs Drive at Hwy 22 are converted to right-on, right-off intersections.	Yes	Yes	Yes	Yes	Yes	No	Yes ⁶	Eliminated
	I-N17 ¹²	Tribal Trail Road has an eastbound right-on, right-off access and Hwy 22 underpass to connect traffic to Coyote Canyon Road. Existing access at Coyote Canyon Road is closed. Westbound traffic would use right-on, right-off access near the Tribal Trail Road underpass. Existing access at Indian Springs Drive is closed. Indian Springs traffic would use an underpass to access WY 22 via northern frontage road.	Yes	Yes	Yes	Yes	Yes	No	No	Carry Forward
South Intersection Options	I-S1	Four way stop signs	Yes	Yes	Yes	Yes	Yes	No	No	Carry Forward
	I-S2	Roundabout	Yes	Yes	Yes	Yes (If Built for EMS)	Yes (Conditional ³)	No	No	Carry Forward
	I-S3 ^{1,7}	Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead.	Yes	Yes	Yes	Yes	Yes	No	No	Carry Forward

Footnotes

- 1 Figures were not presented of these at-grade intersection alternatives at the 07/25/2019 Stakeholder meeting. Group opted to evaluate the at-grade alternatives without the figures. Group also suggest two additional alternatives to be evaluated.
- 2 Will need to be designed to accommodate bike/ped movements.
- 3 Will need to be designed to accommodate EMS, bike/ped movements and low-clearance buses.
- 4 Direct and indirect impacts to fen wetland.
- 5 Based on coordination with Indian Springs, existing easement and Indian Springs Drive cannot be used by public traffic.
- 6 On December 11, 2019, WYDOT provided preliminary review of the alternatives having two access points onto Hwy 22. WYDOT determined that I-N2, I-N2b, and I-N11 could carry forward into Level 2 screening. I-N2C, I-N4C, I-N7, I-N10, I-N16 are anticipated to created additional operational and safety concerns of Hwy 22. (Note: WYDOT letter indicated I-N15 is to be eliminated. However, WYDOT reviewed an earlier graphic. The same graphic was presented to the stakeholders as I-N16).
- 7 Figures were not presented at 10/02/2019 Stakeholder meeting.
- 8 Alternative added for review at the 11/15/2019 Stakeholder meeting.
- 9 Alternative restricts left hand turns of buses.
- 10 Alternative added for review at the 11/21/2019 Stakeholder meeting.
- 11 EMS and buses would need to use the Coyote Canyon Rd and Indian Springs Dr underpass to travel east into Jackson from Tribal Trail Road.
- 12 Alternatives added based on feedback provided by WYDOT.



Level 1 Alternative Evaluation Screening Matrix

Description of Alternative	Purpose and Need Screening					Fatal Flaw Screening		Results
	Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	

13 I-N6c is the same as I-N9b from earlier versions of the Level 1 evaluation matrix. For this reason, I-N9b has been removed from the matrix.
 14 Alternative has design features only associated with grade-separated interchange that would not apply or function with an at-grade intersection.

General Notes

The No Build Alternative will be carried forward into Level 2.

Blue highlighting indicates a change from what was presented at Stakeholder Meeting #7 on 11/21/2019.

Attachment C
Level 2 Alternatives Evaluation Matrix

Level 2 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Project Objective Screening								
Description of Alternative		Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance	
Roadway Alignments	No Build	Existing conditions	○	○	○	○	●	●	○	○	○	●	●	●	
	O-N1	Roadway centered within right-of-way.	●	○	●	●	○	○	○	●	●	●	●	●	
	O-N2a	Roadway with chicanes maintaining a minimum of 20 feet of snow storage on each side of the road.	●	○	●	○	○	○	●	●	○	●	●	○	
	O-N2b	Roadway with chicanes maintaining a minimum of 12 feet of snow storage on each side of the road.	●	○	●	○	○	○	●	●	○	●	●	○	
North Intersection Options	I-N2a ¹	Tribal Trail Road, access to Hwy 22, is via an interchange. Coyote Canyon Road and Indian Springs Drive access to Hwy 22 is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22.	●	○	●	●	○	○	○	●	●	○	○	○	
	I-N2b	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	●	○	●	●	○	○	○	●	●	●	●	●	
	I-N2c	Tribal Trail Road access to Hwy 22, is via a one-way underpass diagonal underpass. Traffic from Tribal Trail Road is limited to west bound travel. Eastbound traffic can exit Hwy 22 at Tribal Trail Road. Coyote Canyon Road and Indian Springs Drive access to Hwy 22 is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22.	○	○	○	○	○	○	○	○	○	○	○	○	○
	I-N4a	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs Drive access is to the south via W. Boyles Hill Road.	●	○	●	●	●	○	○	○	●	○	○	○	○
	I-N6b	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the roundabout.	●	○	●	○	○	○	○	○	○	○	○	○	○
	I-N6c	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the signalized intersection.	●	○	●	●	●	○	○	○	●	●	○	○	○
	I-N9	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. An underpass is built to connect Coyote Canyon Road and Indian Springs Drive. Traffic uses a frontage road on the north side of the highway to access the Tribal Trail Road Hwy 22 interchange.	●	○	●	●	●	○	○	○	○	●	○	○	○
	I-N11	Tribal Trail Road has signal intersection on HWY 22. Coyote Canyon Road and Indian Springs Drive would remain the same.	●	○	●	●	○	○	○	○	○	○	○	○	○
	I-N17	Tribal Trail Road has an east bound right-on, right-off ramp and Hwy 22 underpass to connect traffic to Coyote Canyon Road. Existing access at Coyote Canyon Road is closed. West bound traffic would utilize right-on, right-off ramps near the Tribal Trail Road underpass. Existing access at Indian Springs Drive is closed. Indian Springs traffic would use an underpass to access Tribal Trail access points.	●	○	●	●	○	○	○	○	○	○	○	○	○
South Intersection Options	I-S1	Four way stop signs at Boyles Hill Road	●	○	●	●	○	○	○	○	○	○	○	○	
	I-S2	Roundabout	●	○	●	●	○	○	○	○	○	○	○	○	
	I-S3	Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead.	●	○	●	●	○	○	○	○	○	○	○	○	
Options: Built Section of Tribal Trail Rd.	T-E1	Existing roadway typical from S. Park Loop road to the Shepherd of the Mountains Lutheran Church. Lanes are 12-foot wide with 5-foot shoulders.	●	○	●	○	○	○	○	○	○	○	○	○	
	T-E2	Existing roadway typical from Church of Christ to Cherokee Lane. Lanes are 12-foot wide with 5-foot shoulders. Pathway is on the east side of Tribal Trail Road.	●	○	●	●	○	○	○	○	○	○	○	○	
	T-A1	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the east side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	○	○	○	○	○	○	○	○	
	T-A2	Lanes are 11-foot wide with 5-foot shoulders with a median. Pathway on the east side of Tribal Trail. 10 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	○	○	○	○	○	○	○	○	

		Purpose and Need Screening					Project Objective Screening							
Description of Alternative		Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
Proposed Typical Cross-sec	T-A3	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the west side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	●	●	●	●	●	●	●	●	●	●	●
	T-A4	Lanes are 11-foot wide with 5-foot shoulders and median. Pathway on the west side of Tribal Trail. 10 feet of snow storage between Tribal Trail and pathway.	●	●	●	●	●	●	●	●	●	●	●	●
	T-A5	Transitional area between Shepherd of the Mountains Lutheran Church and Lakota Lane. The existing pathway is on the east side of Tribal Trail, while the new pathway is on the west side.	●	●	●	●	●	○	●	●	●	●	●	●
Proposed Typical Cross-sections: Tribal Trail Rd. on New Alignment	T-B1	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the east side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	●	●	●	○	●	●	●	●	●	●	●
	T-B2	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the west side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	●	●	●	○	●	●	●	●	●	●	●
	T-B3	Lanes are 11-foot wide with 5-foot shoulders. Pathway outside of the ROW. This option can be used for either the straight roadway alignment or chicane alignment.	●	●	●	●	○	●	●	●	●	●	●	●

Legend	
Good	●
Fair	●
Poor	○

Blue highlighting indicates a change from what was presented at Stakeholder Meeting #7 on 11/21/2019.

Attachment D
Figures

Teton County

Tribal Trail Rd

TRIBAL TRAIL RD

CHEROKEE LN

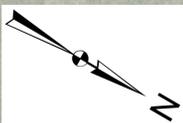
ARAPAHOE LN

CHEROKEE LN

HWY 22

Legend:

- Edge of Lane Future
- CL Road Future
- Edge of Lane Existing
- CL Road Existing
- Existing Pathway
- Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Easement



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Sheridan, WY 82801
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VICINITY MAP - DRAFT For Meeting 2/12/2020

TETON COUNTY JACKSON, WY

PROJECT NO. WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO. **FIG. O-N1**

TRIBAL TRAIL RD CONNECTOR

Teton County

Tribal Trail Rd (Chicanes)

Maintaining a minimum of 20 feet of clearance for snow storage on each side of the road

TRIBAL TRAIL RD

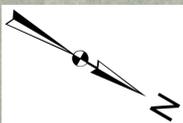
CHEROKEE LN

ARAPAHOE LN

CHEROKEE LN

HWY 22

-  Edge of Lane Future
-  CL Road Future
-  Existing Pathway
-  Pathway Underpass
-  Pathway Underpass Structure
-  Ownership
-  Easement



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Sheridan, WY 82801
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VICINITY MAP - DRAFT For Meeting 2/12/2020
JACKSON, WY

PROJECT NO.
WYDOT No. ARS3905
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TRIBAL TRAIL RD CONNECTOR

FIGURE NO.
FIG. O-N2A

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Teton County

Tribal Trail Rd (Chicanes)

Maintaining a minimum of 12 feet of clearance for snow storage on each side of the road

TRIBAL TRAIL RD

CHEROKEE LN

ARAPAHOE LN

CHEROKEE LN

HWY 22

-  Edge of Lane Future
-  CL Road Future
-  Existing Pathway
-  Pathway Underpass
-  Pathway Underpass Structure
-  Ownership
-  Easement



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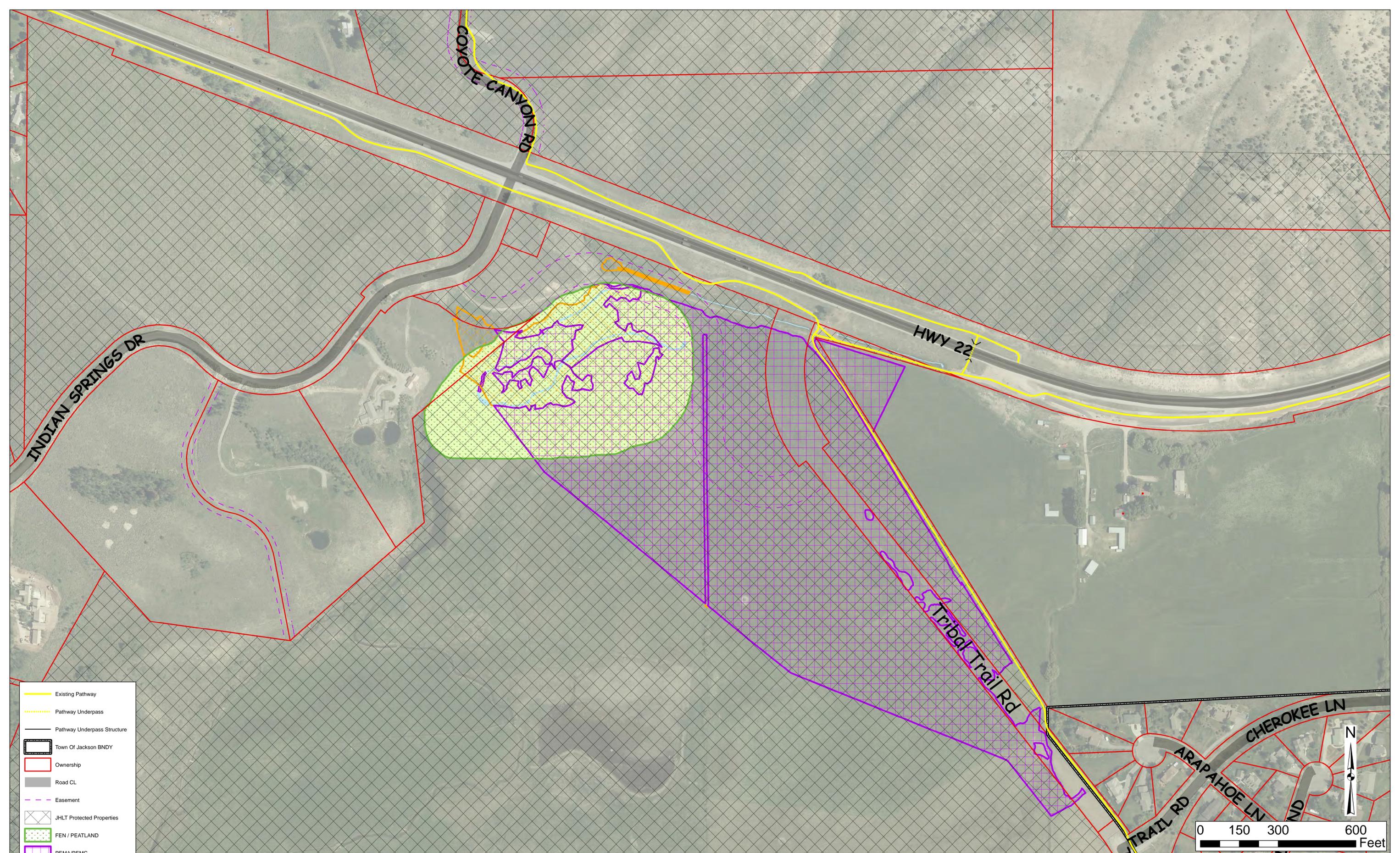
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

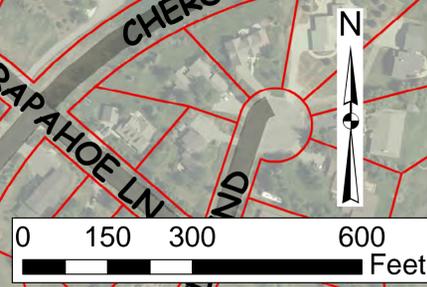
PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. O-N2B

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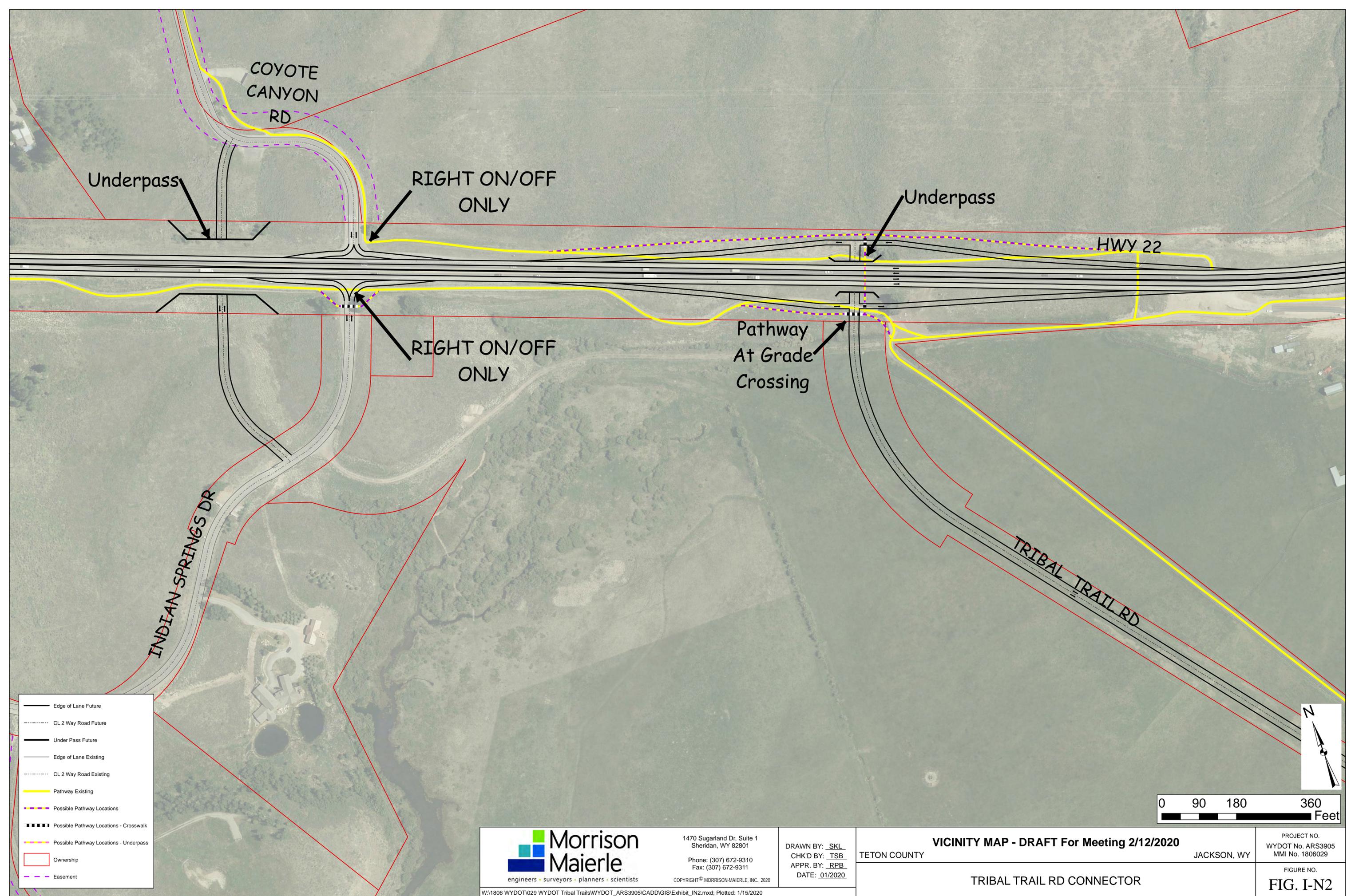


- Existing Pathway
- Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Road CL
- Easement
- JHLT Protected Properties
- FEN / PEATLAND
- PEMA/PEMC
- PSSA
- Not Classified
- Wetlands per Jacobs FEN Only



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VICINITY MAP - DRAFT For Meeting 2/12/2020 TETON COUNTY	JACKSON, WY	PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029 FIGURE NO. FIG. I-NDN
TRIBAL TRAIL RD CONNECTOR EXISTING CONDITIONS (DO NOTHING)		



- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- Pathway Existing
- - - - Possible Pathway Locations
- ■ ■ ■ Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Ownership
- - - - Easement



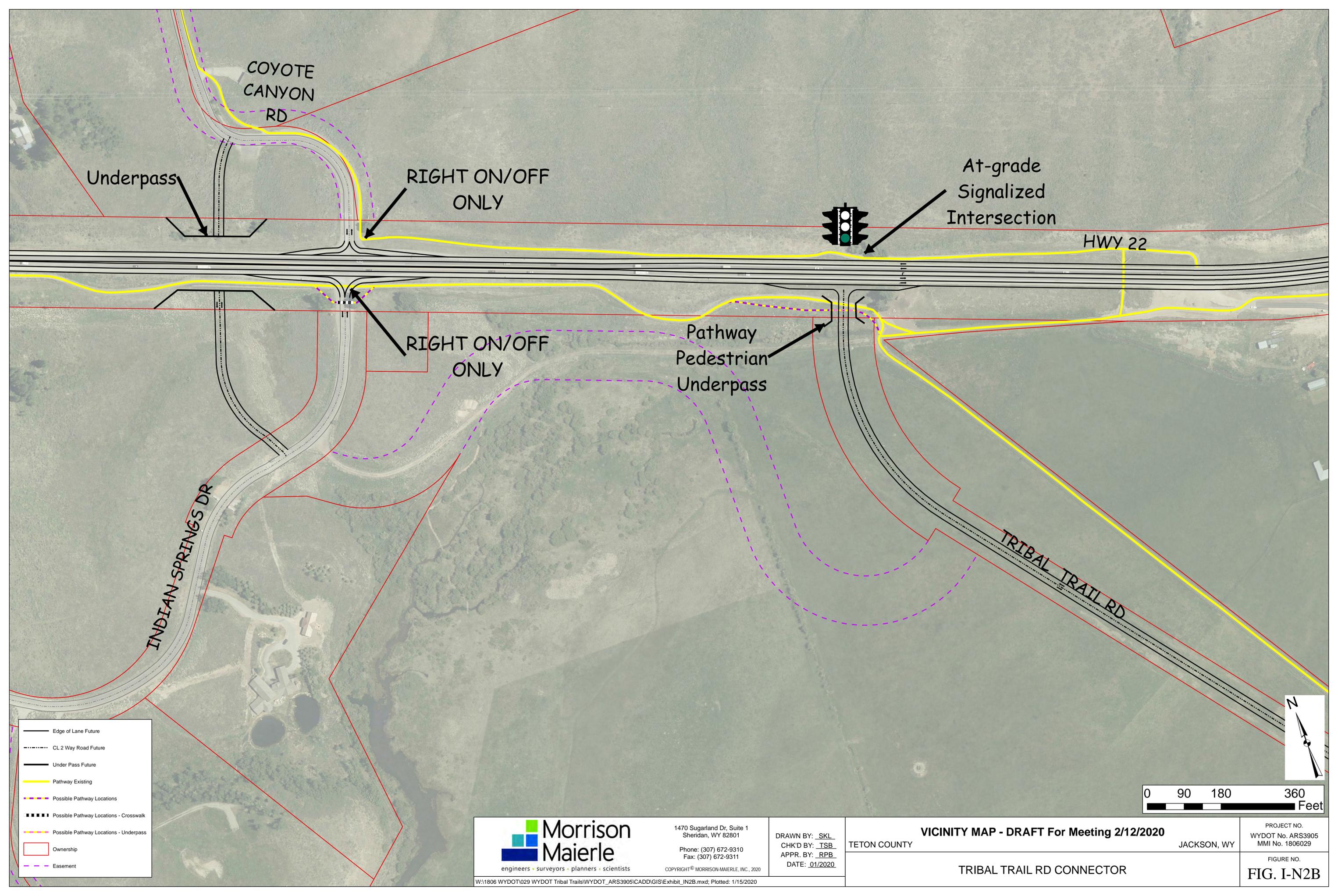

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VICINITY MAP - DRAFT For Meeting 2/12/2020
 TETON COUNTY JACKSON, WY
TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029
 FIGURE NO.
FIG. I-N2

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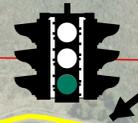


Underpass

COYOTE CANYON RD

RIGHT ON/OFF ONLY

At-grade Signalized Intersection



HWY 22

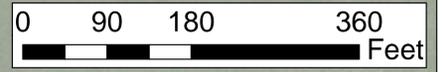
RIGHT ON/OFF ONLY

Pathway Pedestrian Underpass

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- Edge of Lane Future
- - - CL 2 Way Road Future
- Under Pass Future
- Pathway Existing
- - - Possible Pathway Locations
- Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Ownership
- - - Easement



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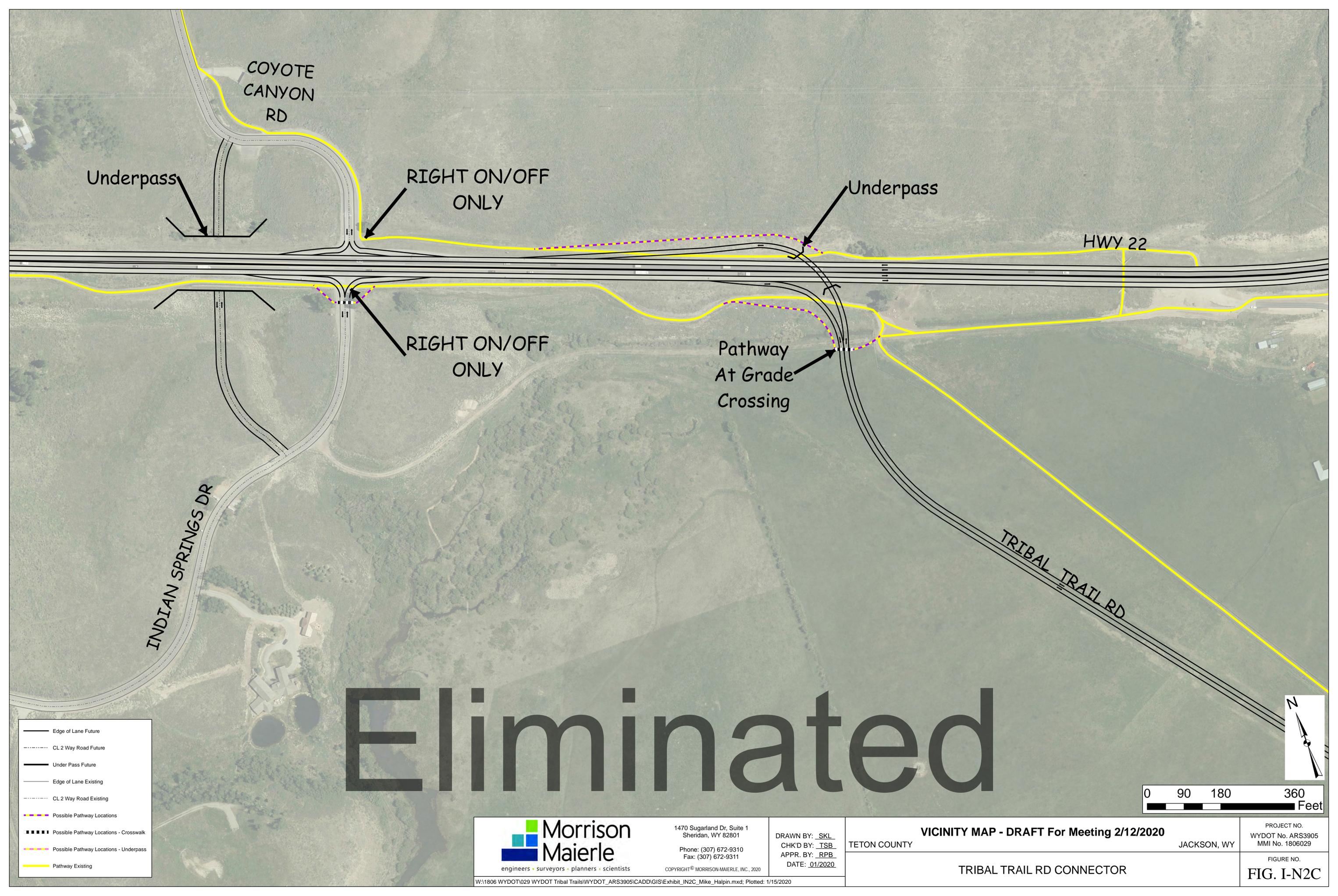
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029

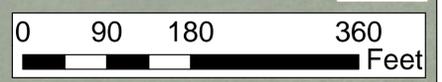
FIGURE NO.
FIG. I-N2B

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- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Pathway Existing

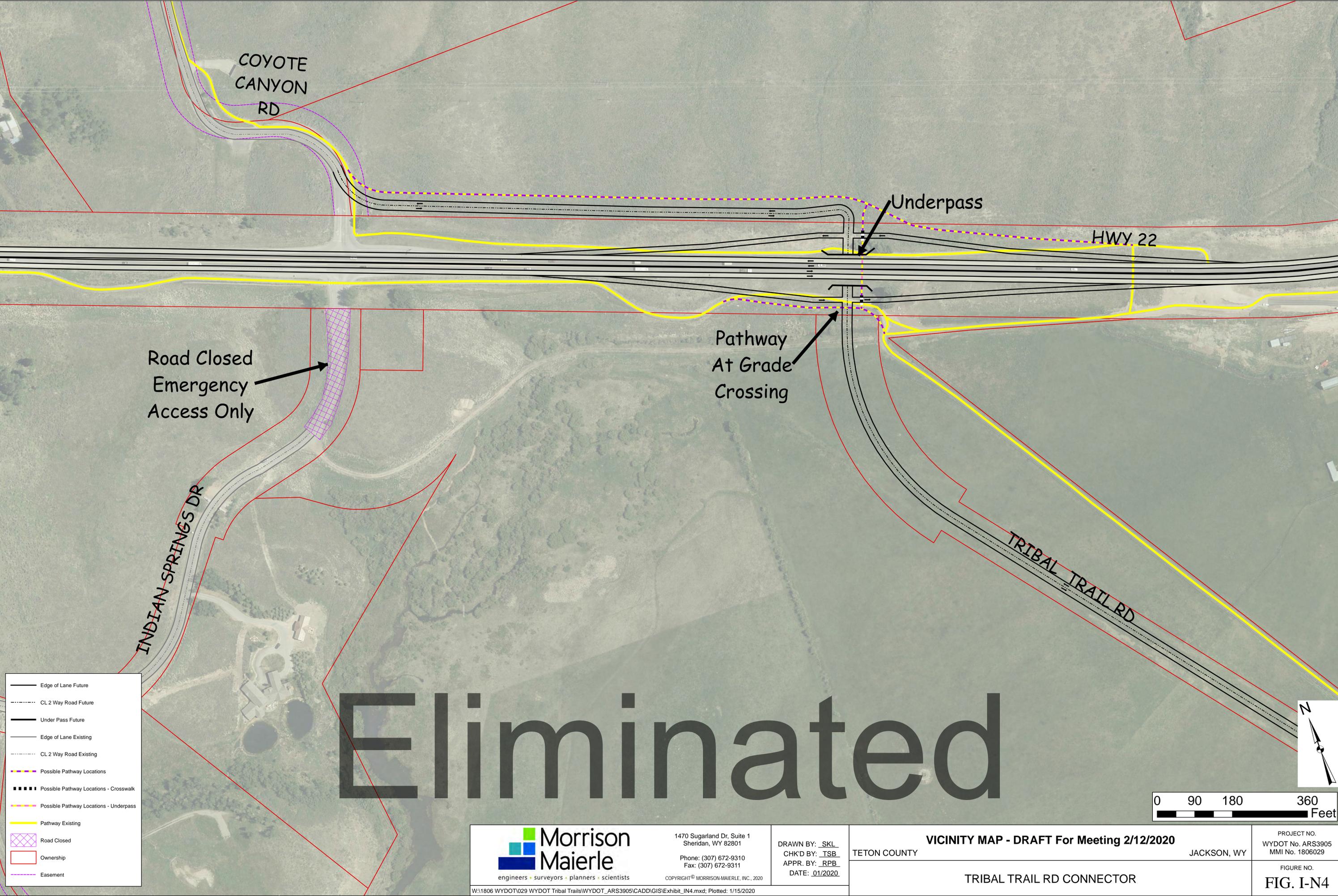
Eliminated



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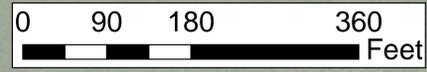
VICINITY MAP - DRAFT For Meeting 2/12/2020	PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029
TRIBAL TRAIL RD CONNECTOR	TETON COUNTY JACKSON, WY FIGURE NO. FIG. I-N2C

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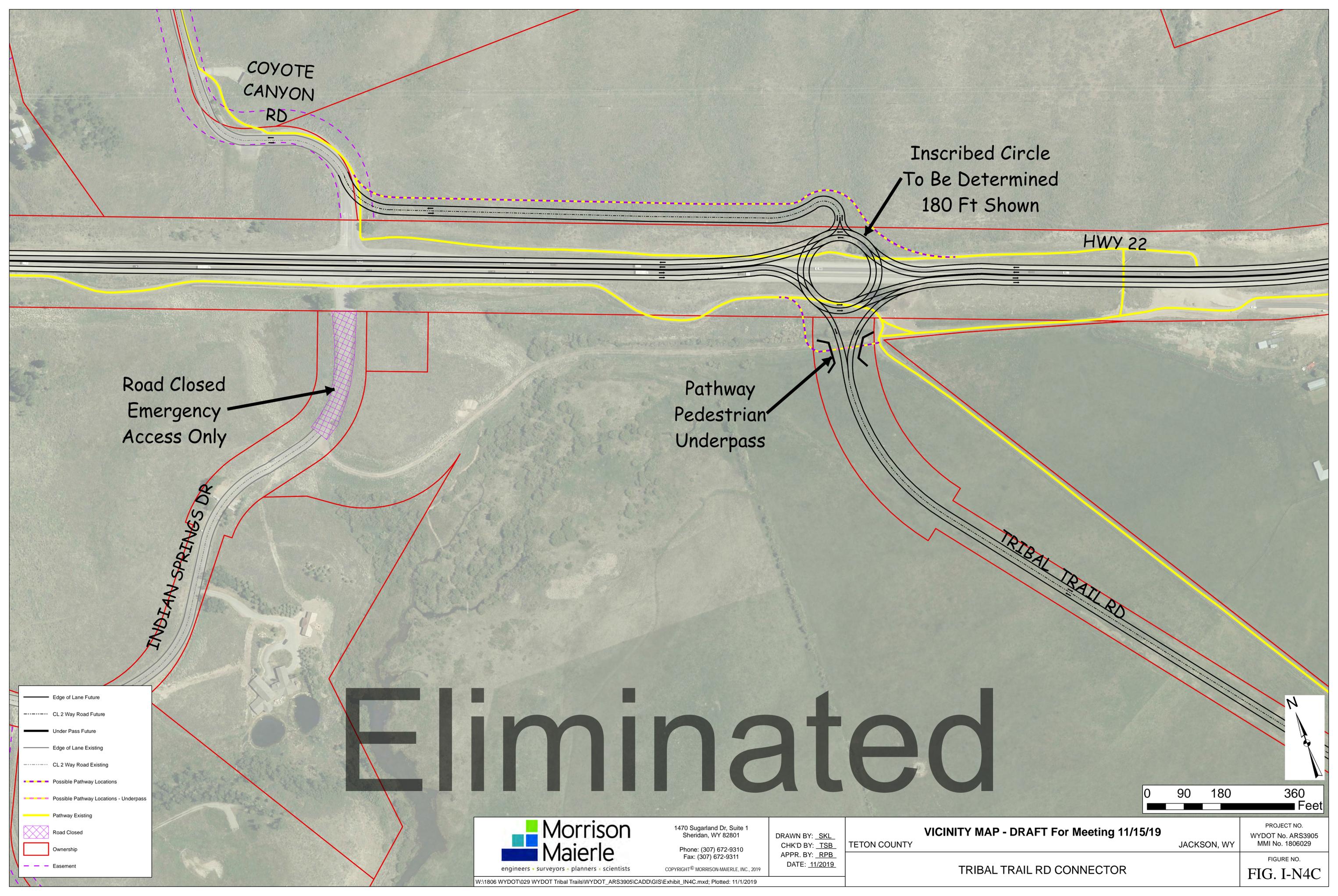
Eliminated

- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Pathway Existing
- ▨ Road Closed
- Ownership
- Easement



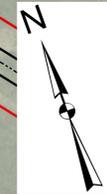
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VICINITY MAP - DRAFT For Meeting 2/12/2020 TETON COUNTY	JACKSON, WY	PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029
TRIBAL TRAIL RD CONNECTOR		FIGURE NO. FIG. I-N4



- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- - - - Possible Pathway Locations
- - - - Possible Pathway Locations - Underpass
- Pathway Existing
- ▨ Road Closed
- ▭ Ownership
- - - - Easement

Eliminated



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	VICINITY MAP - DRAFT For Meeting 11/15/19 TETON COUNTY JACKSON, WY	

TRIBAL TRAIL RD CONNECTOR	PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029 FIGURE NO. FIG. I-N4C
----------------------------------	--

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COYOTE CANYON RD

Underpass

RIGHT ON/OFF ONLY

Inscribed Circle To Be Determined 180 Ft Shown

HWY 22

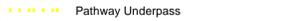
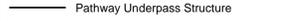
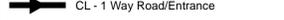
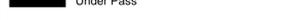
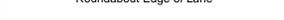
Pathway At Grade Crossing

Possible Pathway Addition

INDIAN SPRINGS DR

TRIBAL TRAIL RD

Eliminated

-  Existing and Possible Pathway Locations
-  Pathway Underpass
-  Pathway Underpass Structure
-  CL - 1 Way Road/Entrance
-  CL - 2 Way Road
-  Under Pass
-  Roundabout Edge of Lane
-  Road Closed
-  Ownership
-  Easement



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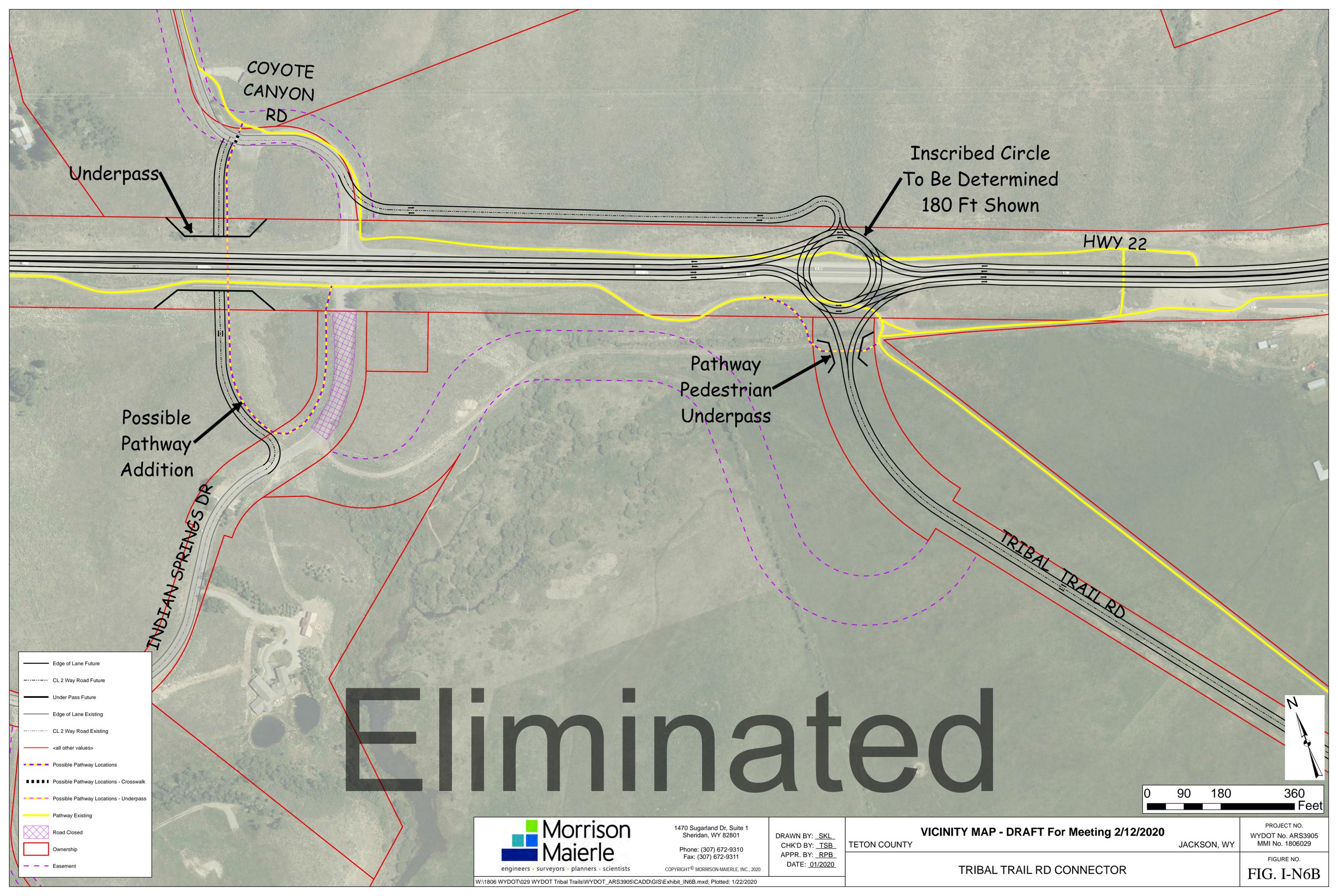
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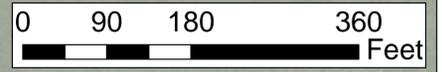
VICINITY MAP - DRAFT For Meeting 7/25/19		PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029
TETON COUNTY	JACKSON, WY	FIGURE NO. FIG. I-N6
TRIBAL TRAIL RD CONNECTOR		

W:\1806 WYDOT\029 WYDOT Tribal Trails\WYDOT_ARS3905\CADD\GIS\Exhibit_IN6_Removed.mxd; Plotted: 9/24/2019



- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- - - - <all other values>
- - - - Possible Pathway Locations
- ■ ■ ■ Possible Pathway Locations - Crosswalk
- - - - Possible Pathway Locations - Underpass
- Pathway Existing
- ▨ Road Closed
- Ownership
- - - - Easement

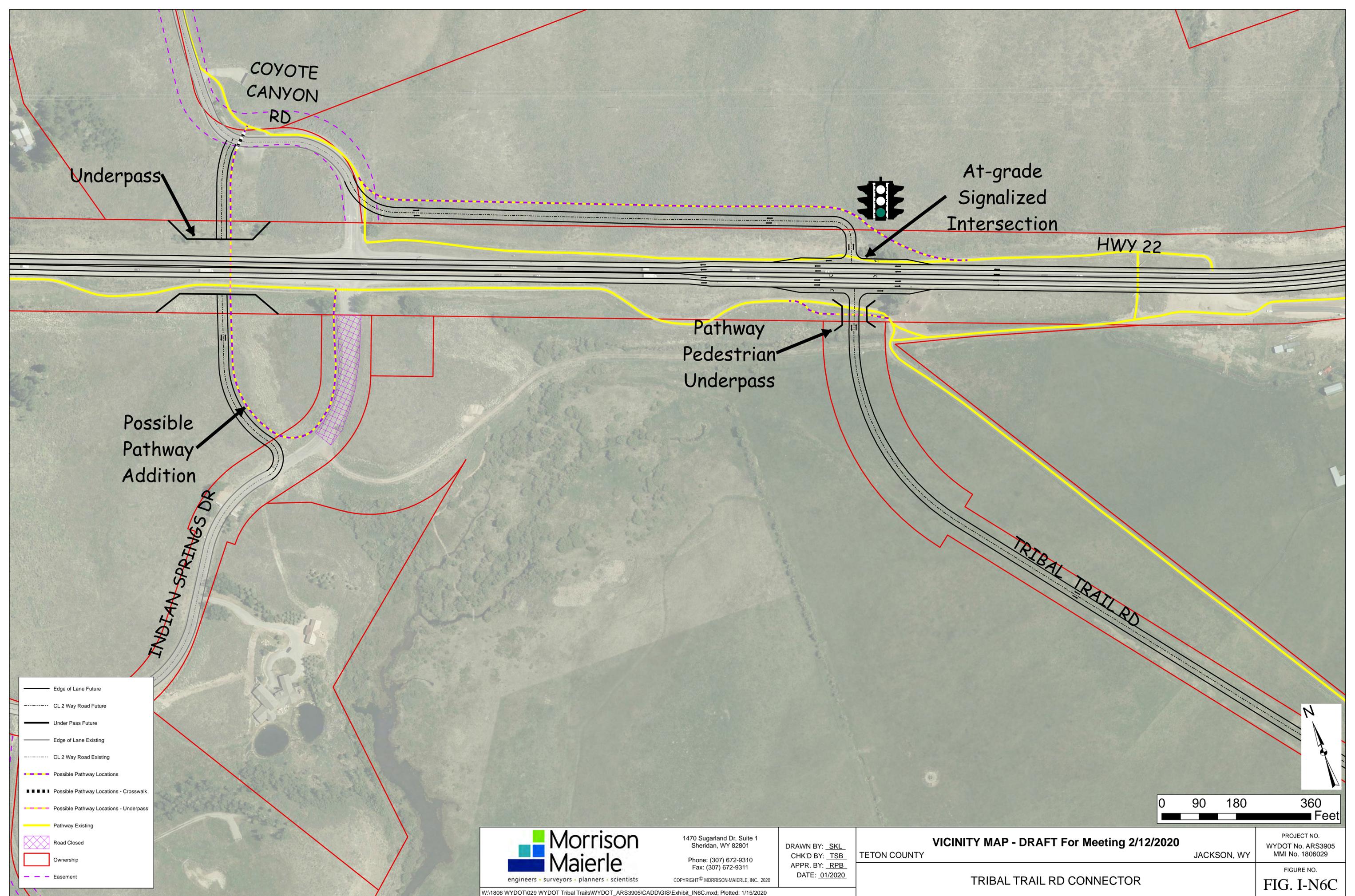
Eliminated



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TRIBAL TRAIL RD CONNECTOR	FIGURE NO. FIG. I-N6B

TETON COUNTY	JACKSON, WY
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Underpass

COYOTE CANYON RD



At-grade Signalized Intersection

HWY 22

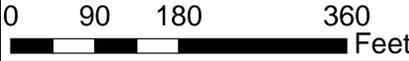
Pathway Pedestrian Underpass

Possible Pathway Addition

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- - - - Possible Pathway Locations
- ■ ■ ■ Possible Pathway Locations - Crosswalk
- - - - Possible Pathway Locations - Underpass
- Pathway Existing
- ▨ Road Closed
- ▭ Ownership
- - - - Easement



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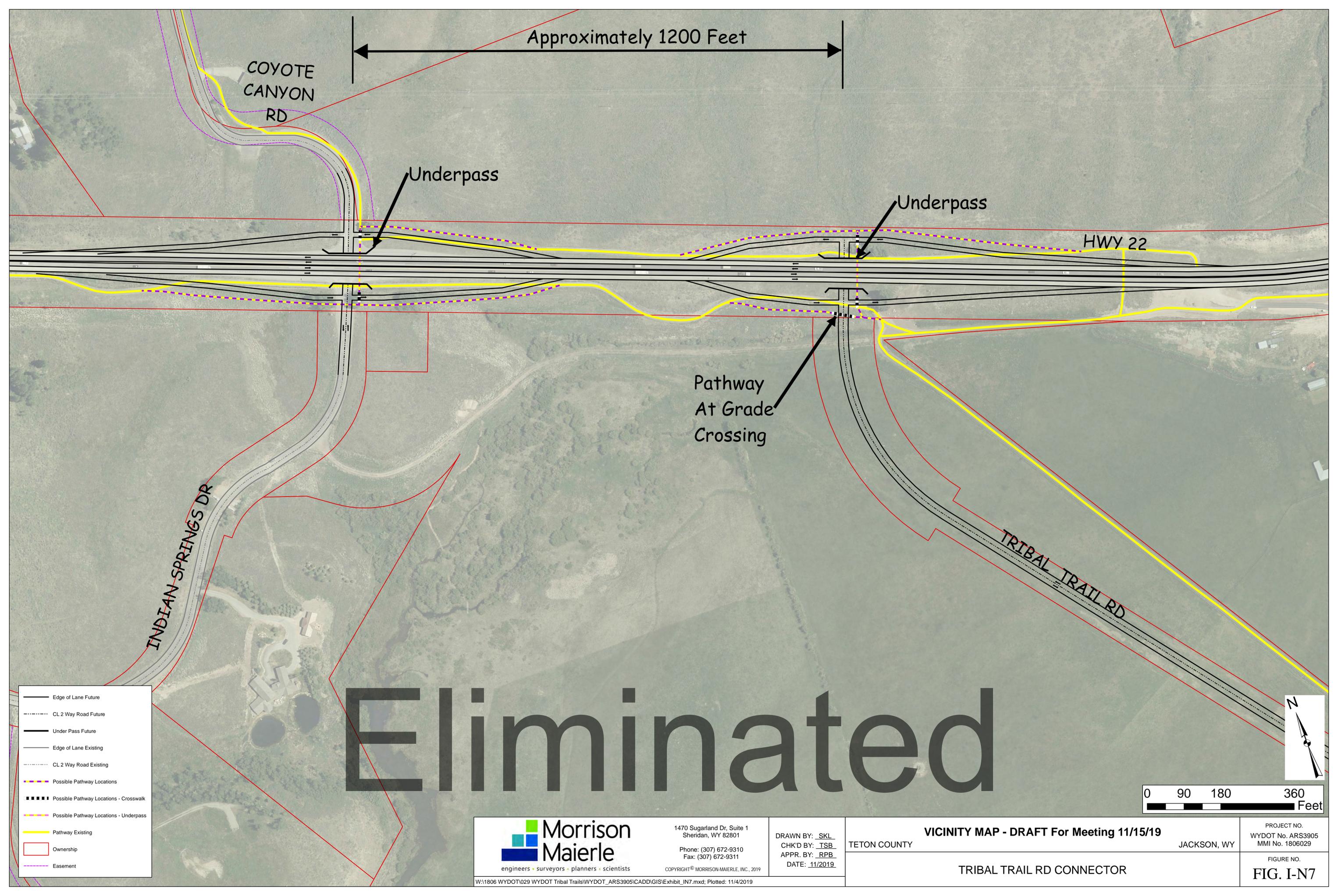
TETON COUNTY
VICINITY MAP - DRAFT For Meeting 2/12/2020
 JACKSON, WY

PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029

TRIBAL TRAIL RD CONNECTOR

FIGURE NO.
FIG. I-N6C

W:\1806 WYDOT\029 WYDOT Tribal Trails\WYDOT_ARS3905\CADD\GIS\Exhibit_IN6C.mxd; Plotted: 1/15/2020



Approximately 1200 Feet

COYOTE CANYON RD

Underpass

Underpass

HWY 22

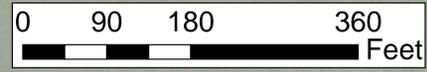
Pathway At Grade Crossing

INDIAN SPRINGS DR

TRIBAL TRAIL RD

Eliminated

- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Pathway Existing
- Ownership
- Easement



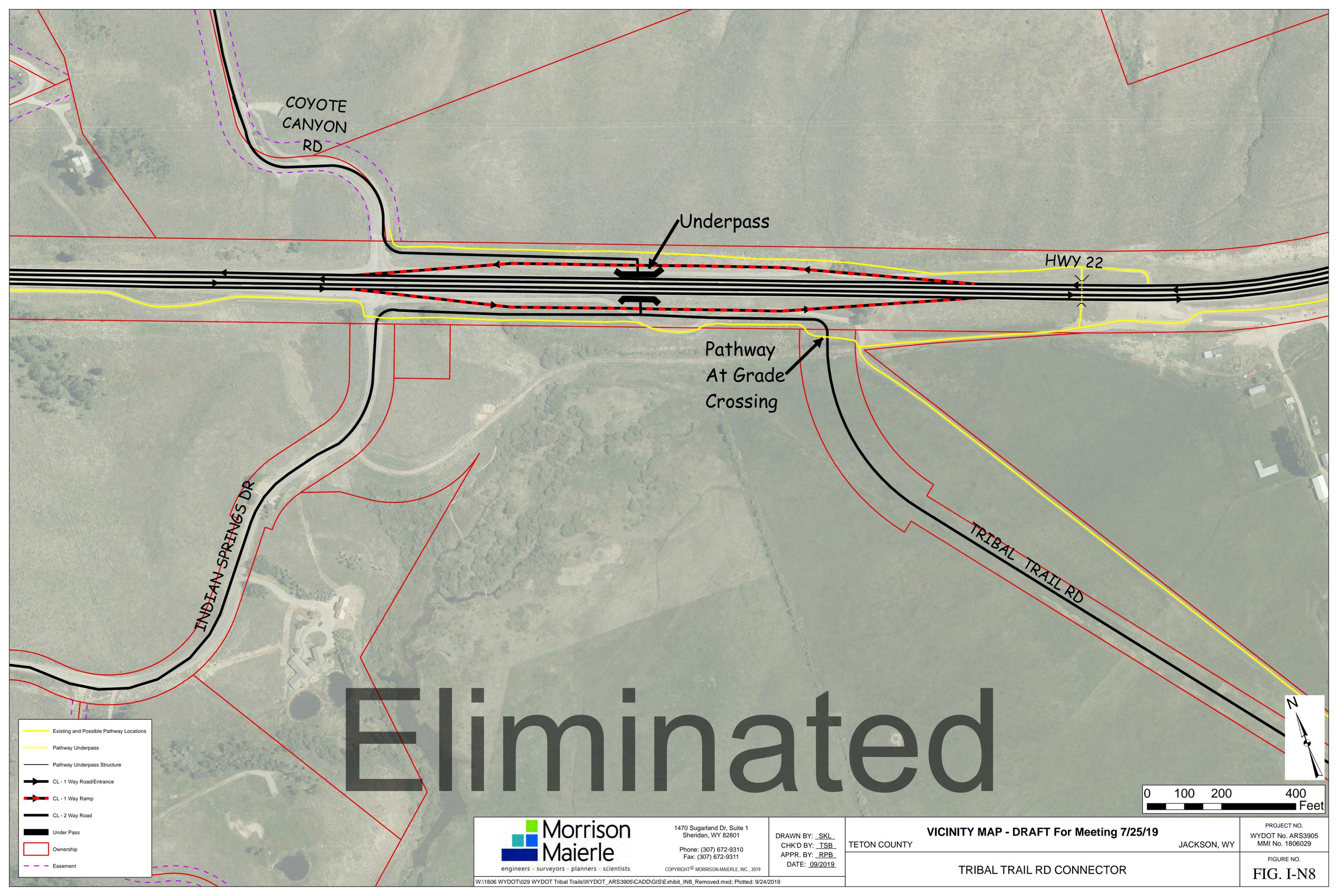
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 TETON COUNTY JACKSON, WY
 TRIBAL TRAIL RD CONNECTOR

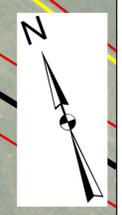
PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029
 FIGURE NO.
FIG. I-N7

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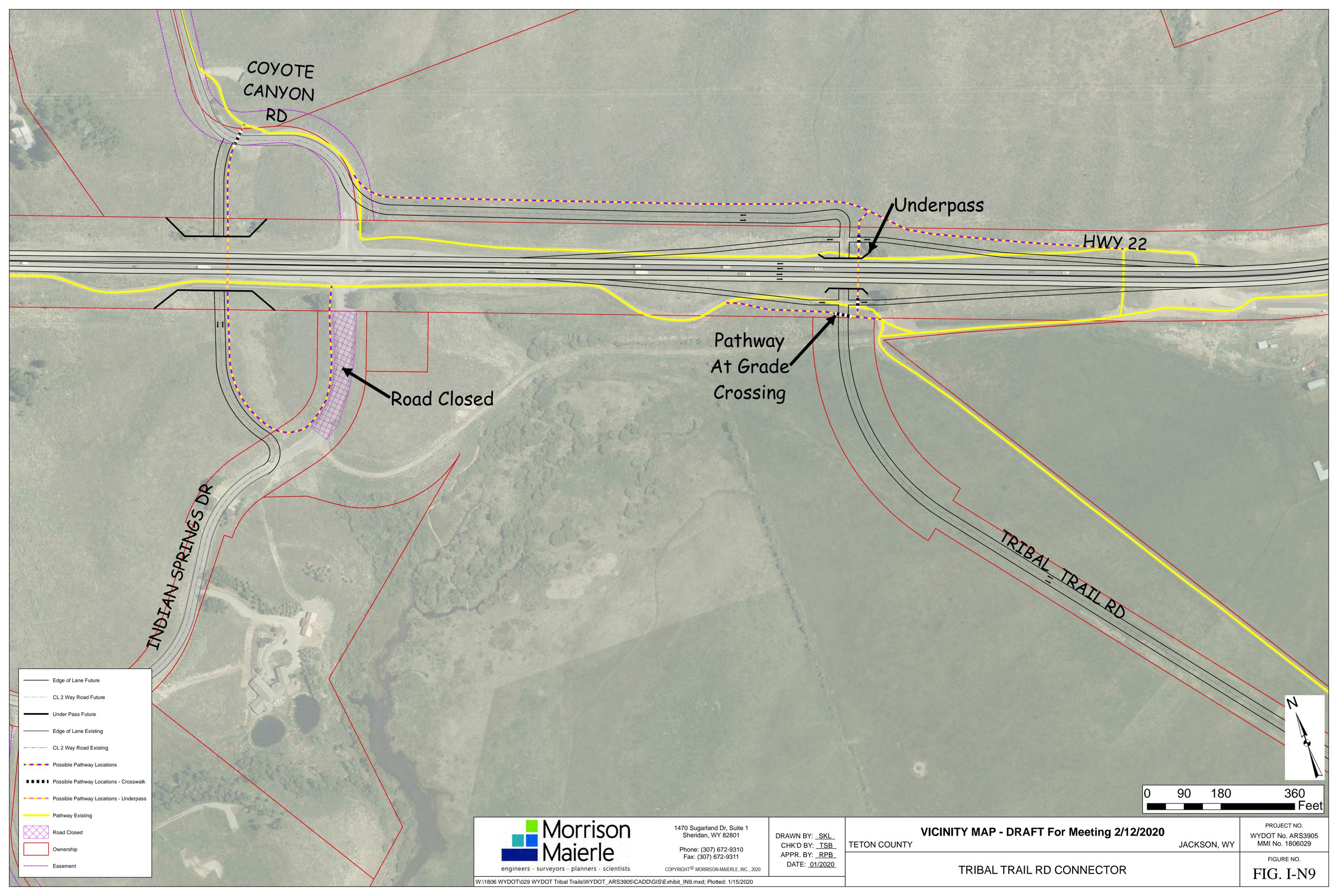
- Existing and Possible Pathway Locations
- - - - - Pathway Underpass
- Pathway Underpass Structure
- CL - 1 Way Road/Entrance
- CL - 1 Way Ramp
- CL - 2 Way Road
- Under Pass
- Ownership
- Easement

Eliminated



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		TETON COUNTY	JACKSON, WY	TRIBAL TRAIL RD CONNECTOR

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- Edge of Lane Future
- - - CL 2 Way Road Future
- Under Pass Future
- Edge of Lane Existing
- - - CL 2 Way Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Crosswalk
- Possible Pathway Locations - Underpass
- Pathway Existing
- Road Closed
- Ownership
- Easement


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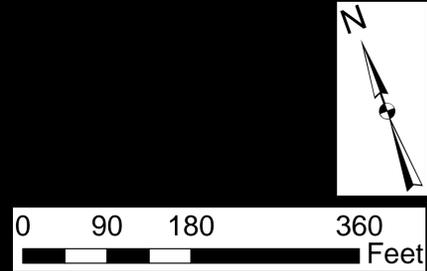
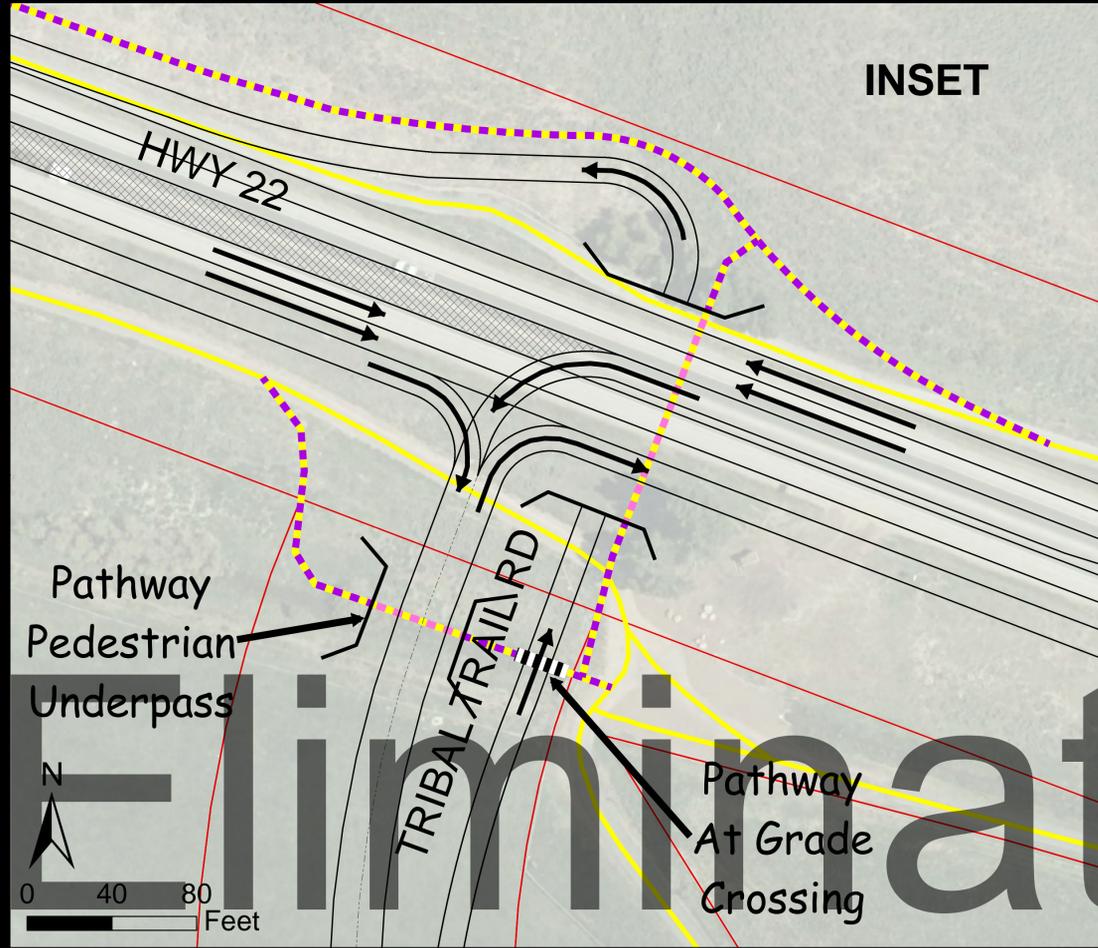
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TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029
 FIGURE NO.
FIG. I-N9

W:\1806 WYDOT\029 WYDOT Tribal Trails\WYDOT_ARS3905\CADD\GIS\Exhibit_IN9.mxd; Plotted: 1/15/2020

	Edge of Lane
	CL 2 Way Road
	Under Pass
	Edge of Lane Existing
	CL 2 Way Road Existing
	Possible Pathway Locations
	Possible Pathway Locations - Crosswalk
	Possible Pathway Locations - Underpass
	Pathway Existing
	Ownership
	Easement



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TETON COUNTY	JACKSON, WY
TRIBAL TRAIL RD CONNECTOR	

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N10

COYOTE CANYON RD

Access Type Unchanged



At-grade Signalized Intersection

HWY 22

Pathway At Grade Crossing

Pathway Pedestrian Underpass

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- Edge of Lane Future
- - - - CL 2 Way Road Future
- Under Pass
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- - - - Possible Pathway Locations
- ■ ■ ■ Possible Pathway Locations - Crosswalk
- - - - Possible Pathway Locations - Underpass
- Existing Pathway Locations
- - - - Pathway Underpass
- Pathway Underpass Structure
- Ownership
- - - - Easement



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TRIBAL TRAIL RD CONNECTOR

FIGURE NO.
FIG. I-N11

W:\1806 WYDOT\029 WYDOT Tribal Trails\WYDOT_ARS3905\CADD\GIS\Exhibit_IN11.mxd; Plotted: 1/15/2020

COYOTE CANYON RD

At-grade Signalized Intersection

HWY 22

Underpass

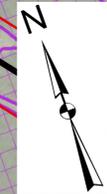
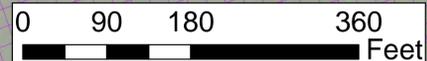
Pathway At Grade Crossing or Pedestrian Underpass

INDIAN SPRINGS DR

TRIBAL TRAIL RD

Eliminated

-  T_Line
-  Existing and Possible Pathway Locations
-  Pathway Underpass
-  Pathway Underpass Structure
-  CL - 1 Way Road/Entrance
-  CL - 1 Way Ramp
-  CL - 2 Way Road
-  Under Pass
-  Historic Area
-  Road Closed
-  Ownership
-  Easement
-  FEN / PEATLAND
-  PEMA/PEMC
-  PSSA
-  Not Classified
-  Wetlands per Jacobs FEN Only



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	TRIBAL TRAIL RD CONNECTOR			FIGURE NO. FIG. I-N12	

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COYOTE CANYON RD

At-grade Signalized Intersection

HWY 22

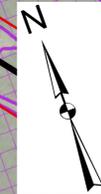
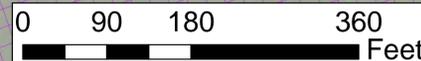
Underpass

Pathway At Grade Crossing or Pedestrian Underpass

INDIAN SPRINGS DR

TRIBAL TRAIL RD

Eliminated



- Existing and Possible Pathway Locations
- Pathway Underpass
- Pathway Underpass Structure
- CL - 1 Way Road/Entrance
- CL - 1 Way Ramp
- CL - 2 Way Road
- Under Pass
- Historic Area
- Road Closed
- Ownership
- Easement
- FEN / PEATLAND
- PEMA/PEMC
- PSSA
- Not Classified
- Wetlands per Jacobs FEN Only

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COYOTE CANYON RD

Access Type Unchanged

HWY 22

Pathway Pedestrian Underpass

EMS At-grade access Closed to general traffic

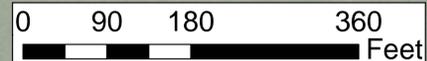
INDIAN SPRINGS DR

Limited Access Gravel Road

TRIBAL TRAIL RD

Eliminated

- Edge of Lane Future
- CL Road Future
- Under Pass Future
- Edge of Lane Existing
- CL Road Existing
- Possible Pathway Locations
- Possible Pathway Locations - Underpass
- Existing Pathway Locations
- Pathway Underpass
- Pathway Underpass Structure
- Ownership
- Easement



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TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
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 MMI No. 1806029

FIGURE NO.
FIG. I-N15

COYOTE CANYON RD

Access Type Unchanged



Raised Island Right Turn Only Sign

HWY 22

Pathway Pedestrian Underpass

At-grade Right On Right Off Only

INDIAN SPRINGS DR

TRIBAL TRAIL RD

Eliminated

- Edge of Lane Future
- CL Road Future
- Under Pass Future
- Edge of Lane Existing
- CL Road Existing
- - - Possible Pathway Locations
- - - Possible Pathway Locations - Underpass
- Existing Pathway Locations
- - - Pathway Underpass
- Pathway Underpass Structure
- Ownership
- - - Easement



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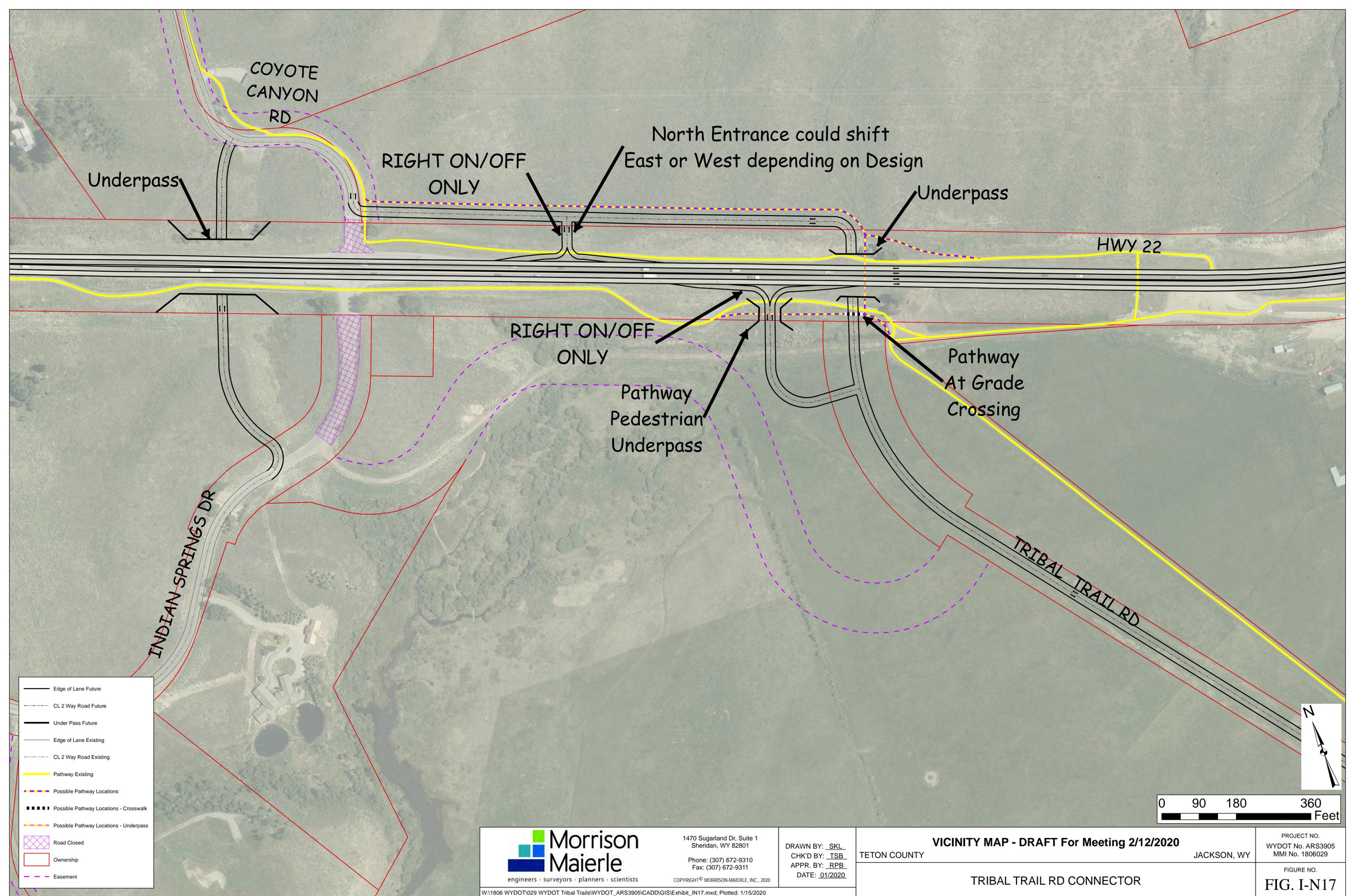
TETON COUNTY

JACKSON, WY

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

TRIBAL TRAIL RD CONNECTOR

FIGURE NO.
FIG. I-N16



— Edge of Lane Future
 - - - CL 2 Way Road Future
 — Under Pass Future
 — Edge of Lane Existing
 - - - CL 2 Way Road Existing
 — Pathway Existing
 - - - Possible Pathway Locations
 - - - Possible Pathway Locations - Crosswalk
 - - - Possible Pathway Locations - Underpass
 [Cross-hatched] Road Closed
 [Red outline] Ownership
 [Dashed purple] Easement

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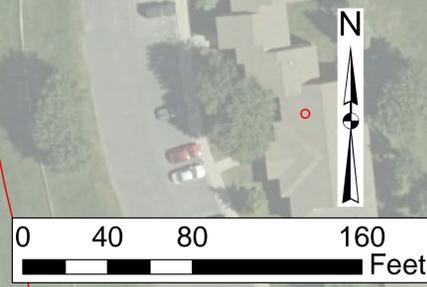
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 TETON COUNTY JACKSON, WY
 TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
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 MMI No. 1806029
 FIGURE NO.
FIG. I-N17

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- Edge of Lane Existing
- - - CL 2 Way Road Existing
- Existing Pathway
- Ownership
- - - Easement



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	TRIBAL TRAIL RD CONNECTOR		JACKSON, WY	FIGURE NO. FIG. I-DN

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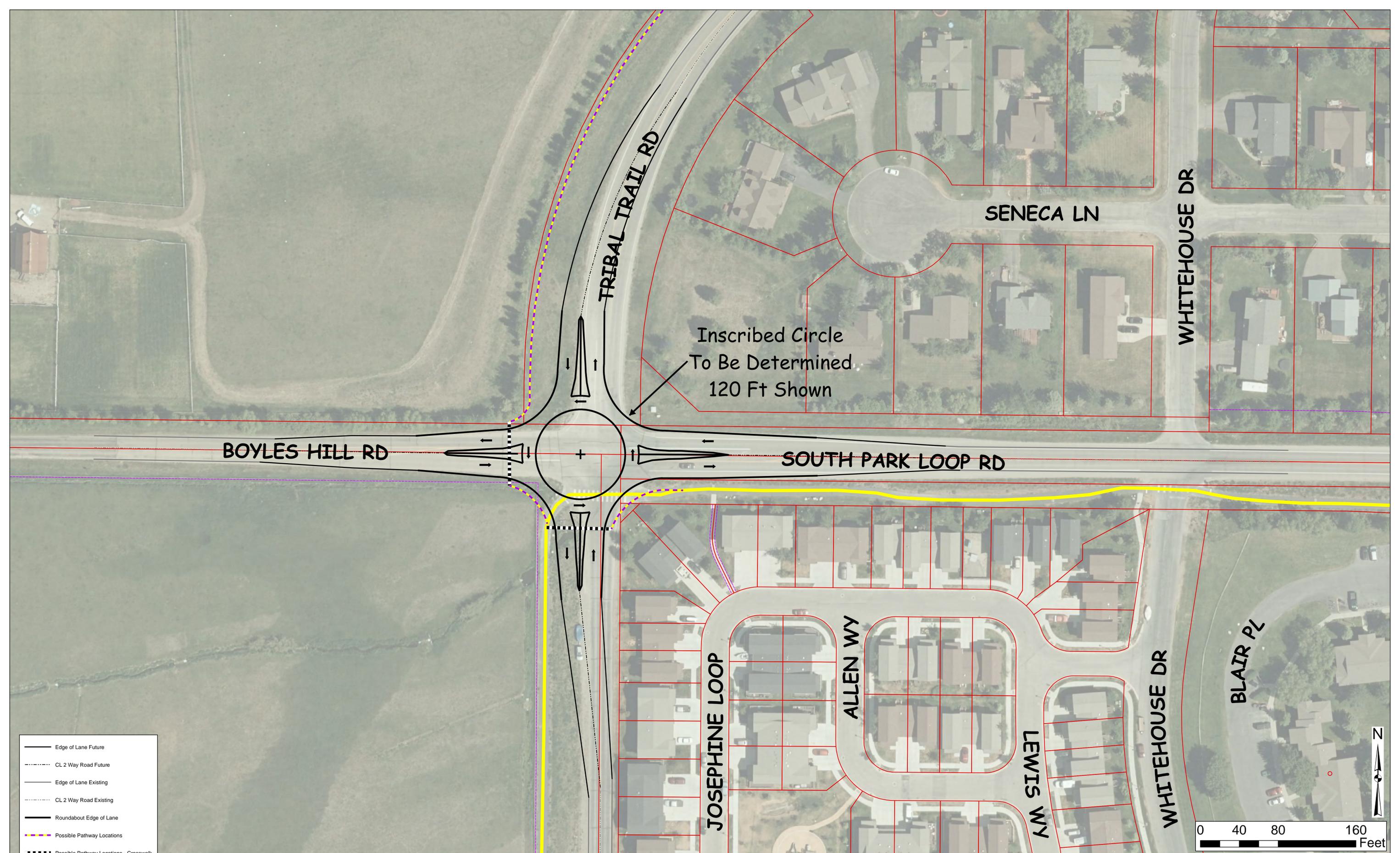


	Edge of Lane Existing
	CL 2 Way Road Existing
	Possible Pathway Locations
	Possible Pathway Locations - Crosswalk
	Existing Pathway
	Ownership
	Easement

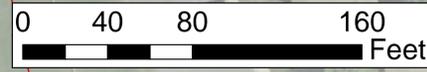
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PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029	FIGURE NO. FIG. I-S1
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- Edge of Lane Future
- - - - CL 2 Way Road Future
- Edge of Lane Existing
- - - - CL 2 Way Road Existing
- Roundabout Edge of Lane
- - - - Possible Pathway Locations
- ■ ■ ■ Possible Pathway Locations - Crosswalk
- Pathway Existing
- Ownership
- - - - Easement



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TRIBAL TRAIL RD CONNECTOR

PROJECT NO. WYDOT No. ARS3905 MMI No. 1806029
FIGURE NO. FIG. I-S2



	Edge of Lane Future
	CL 2 Way Road Future
	Edge of Lane Existing
	CL 2 Way Road Existing
	Possible Pathway Locations
	Possible Pathway Locations - Crosswalk
	Existing Pathway
	Ownership
	Easement

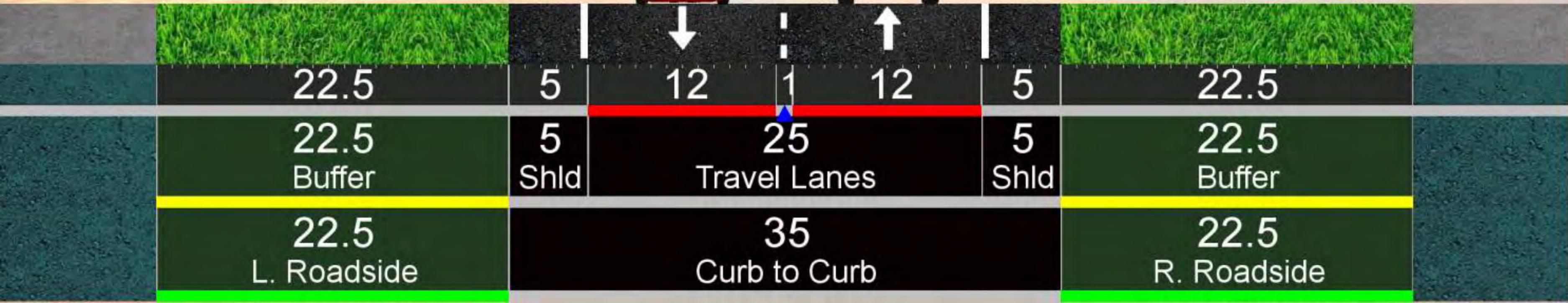
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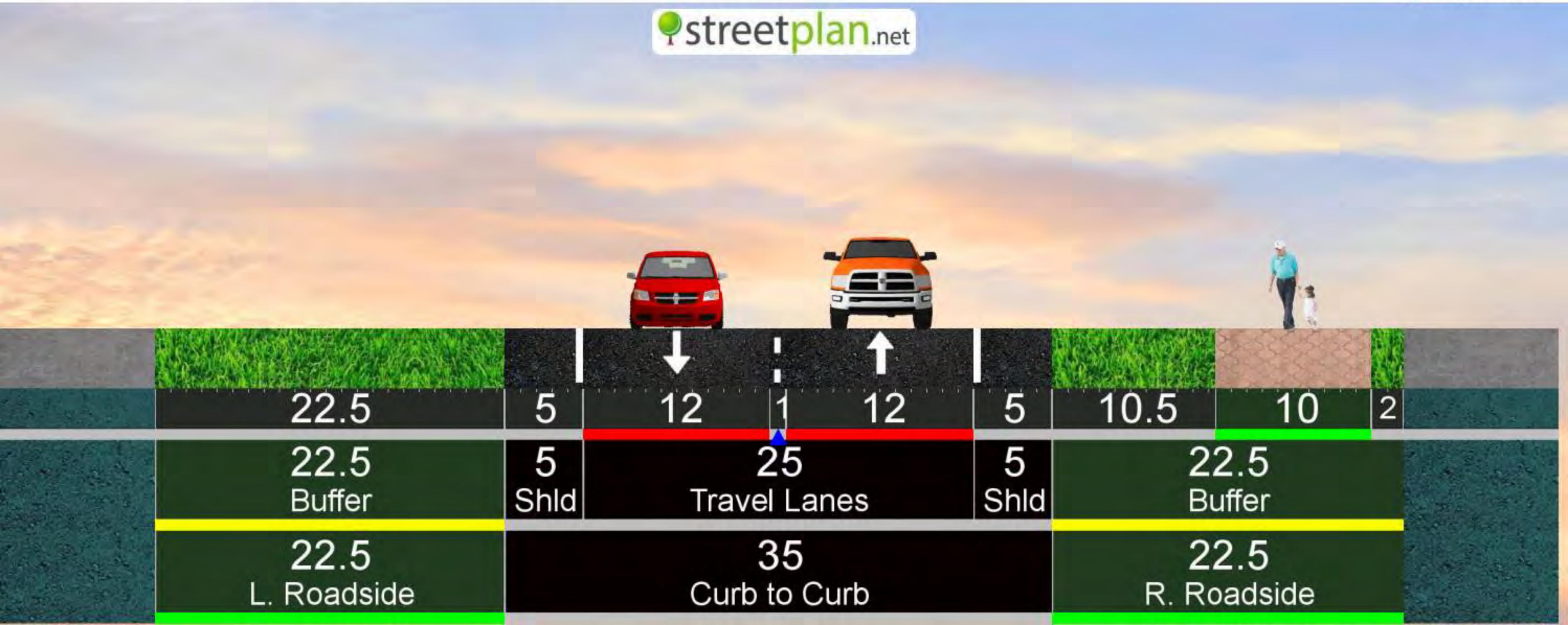
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 DATE: 01/2020

VICINITY MAP - DRAFT For Meeting 2/12/2020
 TETON COUNTY JACKSON, WY
TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
 WYDOT No. ARS3905
 MMI No. 1806029
 FIGURE NO.
FIG. I-S3

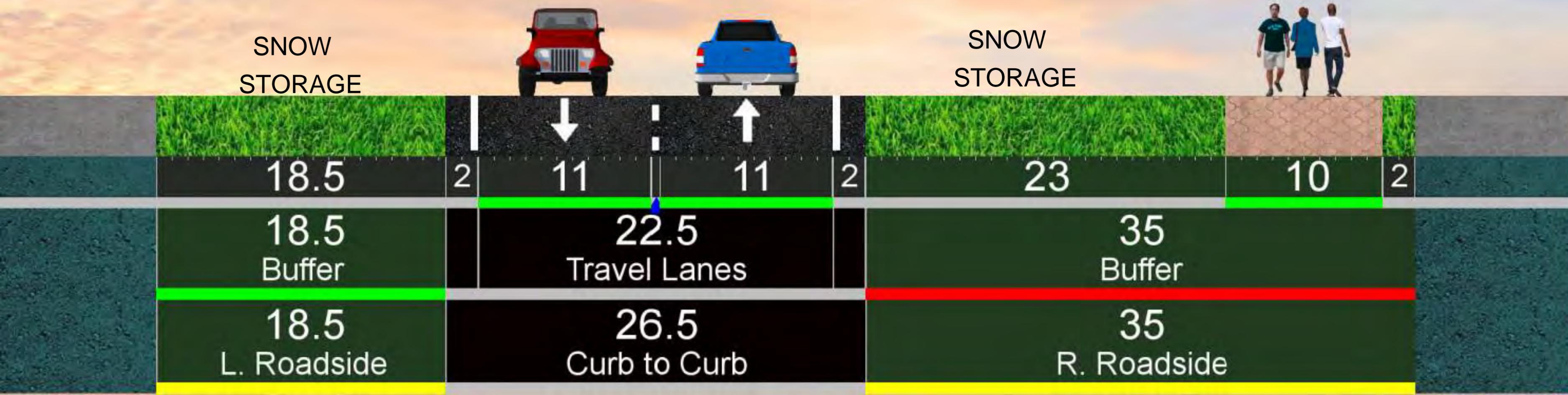
W:\1806 WYDOT\029 WYDOT Tribal Trails\WYDOT_ARS3905\CADD\GIS\Exhibit_IS3.mxd; Plotted: 1/16/2020





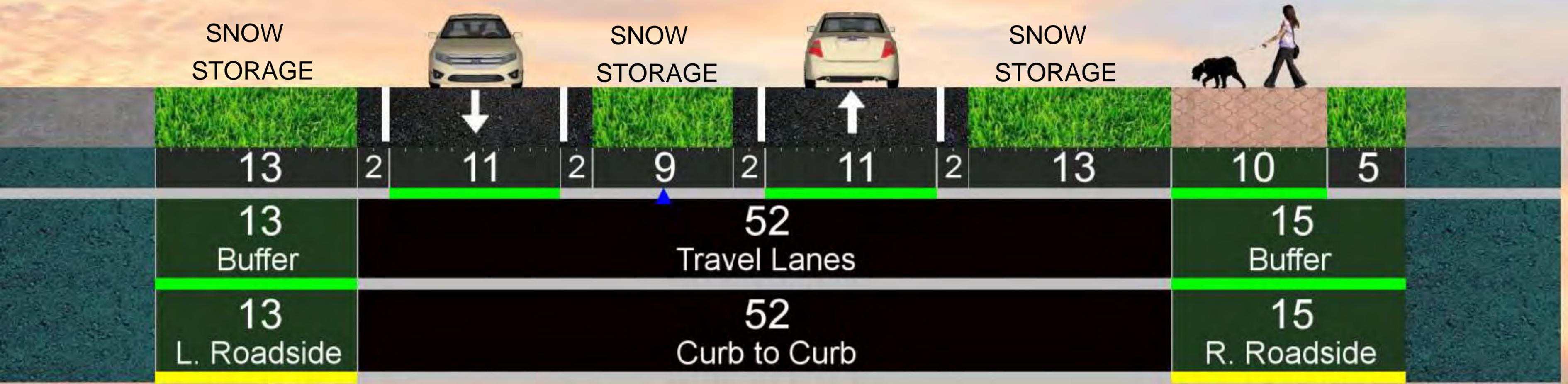


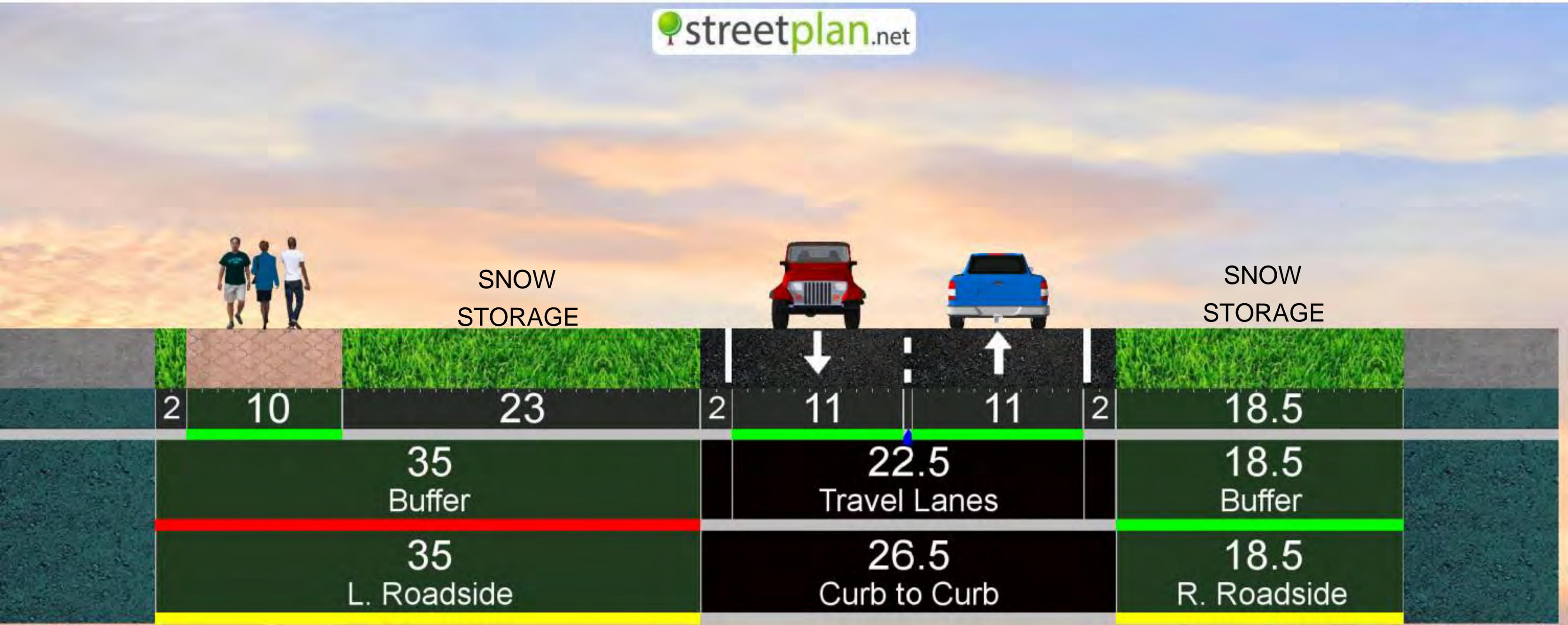
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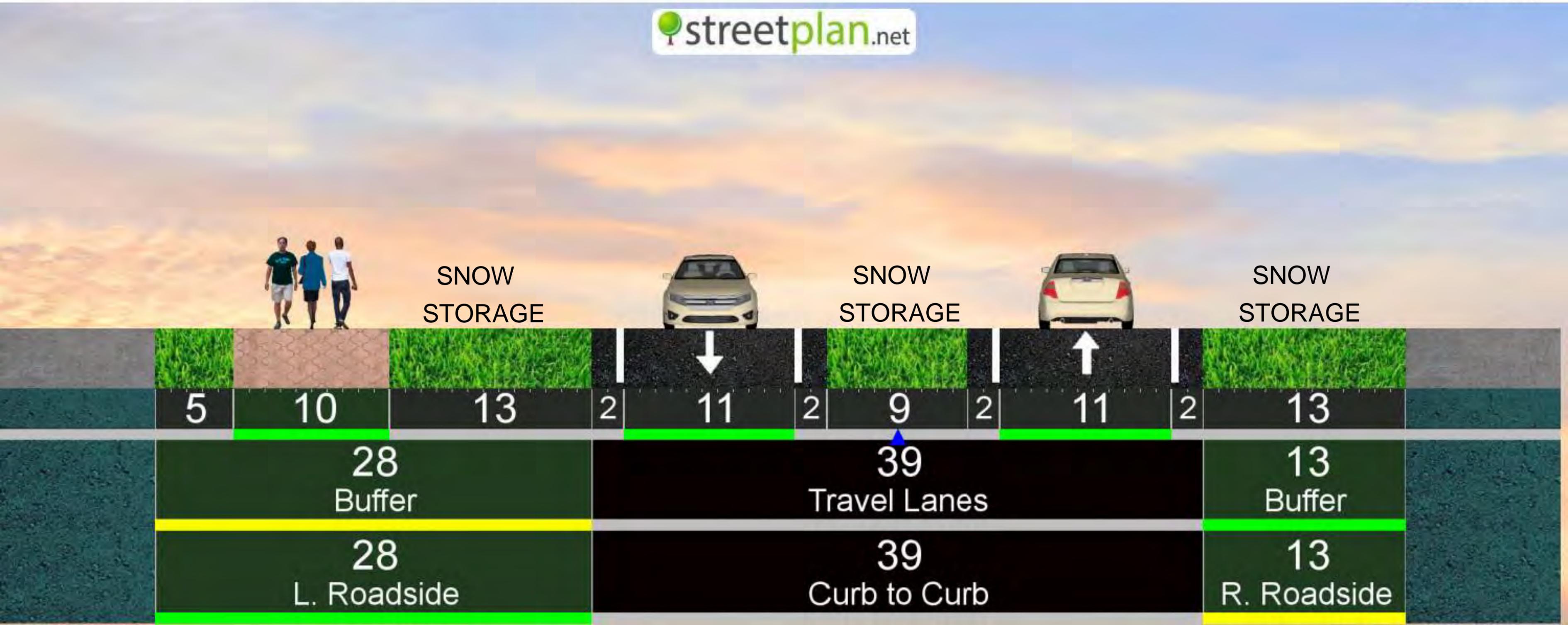




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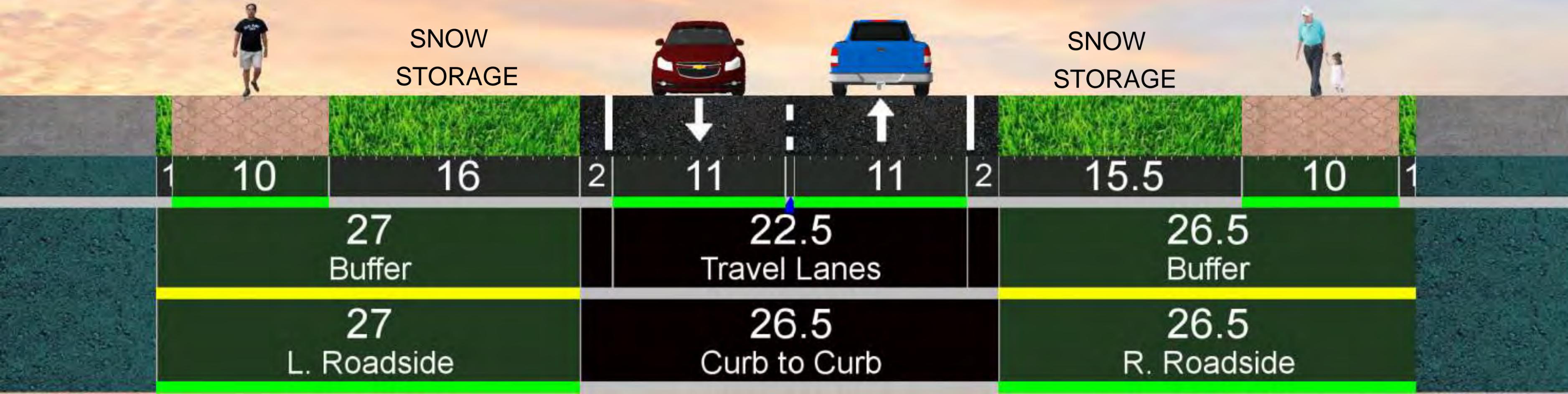


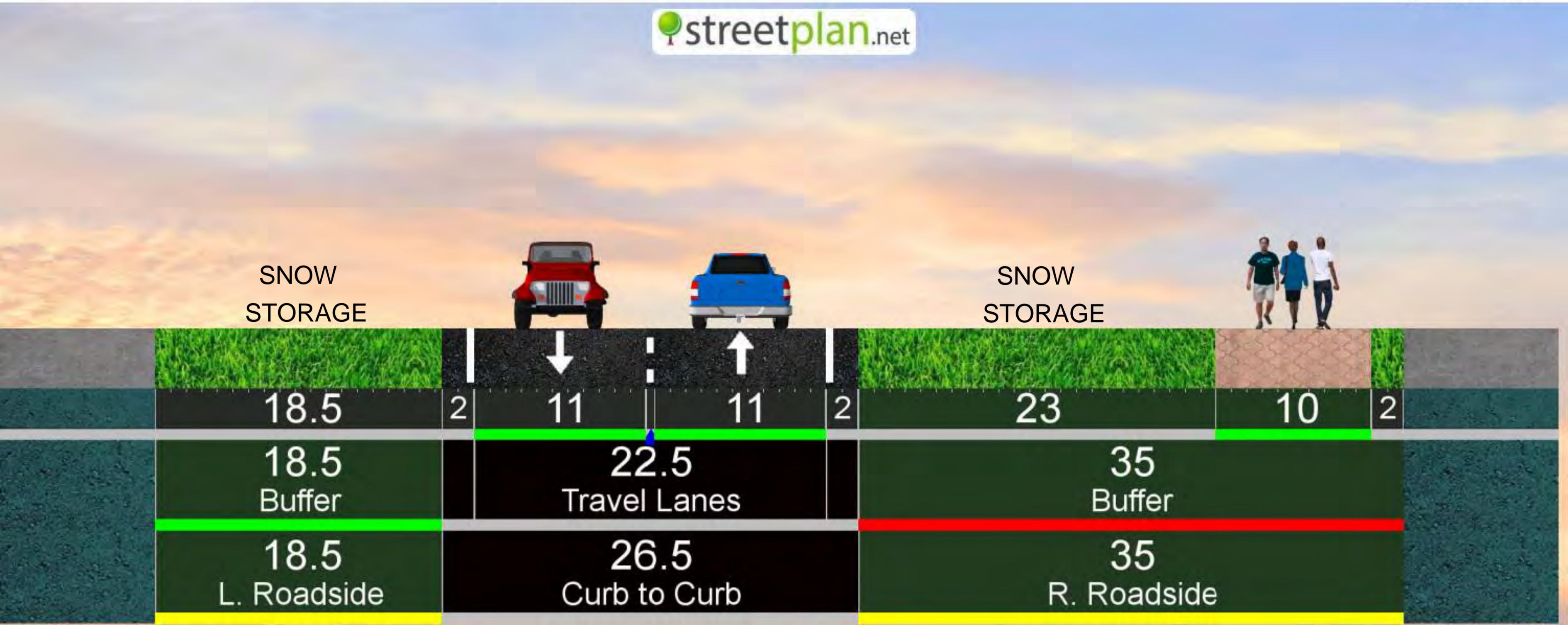


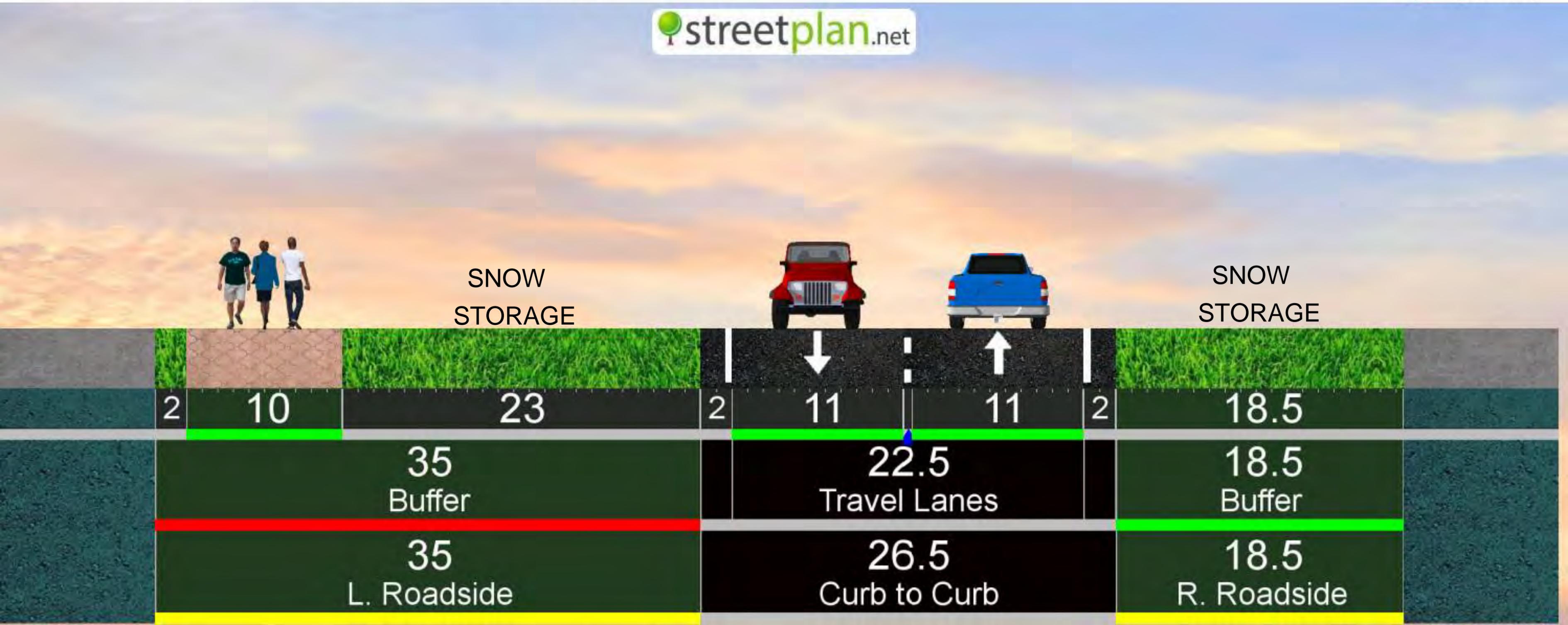




Eliminated









SNOW
STORAGE

CHICANE
MIN 12'
SNOW
STORAGE

PATHWAY
OUTSIDE
ROW

