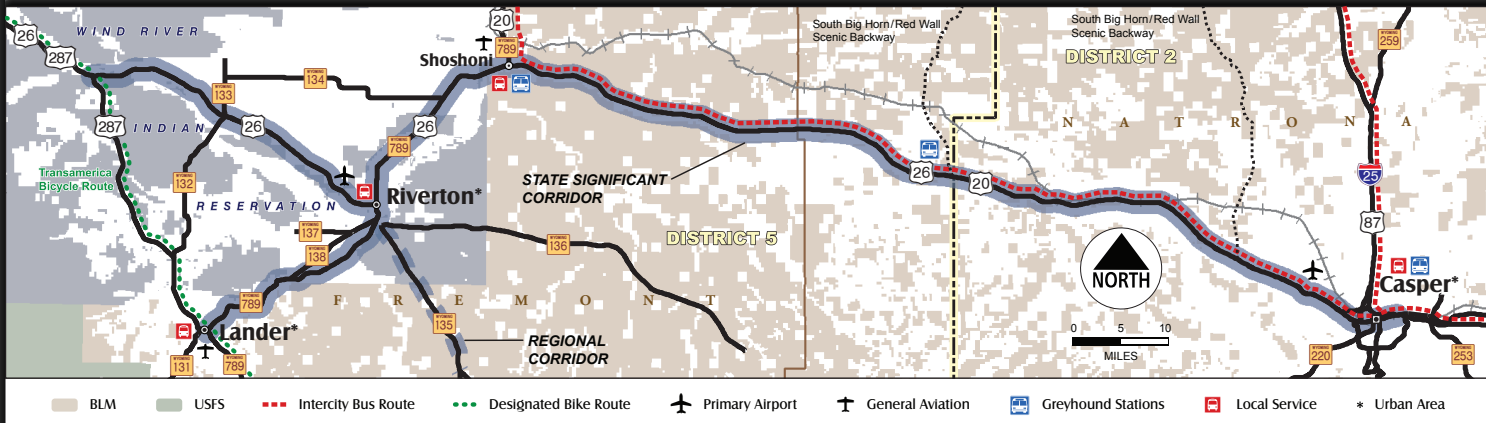




View from Casper Mountain



GOALS	CORRIDOR CHARACTERISTICS	
Energy Development	Energy development near eastern portion of corridor is an important economic factor	Wildlife/vehicle crashes are problematic in spot locations
Safety		Wind River Indian Reservation
Recreation Travel	Heavy truck traffic associated with energy development	Locally heavy traffic in the Lander/Riverton/Shoshoni segment.
System Preservation		Blowing and drifting snow
Aviation		
Public Transportation	Heavy seasonal tourist traffic	

### PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION

The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions and the rehabilitation and replacement of deficient bridges. Additional investments in spot safety improvements should be investigated in the corridor plan, especially just west of Casper and in the Riverton area, where relatively high traffic volumes are observed as urban-type congestion. The general capacity of the remainder of the corridor is adequate for current and projected traffic volumes.

# CORRIDOR CHARACTERISTICS

## Corridor Description

State Significant Corridor (SSC) 10 is 182 miles long and connects the Wind River Indian Reservation, Lander, and Riverton to Casper via US 20/26 and WYO 789. SSC 10 includes US 26 from where it splits from US 287 at Diversion Dam Junction, heads southeast to Riverton, northeast to Shoshoni, and then overlaps US 20 to Casper. SSC 10 also includes the portion of WYO 789 that travels northeast from Lander to Riverton and then overlaps US 26 to Shoshoni. Agriculture is an important industry along this corridor.

SSC 10 passes through Fremont County and Natrona County and connects the Urban Areas of Lander, Riverton, and Casper. From Diversion Dam Junction, US 26 parallels the Wind River. Riverton boomed with the discovery of uranium in the Gas Hills; however, the closure of those mines has resulted in a downturn in Riverton, which has now recovered with natural gas exploration. The SSC 10 segment from Riverton to Shoshoni also parallels the Wind River.

For an alternate route to Casper, the section of US 26 between Diversion Dam junction and Riverton is bypassed by taking WYO 133 and 134. This route combination passes to the north of Ocean Lake and reconnects to US 26 just south of Shoshoni.

At Shoshoni, US 26 and US 20 connect and head east to Casper. US 20/26 passes through the small towns of Moneta, Hiland, Waltman, Powder River, and Natrona before entering Casper. SSC 10 parallels a portion of the Sand Creek Massacre Trail and is crossed by the Bridger Trail. At Waltman, the South Big Horn/Red Wall Scenic Backway travels north of the corridor and reconnects with US 20/26 west of Casper. US 20/26 merges with I-25 east of Casper.



## Environmental Context

From Diversion Dam Junction, US 26 parallels the Wind River to Riverton. Just off US 26, about 17 miles from Riverton, is the Ocean Lake Wildlife Habitat Management Area. This was created in the 1940s through a cooperative agreement with the U.S. Bureau of Reclamation and was completed in 1974. Several bodies of water, including Ocean Lake, were created by the Riverton Reclamation Project in the early 1920s and were formed by irrigation flows to a natural sump.

A Mountain Man Rendezvous was held in 1838 where the Little Wind & Big Wind Rivers join southeast of Riverton. The historical site hosts an annual rendezvous reenactment every July. There are many cultural concerns along the route dating from the frontier days, westward migration, and include many important Native American resources and sites.

The corridor passes a wide range of habitats, from arid sagebrush grassland and cultivated croplands

to permanently wet marsh and open water. Wildlife includes geese, ducks, sandhill cranes, pheasants, mourning doves, cottontail rabbits, pronghorn antelope, muskrats, raccoons, red foxes, mink, and skunks.

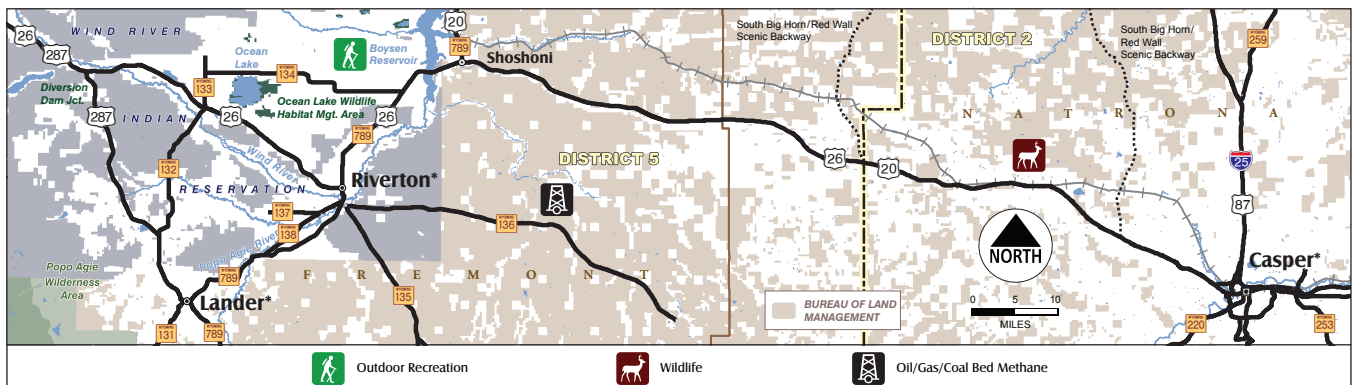
WYO 789 travels northeast from Lander, following the Popo Agie River which connects to the Little Wind River south of Riverton. These rivers converge and travel north to Boysen Reservoir near Shoshoni. This is one of the larger parks in the Wyoming State Park System. It is a lake-orientated park at the south end of the Owl Creek Mountains at the mouth of Wind River Canyon, part of the Wind River Canyon Scenic Byway. The dam and much of the reservoir are physically located in the withdraw area of the Wind River Indian Reservation, but is run by the state parks system. The reservoir is a popular sporting area with numerous species of fish including walleye, perch, crappie and several species of trout.

### Corridor Interests:

- Wildlife Connectivity, Habitat Fragmentation
- Recreation Management
- Scenic Byway
- Cultural Resources

From Shoshoni to Casper, US 20/26 crosses the great plains of Wyoming with little topographic relief. There are several smaller communities located along with diverse geological formations that have fostered the development of an energy industry fueled by oil, gas, coal, and uranium. As US 20/26 enters Casper, it crosses the North Platte River. The North Platte flows from the south, through Casper, and east along the northern reach of the Laramie Mountains onto the Great Plains.

## ENVIRONMENTAL CONTEXT



The above map identifies issues and environmental constraints that form the basis for environmental review. Future projects in the corridor will take these and other issues under consideration prior to final design.

## Key Issues and Emerging Trends

### Major Traffic Generators

- National Parks
- Casinos - Riverton
- Oil/gas fields - west
- Energy industry - Casper

- There is heavy commuter traffic combined with tourist traffic from Lander to Shoshoni.
- Sections of this roadway are in need of repair.
- There are mining and oil/gas impacts to this corridor associated with heavy trucks, especially at the western end of the corridor near Riverton and further east closer to Casper. The uranium mines are closed, but could reopen in the future. An expansion of natural gas production at the Gun Barrel-Madden Deep-Iron Horse (GMI Project) site could significantly increase traffic in the area between Moneta and Lysite. Mining is an important economic factor to both the local and state economy.
- Tribal relationships and partnerships are important to maintaining a continuous and consistent roadway system.
- Wind River Indian Reservation – WYDOT works closely with the Tribal Transportation Office and Tribal Employment Rights Office. WYDOT meets with the tribes and the Bureau of Indian Affairs (BIA) frequently and has worked to improve coordination and communication in recent years.
- Traffic and development associated with casinos near Riverton contributes to travel demand growth, safety, and access management needs.
- Several bridges need to be repaired or replaced.
- Recreational travel is an important component of the economy in the Wind River Valley. Passing lanes, turn lanes, accel/decel lanes and signage are needed to support this industry.
- Blowing and drifting snow is an issue all along the corridor.



## Goals & Strategies

Goals for the corridor represent issues communicated by participants in the planning process. These goals lay groundwork for the development of a financially feasible multi-modal transportation plan designed to support the planning, engineering, construction, operation, and maintenance of the State's transportation system.

By identifying broad goals that are both visionary and practical, and that respond to the values of this region, the focus of future actions is readily identified. The goals are further defined with specific supporting strategies to attain each goal. Energy traffic impacts to the highways and the importance of the corridor to recreation based travel point to key goals and strategies for the corridor.

GOALS	STRATEGIES
Plan for continuing energy industry impacts to road system	Reconstruction
	Develop impact agreements
Reduce fatalities, injuries, and property damage crash rate	General safety improvements
	Auxiliary lanes if warranted (passing, turn, accel/decel)
Support recreation travel	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Blowing and drifting snow mitigation
	ITS/VMS
Preserve the existing transportation system	Bridge rehabilitation/replacement
	Surface treatment/overlays
Ensure airport facility meets existing and projected demands	Passenger air service
Improve public transportation opportunities	Intercity bus
	TDM strategies in major traffic generators
	Local transit services/operations

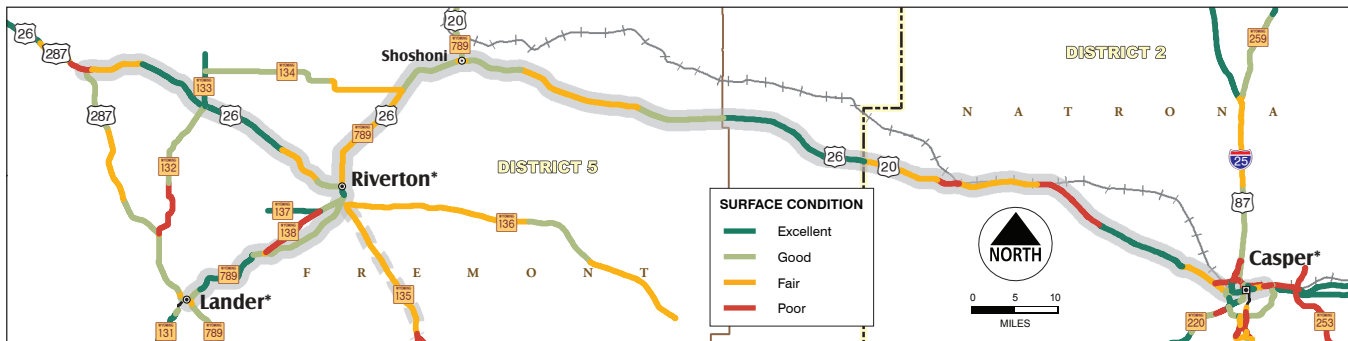
## Primary Investment Type

**SYSTEM PRESERVATION** – The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions and the rehabilitation and replacement of deficient bridges. Additional investments in spot safety improvements should be investigated in the corridor plan, especially just west of Casper and in the Riverton area, where relatively high traffic volumes are observed as urban-type congestion. The general capacity of the remainder of the corridor is adequate for current and projected traffic volumes.

## Roadway Characteristics

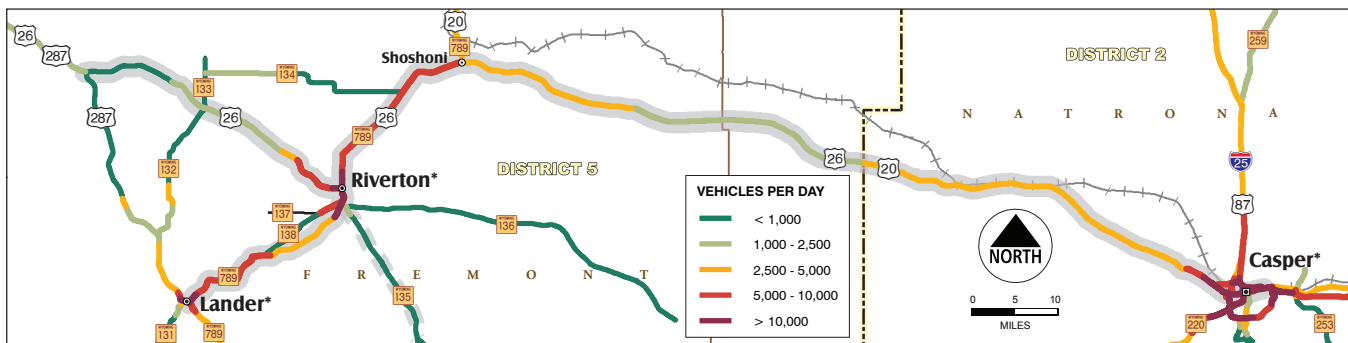
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system data play a big part in determining current operating characteristics, the type of need, and the extent of improvements necessary to achieve corridor goals.

### PAVEMENT SURFACE CONDITION



The pavement surface condition on SSC 10 is rated good/excellent for 56 percent of the corridor. The rest of the corridor is rated Fair with the exception of two short segments between Powder River and Casper that are rated Poor.

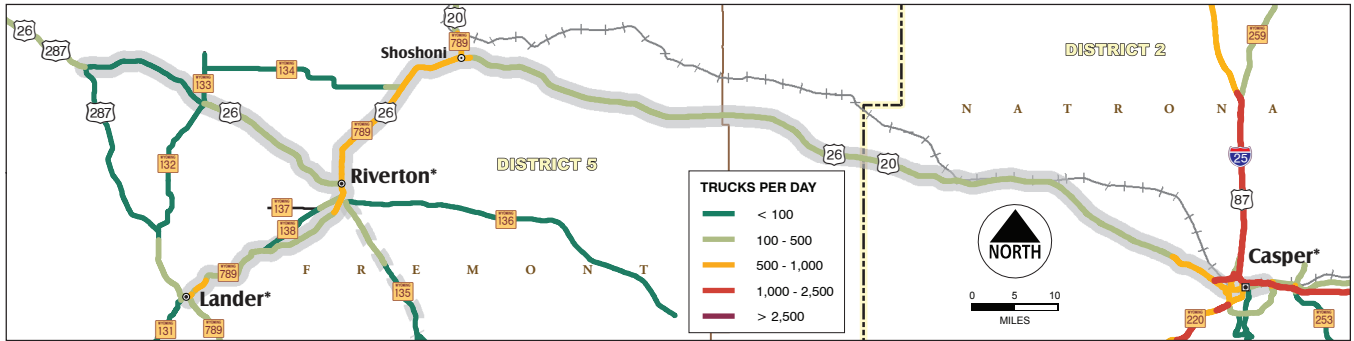
### AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The AADT along US 26 increases from less than 1,000 vehicles per day (vpd) at the junction of US 287 to 5,000 to 10,000 vpd, at Riverton. The AADT along WYO 789 between Lander and WYO 138 averages 5,000 to 10,000 vpd and decreases to 2,500 to 5,000 vpd between WYO 138 and Riverton. A section in Riverton has more than 10,000 vpd, partly as a result of heavy traffic to the casinos. From Riverton to Shoshoni, SSC 10 has an AADT of 5,000 to 10,000 vpd. The AADT for the segment of SSC 10 from Shoshoni to Casper averages 1,000 to 5,000 vpd and increases to over 10,000 vpd approaching Casper.

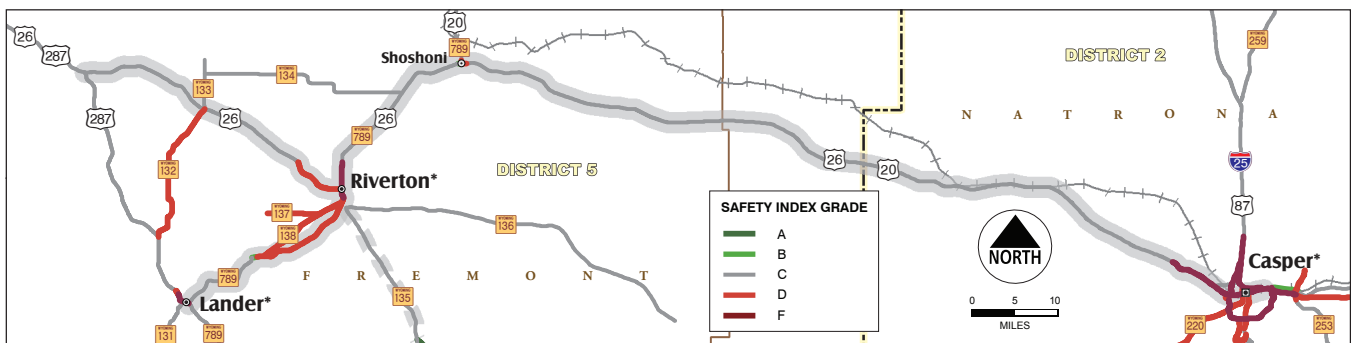


## AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



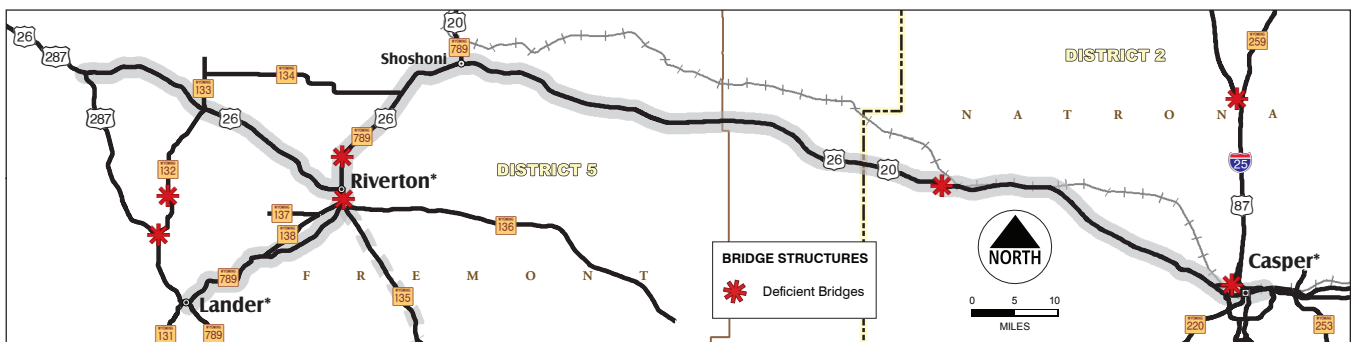
The truck traffic along most of SSC 10 averages 100 to 500 trucks per day. Truck traffic on some segments are in the range of 500 to 1,000 trucks per day and include WYO 789 northeast of Lander, US 26/WYO 789 between Riverton and Shoshoni, and west of Casper.

## SAFETY INDEX



Approximately 20 percent of SSC 10 shows a below average Safety Index grade of D or F. Areas of concern include Riverton and Casper.

## DEFICIENT BRIDGES



There are four deficient bridges along SSC 10. One is located on US 20/26 west of Casper, two are located on US 26/WYO 789 between Lander and Shoshoni, and one is located on WYO 254 just northwest of Casper. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.



# REGIONAL REFERENCE INFORMATION

## REGIONAL ROUTES

From WYO 789 in Riverton, WYO 135 heads southeast to US 287 at Sweetwater Station Junction.

## URBAN AREAS

There are three cities with populations greater than 5,000 people along SSC 4, Lander and Riverton, and Casper. These urban areas are discussed in detail in the Urban Corridors section later in the document.

## LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 132	Fremont	US 287	US 26
WYO 133	Fremont	US 26	Pavillion
WYO 134	Fremont	WYO 133	US 26/WYO 789
WYO 136	Fremont	WYO 135	Dry Creek Rd
WYO 137	Fremont	US 26/WYO 789	WYO 138
WYO 138	Fremont	WYO 137	WYO 789
WYO 139	Fremont	WYO 135	Southeast

Source: Official State Highway Map of Wyoming

## INTERMODAL FACILITIES

### Intercity Bus Routes

An intercity bus route operates along US 20/26 between Shoshoni and Casper.

### Class 1 Railroads

The BNSF Railway Company operates a Class 1 railroad parallel to US 20/26 between Shoshoni and Casper.

### Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Wind River Transportation Authority	Shoshoni	Public Organization; Fixed Route, Demand Response	15 Vehicles	69,148
Lander Senior Center	Lander	Non-Profit - Demand Response	5 Vehicles	30,163
Child Development Services of Fremont County	Lander, Riverton, Dubois	Non-Profit - Demand Response	17 Vehicles	29,149
Riverton Senior Center	Riverton	Non-Profit - Demand Response	6 Vehicles	21,523
Shoshoni Senior Center	Shoshoni	Non-Profit - Demand Response	1 Vehicle	2,738
Casper Area Transportation Coalition	Casper Area	Public Fixed Route, Demand Response	19 Vehicle	173,874
Black Hills Stage Line	Billings, MT to Denver, CO through Shoshoni to Casper	Private; Fixed Route Intercity Bus	N/A	N/A

Source: WYDOT



## DEMOGRAPHIC CHARACTERISTICS

SSC 10 passes through two counties: Fremont County to the west and Natrona County to the east. Fremont County contains the towns of Lander, Riverton, and Shoshoni, which are located along SSC 10. All three of these communities have seen between a five and eight percent increase in population between 2000 and 2008. Twenty-eight percent of Fremont's population is employed in the Education & Health industry, followed by Retail, which employs 12 percent.

Natrona County, which includes Casper and the towns of Bar Nunn, Evansville, and Mills at the east end of SSC 10, has a population of 73,129. The major employment industry for Natrona County is Education & Health at 21 percent. Retail is second at 14 percent, and Arts & Recreation accounts for nine percent. Areas in this county have experienced significant growth in population, especially towns along the US 20/US 26 corridor. In 2006, Bar Nunn led the State of Wyoming with its population growth rate of 95 percent, a 63 percent increase over the year 2000 population. The rapid growth in Bar Nunn and Natrona County has been attributed to the boom in Wyoming's energy sector. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
<b>Fremont County</b>		35,804	38,113	6.4	7.2
	Dubois	962	1,053	9.2	
	Hudson	407	429	5.4	
	Lander	6,867	7,264	5.1	
	Pavillion	165	169	2.4	
	Riverton	9,310	10,032	8.4	
	Shoshoni	635	689	8.5	
<b>Natrona County</b>		66,533	73,129	9.9	13.7
	Bar Nunn	936	1,828	95.3	
	Casper	49,644	54,047	8.7	
	Edgerton	169	176	4.1	
	Evansville	2,255	2,393	5.9	
	Midwest	408	435	6.6	
	Mills	2,591	3,143	11.0	
	Wind River Indian Reservation	23,237	Includes 6,728 Native Americans (54% Arapaho and 30% Shoshone). Reservation population is also included in County populations.		

Source: Population Division, US Census Bureau, July 1, 2009

## Airport Information

AIRPORT NAME (Associated City)	NPIAS ROLE & HUB TYPE <sup>1</sup>	NPIAS	WYDOT CLASSIFICATION (2008)	WYDOT CLASSIFICATION (FUTURE)	TOTAL AIRPORT OPERATIONS	BASED AIRCRAFT	TOTAL PASSENGERS (2006)
Natrona County International Airport (Casper)	P - N	NPIAS	Commercial	Commercial	61,297	85	146,813
Riverton Regional Airport (Riverton)	P - N	NPIAS	Commercial	Commercial	8,423	34	34,046
Hunt Field (Lander)	GA	NPIAS	Intermediate	Intermediate	11,180	55	N/A
Shoshoni Municipal Airport (Shoshoni) (non-paved)		Non-NPIAS	Local	Local	75	3	N/A

Notes: P - Primary Commercial Service, N - Non-hub Facility, GA - General Aviation

<sup>1</sup>NPIAS (National Plan of Integrated Airport Systems) Role and Hub Type are same for both existing (2007) and 5-year federal forecast

Source: WYDOT and FAA