

A 16 Jackson Hole Guide, Wednesday, November 8, 1989

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# Hook-ups

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 pays it, said Doty.

"This is limiting in value to the businesses, and we question the logic and ethics of it," he said. "We would like a public accounting of (hook-up fees paid by) all businesses, not just restaurants which have paid, which have not, and what reasoning was involved. There is tremendous room here for abuse of this 1980 structure, and frankly we see this ourselves."

Who is responsible for enforcing the rule, Doty asked the council, who determines the number of employees in a retail operation, and at what time of year is that determination made in order to

set the hook-up fee?

Town attorney Dave Larson said the grandfather clause covered all businesses on the sewer line in 1980. The fees charged to customers after that date go into a "sinking fund" to be used to expand the sewer plant, since the Environmental Protection Agency, which paid \$6 million toward the original structure, made it clear in 1980 that it would not fund expansion.

Rates set by the ordinance are re-evaluated every two years, and the town is in that process right now, Larson said.

The town relies on business owners to self-report accurately the number of seats at a restaurant or the number of employees, and the fee is allocated to the landowner to remain consistent with other assessments for water, trash and real property taxes, according to the attorney.

# Anderson

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mainly in the seafood department, Dutra said. She and her husband transferred to Jackson with Farmer Jack in 1987, and remained with the grocery store during its recent change in ownership.

She is survived by her father, mother and stepfather, and a number of brothers and sisters, all of whom live in Utah,

according to Dutra. Funeral services were held Monday in Brigham City, followed by burial at the Brigham City Cemetery.

Although the family has not yet chosen an organization to receive memorial donations, those interested in making a contribution in Anderson's name are asked to see Virginia Hanson at the Albertson's floral department.

"Kim was full of life and spunk," Dutra said. "She was a very positive person."

# Sheds

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avalanche slide ever—one with a rolling force of 3,000 pounds per square foot, a force equal to about 120,000 pounds hitting an average-sized car. The shed was not damaged.

"So the technology is available, and the length of time it takes is not long," said LaLonde, who last month wrote a letter to the Highway Department requesting that it move quickly to get sheds in place at least at the base of Glory Bowl on Teton Pass.

A professional "Avalanche Hazard Control Analysis" authorized by the Highway Commission earlier this year concluded that the Glory Bowl and the Lower Twin slide paths on Teton pass present a "serious avalanche hazard" to travelers.

considering the short length of time it has been on the department's schedule, commission chairman Robert Yemington said Tuesday.

"This shed thing has only been on our (budget) program since September," Yemington said. "I know there is a big push within the Department to get it done, and Jackson has asked us to push it through."

"The push is on to get this on line, and I'd say this project is getting a very strong look and is being brought along very, very speedily."

But Yemington said it's tough to rush any single project through the budget process because commissioners from each individual region of the state will claim that their "pet" projects are more important and thus should not be pushed back to accommodate another region's need.

Commissioner Karen Graham's stance on shed construction on Teton Pass may be illustrative of Yemington's charge.

Graham, who is from Torrington, Wyo., says that although the shed project has been discussed frequently in commission meetings of late, she has "not considered it that much since I come from across the state where we don't get much snow."

Still, the commission has decided the shed project has fueled enough interest to merit some extra attention.

Because the Highway Department doesn't have anyone on staff with the expertise necessary to design avalanche sheds, Yemington said, the commission has directed the department to begin a search for a consultant to help accelerate the project.

In response to LaLonde's recent letter to the Highway Department, spokesman Keith Rounds said that, while there are a "plethora of needs throughout Wyoming, the commission will attempt to accelerate the snow-shed project."

But, he noted, there are many "complex problems associated with this construction, which are currently not recognized nor appreciated."

"Nevertheless, the department is in the process of seeking assistance by engaging a consultant who is familiar with the design of such a project."

Yemington said he expects a report from department staff on candidates for the consulting job by the end of November, but the decision about when and who to hire and how much to pay will be left to the commission.

The study, completed in August by avalanche experts Rod Newcomb and Art Mears, recommended construction of sheds at the base of the Glory Bowl and Lower Twin slide channels.

Avalanche sheds are concrete structures built into mountainsides that direct sliding snow over the roadway. Sheds have been employed extensively in several Western states, in Canada, and in the Alps of Europe.

Members of the Wyoming Highway Commission in September unanimously agreed upon the need for sheds to protect travelers from the numerous active avalanche paths on Teton Pass.

But the commission voted unanimously to put off construction of the sheds until 1993.

Since that decision was made, department spokesmen have contended that the 1993 construction start date is in line with the length of time it will take to design a shed or two for Teton Pass and to prepare to begin construction.

But LaLonde was not satisfied with that reasoning from the onset, and thus began his search for outside information.

Based upon what he learned from the Colorado Highway Department, LaLonde said, "I think the (Wyoming) Highway Department can put a rush on the project."

Fueled by support from LaLonde, local Highway Commissioner Ralph Gill and some businessmen in the Jackson Hole community, the shed project is getting an unusually "strong look," con-

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