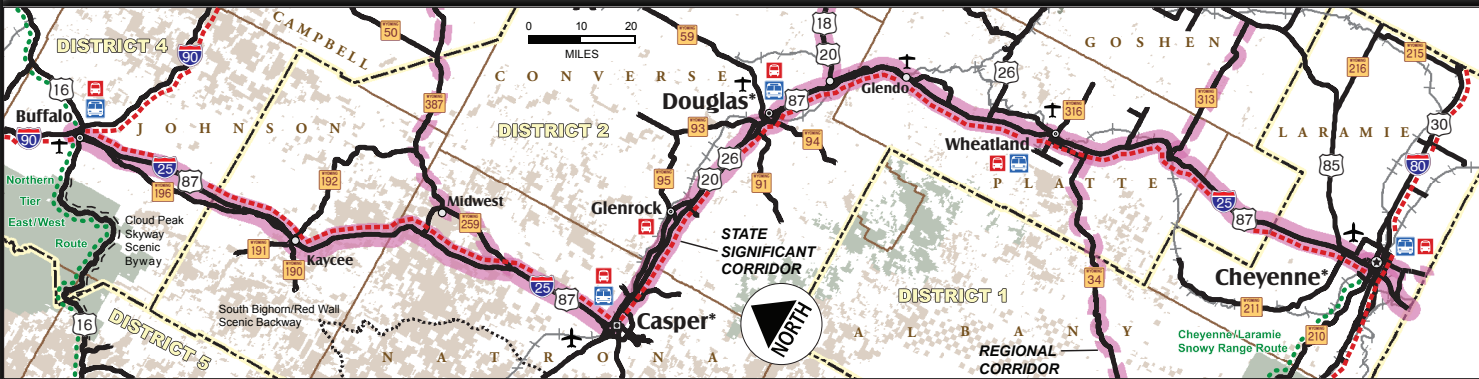
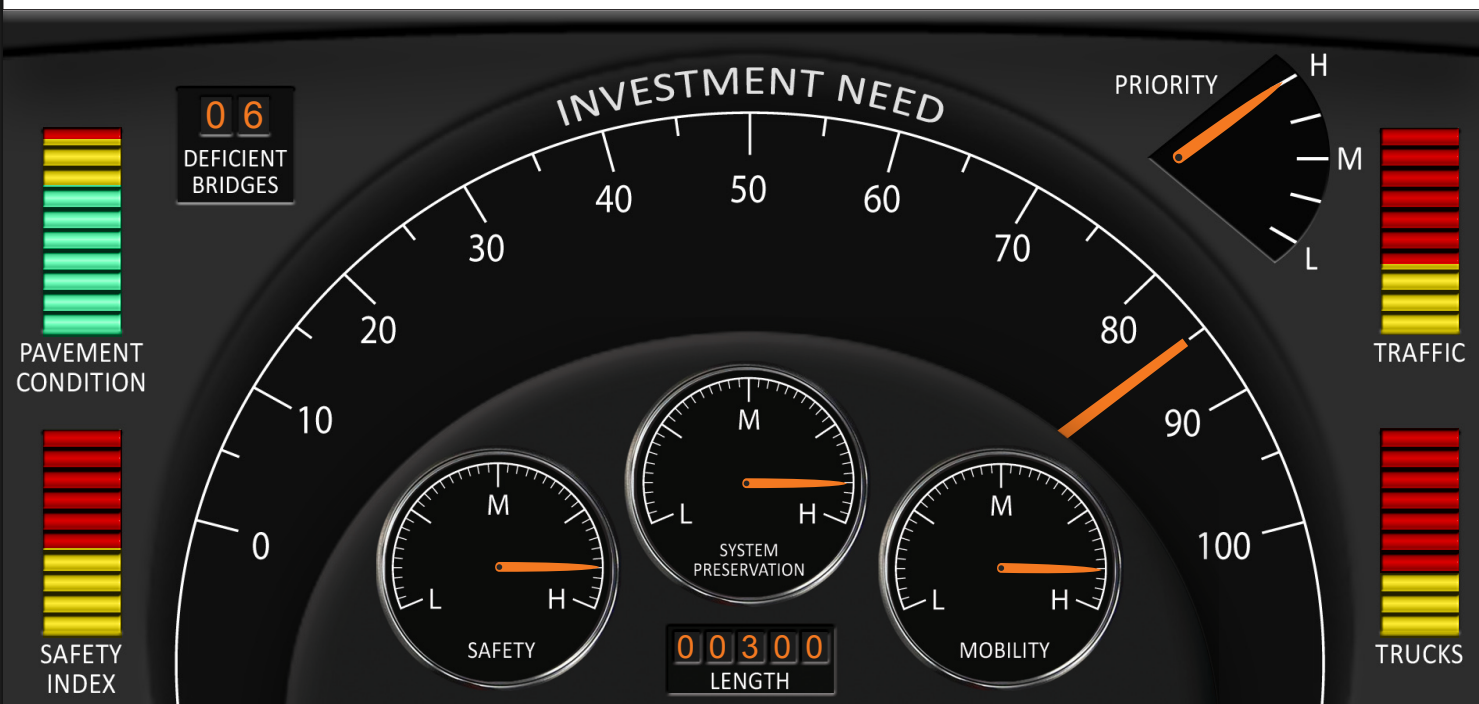




Rock formation north of Casper



■ BLM
 ■ USFS
 - - Scenic Byway
 - - - Intercity Bus Route
 - - - Designated Bike Route
 ✈ Primary Airport
 ✈ General Aviation
 🚌 Greyhound Stations
 🏠 Local Service
 * Urban Area



GOALS	CORRIDOR CHARACTERISTICS	
Connectivity	Interstate connection to Colorado Front Range	Recreation/tourism/travel industry
Trucks		
Safety	Trucking corridor	Connects Cheyenne, the State Capital, to Casper, the second largest city
System Preservation		
Intergovernmental Coordination	Connects between I-80 and I-90 and intersects six other SSC corridors	
Aviation		
Public Transportation		

PRIMARY INVESTMENT TYPE: MOBILITY

SSC 12 (I-25) occupies a critical position on the system due to its strategic position connecting two other major east/west interstates, I-80 and I-90. It also intersects five other SSC routes, connecting many destinations both internal and external to Wyoming. Maintaining, upgrading, and in some cases replacing interchanges, ensuring system preservation, and adding ITS or other methods of improving function is necessary to keep the commuters, tourists, trucks, and energy vehicles moving. Plans should also include the rehabilitation and replacement of deficient bridges and efforts to reduce vehicle crashes.

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 12 includes Interstate 25 (I-25) from the Wyoming/Colorado border near Cheyenne in the south to the town of Buffalo 300 miles north where it intersects I-90. It passes through Wyoming's two largest cities, Cheyenne and Casper. Several small towns are along the way including Chugwater, Wheatland, Orin, Douglas, Glenrock, Midwest, and Kaycee.

SSC 12 crosses the heart of eastern Wyoming and connects to seven other SSCs (1, 9, 10, 11, 13, 14, 15, and forms a critical link for access to much of the state as well as interstate travel. It provides commuter, tourist, truck, and energy-related functions. The North Platte River in the Orin to Douglas area affords fishing and boating opportunities that attract tourists and those seeking recreation, especially in the summer months. The connections to other major corridors provide access to all types of recreation opportunities to the east and west.

Cheyenne is Wyoming's state capitol and home to F.E. Warren Air Force Base, both of which generate travel demands on I-25. In Cheyenne, I-25 connects with SSC 1, I-80, an important interchange for interstate travel. The Cheyenne airport is significant for its passenger service and as the home base for state government's service to remote areas. Casper, a booming energy center, generates significant truck traffic headed for the energy fields. Loads often include massive towers and turbines for wind farms. SSC 12 is an important route to Billings, Montana, to the north and Denver, Colorado, and its Front Range communities to the south.



Environmental Context

SSC 12 passes near the Laramie Mountains in the Medicine Bow National Forest. It parallels the Historic Bridger Trail from just north of Cheyenne through Chugwater, Slater, and Wheatland.

SSC 12 continues north to Glendo State Park and Reservoir which is located on the North Platte River, east of I-25. Glendo State Park is one of southern Wyoming's most popular boating parks. It offers visitors water-skiing, fishing and other water-based activities. It is located in one of Wyoming's most historic areas. Spanish Diggings, which suggest a large area of aboriginal activity, lie just a few miles east of the reservoir. Sand dunes that stretch from the Great Divide Basin and the Green River to the sand hills of Nebraska rise from the reservoir's east side. Native American artifacts can still be found at the park and the surrounding area.

I-25 crosses several creeks and rivers including Lodgepole Creek, Horse Creek, Little Bear Creek, North Bear Creek, Laramie River, Fish Creek, Cottonwood Creek, Horseshoe Creek, and Elkhorn Creek which drain into the North Platte River. SSC 12 crosses the North Platte River twice near Douglas. The town of Douglas offers several historic markers which are discussed in detail as part of SSC 14.

Ayres Natural Bridge Park is west of Douglas in Converse County. The natural bridge was visited by emigrants traveling west and is considered one of Wyoming's first tourist attractions. The National Historic Trails Interpretive Center and Edness Kimball Wilkins State Park is north of Casper.

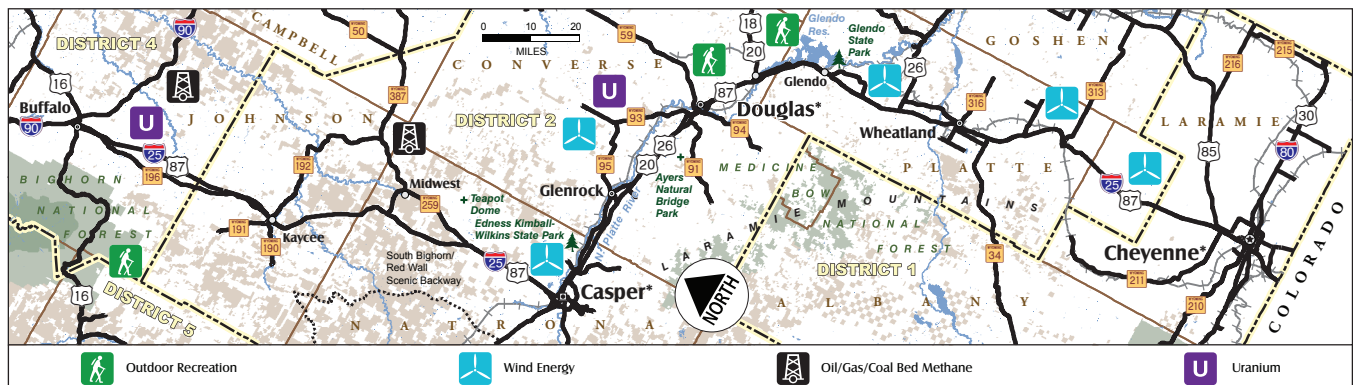
Teapot Dome, a geologic structural uplift and associated oil field located in Natrona County, is about 55

Corridor Interests:

- Recreation Management
- Travel Management
- Cultural and Historic Resources

miles north of Casper. The Teapot Dome area and United States Naval Oil Reserve are named for the overlooking formation of eroded sandstone called Teapot Rock. SSC 12 also passes through the southeastern edge of the Big Horn National Forest.

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

- F.E. Warren Air Force Base – Cheyenne
- Retail distribution centers – Cheyenne
- State government – Cheyenne
- Energy industry – Casper
- Interstate trucking – Cheyenne to Buffalo
- Recreation traffic - Glendo State Park and Reservoir; Edness Kimball-Wilkins State Park

- As an interstate facility integral to the national highway system, I-25 must be maintained and preserved to fulfill its function. Further, the corridor is critical to interstate mobility because of its connection to other corridors, including I-80 and I-90.
- Increasing truck traffic, much of it with heavy loads associated with energy development, contributes to deteriorating pavement throughout the corridor, including on regional and local routes in the travelshed. Truck travel and transport is critical to the energy business as well as general delivery of goods. Accommodating the growth in freight truck transport is necessary.
- Many regional and local routes do not receive much maintenance attention because I-25 requires the available resources to maintain safety and mobility.
- Several bridges are in need of rehabilitation or repair.
- Air passenger service demand should be carefully reviewed and analyzed to determine that airport facilities are adequate. Any needed improvements should be monitored, programmed, and planned.
- Intercity and local public transportation are viable alternatives because of the relative proximity of major urban areas and the ability to connect along I-25.
- Because this is an interstate facility with multiple lanes and interchanges, major improvements are likely to be costly. Partnering with local agencies and governments to implement these improvements or finding additional sources of revenue will be necessary.



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.

Because SSC 12 is a critical interstate facility serving north/south travel and connecting to two other interstates, maintaining its connections to the rest of the system is critical for mobility of all vehicles. The energy and tourism industries depend on this corridor to conduct their businesses efficiently. These two industries are important economic generators for Wyoming and provide significant tax revenues, employment, and growth opportunities.

GOALS	STRATEGIES
Safety	General safety improvements
Maintain statewide transportation connections	ITS/VMS
Accommodate growth in truck freight transport	Intermodal freight connections
Preserve the existing transportation system	Bridge rehabilitation/replacement
	Interchange – reconstruct
	Reconstruction
Promote intergovernmental coordination	Transportation and land use coordination
	WYDOT/community partnerships
Ensure airport facility meets existing and projected demands	Passenger air service
Improve public transportation opportunities	Intercity bus
	Passenger rail
	Local transit services/operations
	TDM strategies in major traffic generators

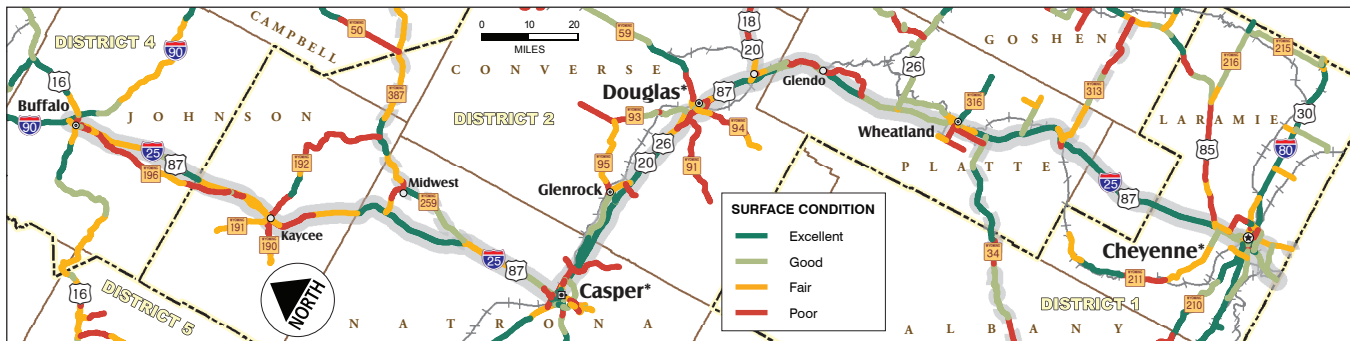
Primary Investment Type

MOBILITY – SSC 12 (I-25) occupies a critical position on the system due to its strategic position connecting two other major east/west interstates, I-80 and I-90. It also intersects five other SSC routes, connecting many destinations both internal and external to Wyoming. Maintaining, upgrading, and in some cases replacing interchanges, ensuring system preservation, and adding ITS or other methods of improving function is necessary to keep the commuters, tourists, trucks, and energy vehicles moving. Plans should also include the rehabilitation and replacement of deficient bridges and efforts to reduce vehicle crashes.

Roadway Characteristics

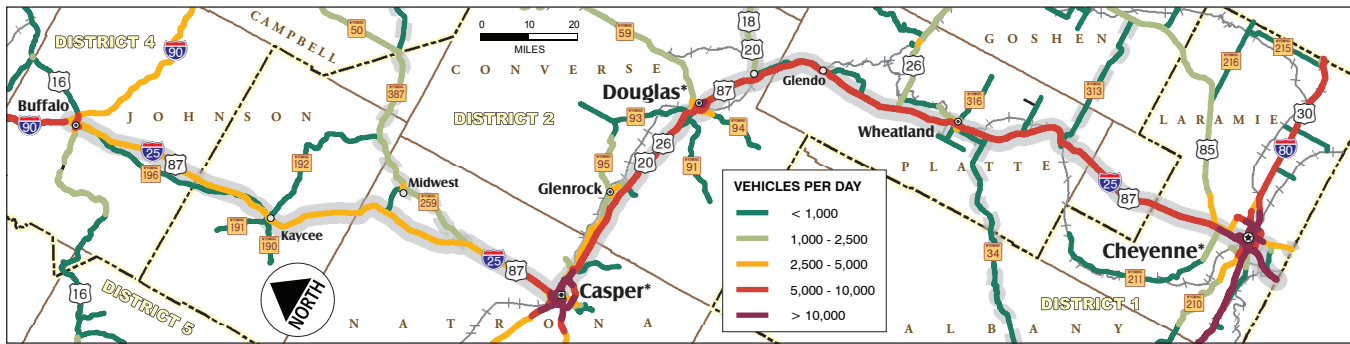
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available, and are subject to change over time as projects are completed or other factors affect existing conditions. The system 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 conditions, on SSC 12 from the Colorado state line north to Buffalo along Interstate 25, are rated good/excellent for 72 percent of the corridor. Most of the segments that are rated Fair to Poor are located between Casper and Buffalo. WYO 34 has two segments between US 30/287 and I-25 that are rated poor.

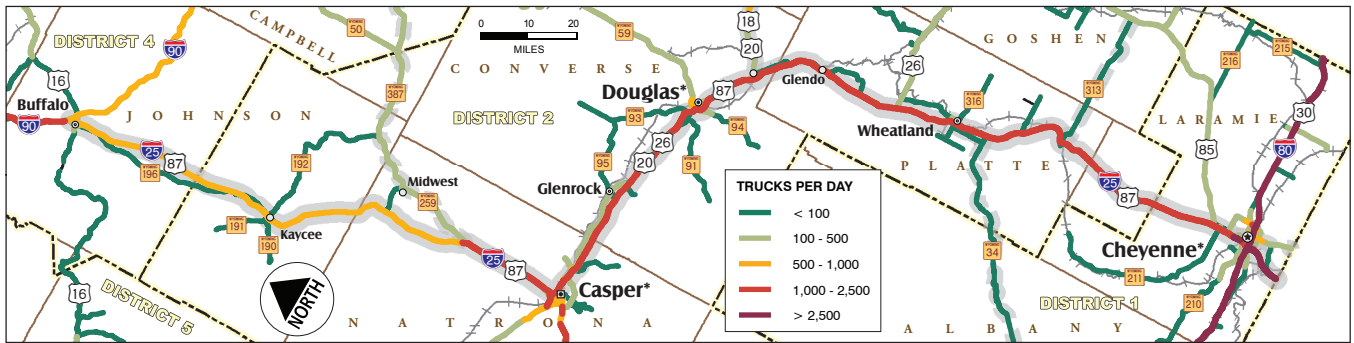
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The AADT for the majority of SSC 12 along I-25, from the Colorado state line to Casper, averages 5,000 to 10,000 vehicles per day (vpd). The AADT for SSC 12 between Casper and Buffalo generally averages 2,500 to 5,000 vpd.

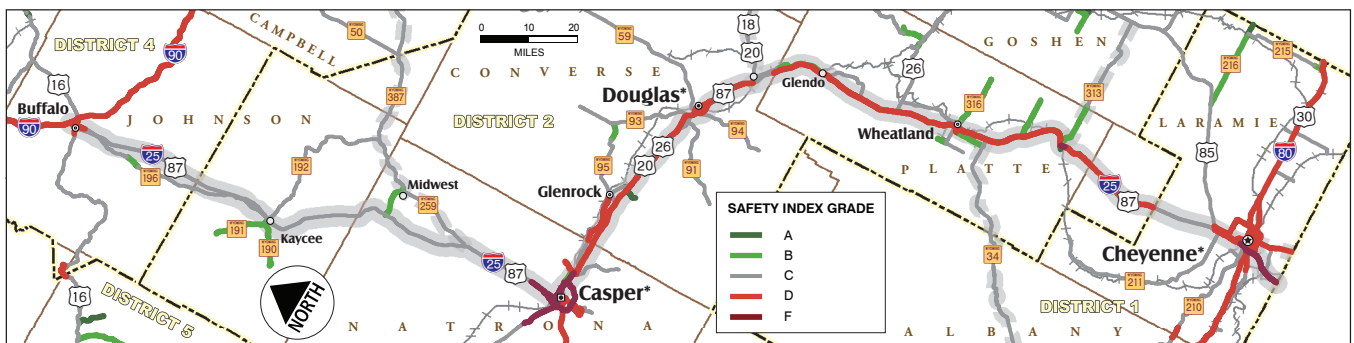


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



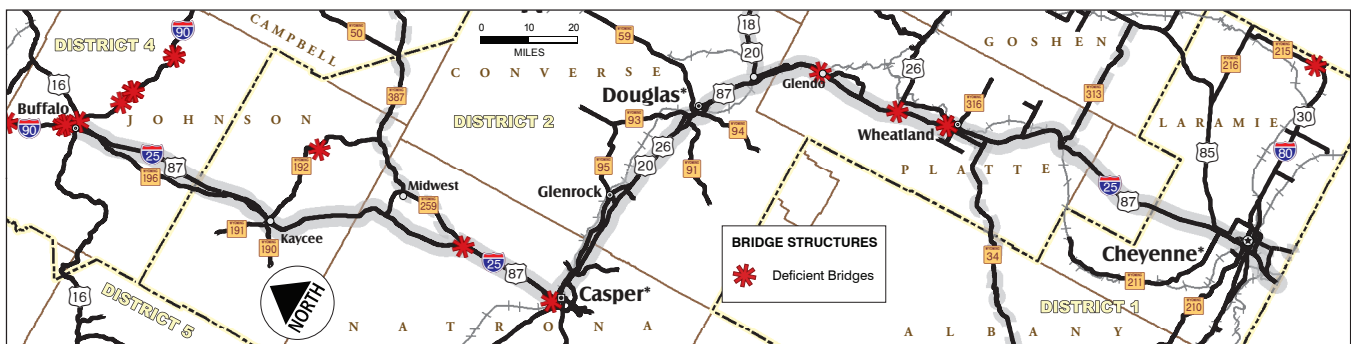
The truck traffic along most of SSC 12, from the Colorado state line to Casper, ranges from 1,000 to 2,500 trucks per day. The truck traffic for the segments between Casper and Buffalo generally ranges from 500 to 1,000 trucks per day.

SAFETY INDEX



The majority (59 percent) of SSC 12 has a below average Safety Index grade of D or F.

DEFICIENT BRIDGES



There are six deficient bridges within the corridor, including four bridges along Interstate 25. The other two deficient bridges are located on WYO 259 east of I-25 and on WYO 192 east of Kaycee. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

Roadway surface conditions, pavement, on regional routes connecting to SSC 12 are mostly in the poor category indicating need for resurfacing or reconstruction. Traffic is generally low as is truck traffic. Safety is rated as an issue on many of these routes including WYO 34, WYO 314, WYO 320, WYO 319, WYO 94, WYO 251, WYO 252, WYO 191, and WYO 196. Many of these routes, while not carrying large volumes of traffic, are not well-preserved or maintained because of resource dedication to SSC 12, which carries far more traffic.

Five regional routes connect to SSC 12. US 85, east of SSC 12 and heading south from Cheyenne to the Colorado border, is ten miles long and parallels I-25. WYO 313, approximately 40 miles north of Cheyenne, heads west and connects to US 85, which is SSC 15.

WYO 34, 7 miles south of Wheatland, heads southwest to US 30 and intersects it at Bosler, which is 18 miles from Laramie. Finally, WYO 259 and 387 heads northwest, 21 miles north of Casper, toward Wright.

URBAN AREAS

Casper, Cheyenne, and Douglas, urban areas along the route are discussed in detail in the Urban Corridors section later in the document. Cheyenne is the capital city and the largest in Wyoming. Casper is a center for energy development and the second largest city in Wyoming.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 90	Converse	Near Converse County Park	US 20/26
WYO 91	Converse	I-25	CR 24
WYO 93	Converse	CR 24	I-25
WYO 94	Converse	Braae Rd	I-25
WYO 95	Converse	US 20/26	WYO 93
WYO 96	Converse	WYO 91	I-25
WYO 190	Johnson	WYO 191	CR 78
WYO 191	Johnson	I-25	Mesa Rd
WYO 192	Johnson	WYO 196	WYO 387
WYO 196	Johnson	I-25	Buffalo Main Street
WYO 210	Laramie/Albany	I-25/US 87	I-80/US 30
WYO 211	Laramie/Platt	WYO 219	I-25/ US 87/WYO 313
WYO 212	Laramie	I-25	WYO 219
WYO 223	Laramie	I-25	US 85
WYO 224	Laramie	I-25/US 87	WYDOT Headquarters
WYO 251	Natrona	Coal Mountain Rd	US 20/26
WYO 252	Natrona	WYO 251	WYO 258
WYO 253	Natrona	US 20/US 26/US 87/WYO 256	CR 606/CR 607
WYO 254	Natrona	US 20 Bus./US 26 Bus.	I-25/US 87
WYO 255	Natrona	US 20 Bus./US 26 Bus./I 25 Bus./US 87 Bus.	US 20/26/87/ I-25 Bus./US 87 Bus.
WYO 256	Natrona	US 20/US 26/US 87/WYO 253	Cole Creek Road
WYO 258	Natrona	US 20 Bus./US 26 Bus.	US 20/26/87
WYO 310	Platte	I-25/US 87	Palmer Canyon Rd
WYO 311	Platte	WYO 310	CR 139/CR 90
WYO 312	Platte	WYO 34	I-25 Bus./US 87 Bus.
WYO 314	Platte	I-25/US 87	Slater Road
WYO 315	Platte	WYO 314	CR 232
WYO 316	Platte	US 87 Bus.	Deer Creek Road
WYO 319	Platte/Converse	I-25	US 18/20
WYO 320	Platte	US 87 Bus.	US 26
WYO 321	Platte	WYO 313	I-25/US 87

Source: Official State Highway Map of Wyoming



DEMOGRAPHIC CHARACTERISTICS

SSC 12 passes through five counties: Johnson, Natrona, Converse, Platte, and Laramie. Johnson County contains Buffalo, 2008 population 4,832, and Kaycee, population 290. Its main employment base is Education & Health industries (20 percent) and Mining (16 percent). Arts & Recreation, Construction, and Retail each account for nine percent of employment.

Natrona County is home to Casper, 2008 population of 54,047, and several small towns along the corridor including Midwest, Edgerton, Bar Nunn, Mills, and Evansville. Twenty one percent of employment in Natrona County is in Education & Health. Retail employment accounts for 14 percent. Arts & Recreation and Professional services are 9 and 8 percent respectively. Casper serves the surrounding energy industries, many of which are not in Natrona County, but further west in Converse County and north in Campbell County.

Douglas is the largest population center in Converse County with a 2008 population of 5,971. Glenrock, also along SSC 12, has population of 2,423 and Rolling Hills, near Glenrock, has 505 – both 2008 population counts. Eighteen percent of employment is in the Education & Health industries and 14 percent is Mining. Transportation & Utilities comprise 11 percent of jobs, while Construction and Arts & Recreation both account for nine percent.

Platte County's largest population center is Wheatland with a 2008 population of 3,298. All other towns along SSC 12 are under 300 and include Glendo, Wendover, Slater, and Chugwater. Education & Health account for 21 percent of employment and 12 percent is Agriculture.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Converse County		12,052	13,267	10.1	2.5
	Douglas	5,288	5,971	12.7	
	Glenrock	2,231	2,423	8.0	
	Lost Springs	1	1	0.0	
	Rolling Hills	449	505	12.5	
Johnson County		7,075	8,464	19.6	1.6
	Buffalo	3,900	4,832	23.5	
	Kaycee	249	290	16.5	
Laramie County		81,607	87,542	7.3	16.4
	Albin	120	116	-3.3	
	Burns	285	314	10.2	
	Cheyenne	53,011	56,915	6.7	
	Pine Bluffs	1,153	1,155	0.2	
Natrona County		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	
Platte County		8,807	8,294	-5.8	1.6
	Chugwater	244	221	-9.4	
	Glendo	229	215	-6.1	
	Guernsey	1,147	1,072	-6.5	
	Hartville	76	70	-7.9	
	Wheatland	3,548	3,298	-7.2	

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

Cheyenne, in Laramie County, had a 2008 population of approximately 57,000. Nineteen percent of employment is concentrated in the Education & Health industries. Public Administration is 13 percent largely due to the functions of government associated with state government offices. Retail is also 13 percent. See Appendix B for more details about employment by county.

INTERMODAL FACILITIES

Intercity Bus Routes

Intercity bus service is provided by Black Hills Stage Lines for the length of I-25, with stations located in Cheyenne, Wheatland, Douglas, Glenrock, Casper, Buffalo, and Sheridan. Jefferson Bus Lines also services Buffalo along its Rapid City, SD to Billings, MT route.

Class 1 Railroads

Two Class 1 railroads are located along the corridor:

- BNSF Railway Company operates north/south through Casper to Cheyenne
- Union Pacific Railroad Company (UP) operates east/west through Cheyenne

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
City of Cheyenne, Transit Program	Cheyenne	Public Agency; Fixed Route, Demand Response	27 Vehicles	289,623
Services for Seniors	Wheatland	Non-Profit - Demand Response	6 Vehicles	173,874
Douglas Senior Citizens	Douglas	Non-Profit - Demand Response	6 Vehicles	38,287
Glenrock Senior Citizens	Glenrock	Non-Profit - Demand Response	3 Vehicles	11,184
Casper Area Transportation Coalition	Casper Area	Public; Fixed Route, Demand Response	19 Vehicles	173,874
Buffalo Senior Citizens Center	Buffalo	Non-Profit - Demand Response	3 Vehicles	18,564
Jefferson Bus Lines	Rapid City, SD to Billings, MT through Buffalo	For Profit; Fixed Route Intercity Bus	N/A	N/A
Black Hills Stage Lines	I-25 Corridor through Buffalo	Private; Fixed Route Intercity Bus	N/A	N/A

Source: WYDOT



Airport Information

AIRPORT NAME (Associated City)	NPIAS ROLE & HUB TYPE ¹	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
Cheyenne Regional- Jerry Olsen Field (Cheyenne)	P - N	NPIAS	Commercial	Commercial	58,953	77	29,945
Converse County Airport (Douglas)	GA	NPIAS	Business	Business	5,585	37	
Phifer Airfield (Wheatland)	GA	NPIAS	Intermediate	Intermediate	3,820	14	
Thomas Memorial Airport (Glendo) (non- paved)		Non- NPIAS	Local	Local	450	0	

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

¹NPIAS (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