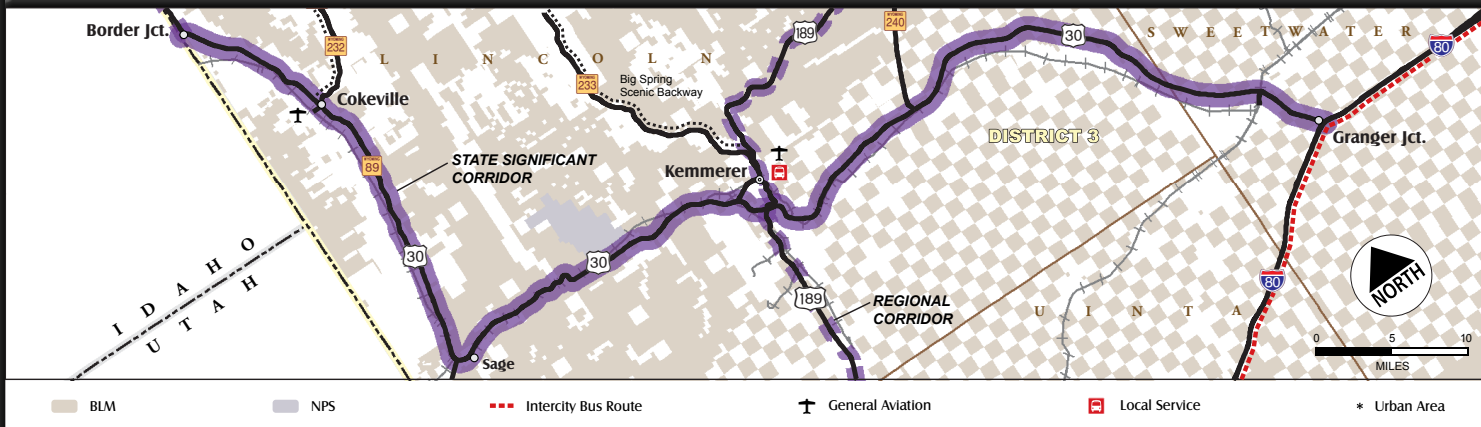




Green River area



GOALS	CORRIDOR CHARACTERISTICS	
Trucks	Agricultural communities	Connects to the Big Spring Scenic Backway
Safety		
System Preservation	Extensive gas and oil development, with associated traffic	Wildlife/vehicle crashes are problematic throughout

PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION

The primary investment need on this corridor is to preserve the existing system. Growth in truck traffic, especially east of Kemmerer will require regular maintenance and overlays to prevent deterioration of roadway surfaces. Other truck related improvements may be required to reduce safety conflicts and to support the large number of trucks on the corridor in proportion to passenger vehicles. Plans should include the rehabilitation and replacement of deficient bridges.

CORRIDOR CHARACTERISTICS

Corridor Description

From Pocatello, ID, US 30 continues south to the Idaho/Wyoming border and enters the state just north of Cokeville at Border Junction in Lincoln County. State Significant Corridor (SSC) 3 travels south through the Bridger-Teton National Forest, serving the towns of Cokeville and Sage before heading east to Kemmerer, Diamondville, and Granger near I-80 where it enters Sweetwater County.

US 30 is combined with Interstate 80 (I-80) for over 200 miles. US 30 enters I-80 at Exit 66, and continues east to Nebraska. In 1926, US 30 was officially designated as a transcontinental highway running from Astoria, Oregon, east to Atlantic City, New Jersey. This highway designation is over 80 years old and has not been decommissioned like other US cross-country routes. US 30 is contiguous with I-84 and I-80 through portions of Oregon, Idaho, and Wyoming. US 30 between McCammon Junction, Idaho, and Granger, Wyoming, is a separate segment. The I-80/US 30 interchange at Granger was recently redesigned to allow for US 30 to provide a full-access link with I-80. A change in classification would allow for this junction to be considered an interstate-to-interstate connection.

Just off US 30, US 189 connects to the Big Spring Scenic Backway (WYO 232 and WYO 233), a 68 mile route from Kemmerer to Cokeville. The easternmost stretch of the Backway begins with a two-lane paved road to the northern end of Lake Viva Naughton. The road then becomes oiled gravel, which becomes loose gravel at the Forest boundary. Pavement resumes at WYO 232 12 miles east of Cokeville. This backway explores the uncrowded forests of the Tunp Mountain Range in the Bridger National Forest.



Environmental Context

As US 30 enter Wyoming, it parallels the Bear River before entering the town of Sage. The Bear River is approximately 350 miles long, in southwestern Wyoming, southeastern Idaho, and northern Utah, and the largest tributary to the Great Salt Lake.

US 30 continues southeast through Kemmerer. Approximately 15 miles west of Kemmerer is the Fossil Butte National Monument (est. October 23, 1972). The site preserves the best paleontological record of Tertiary aquatic communities in North America and possibly the world, within the 50-million-year-old Green River lake beds.

Just outside of Kemmerer, a steady stream of deer and elk crossing the rail line and the highway in Nugget Canyon. This migration provides an opportunity to view wildlife, but it also creates hazards for motorists and deer alike. Currently six highway underpasses are being installed on US 30 in Nugget Canyon to assist migrating mule deer cross the

highway safely and protect motorists from colliding with game animals. This is a joint project between the WYDOT and the Wyoming

The Big Spring Scenic Backway (WYO 232 and WYO 233) connects off US 189 north of Kemmerer. The backway criss-crosses historic emigrant trails and provides numerous recreation opportunities at Viva Naughton Lake.

Between Kemmerer and Granger Junction is the Seedskedee National Wildlife Refuge (NWR). The 27,230 acre refuge protects riparian, wetland, and upland shrub habitats along 36 miles of the Green River. The river is an oasis that bisects the high desert sagebrush plains of southwest Wyoming.

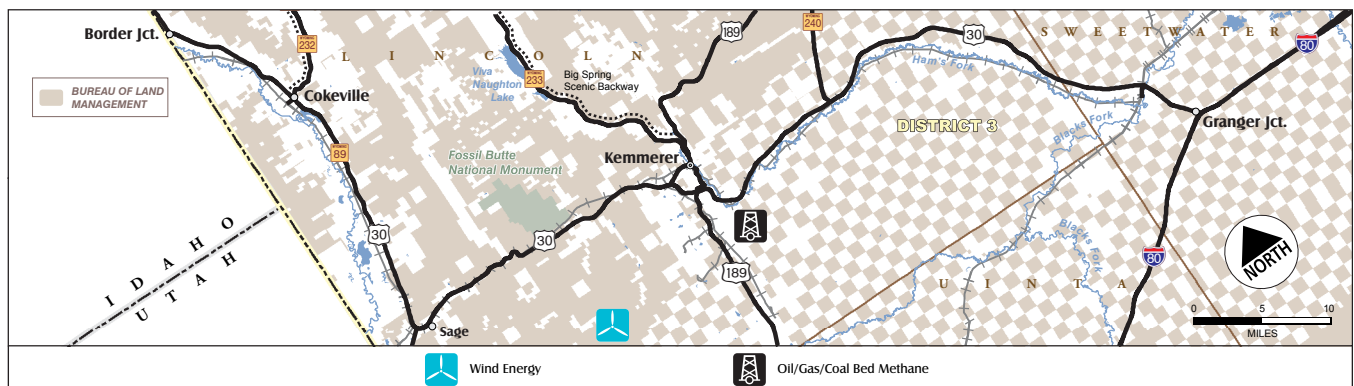
Seedskedee NWR was established in 1965 as mitigation for the loss of habitat when Flaming Gorge and Fontenelle dams were constructed. The riparian corridor is an important migration route and nesting area for a wide variety of migratory waterfowl and other bird species.

Corridor Interests:

- Cultural, Paleontological, and Historic Resources
- Visual Resources
- Recreation Management
- Travel Management
- Wildlife Connectivity, Habitat Fragmentation, & Fish Passage
- Wetlands, Fens
- Wild and Scenic Eligible River
- Invasive Species

US 30 continues south over the Black's Fork River, which is a tributary to the Green River. Just west of Granger, WY, is the confluence of the Black's Fork River and the the Hams Fork River from the north. A short distance from the junction, the river turns south, eventually joining the Green River at Flaming Gorge Reservoir.

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.

Major Traffic Generators

- Oil fields - south of Kemmerer
- Power plant (new) - north of Opal

Key Issues and Emerging Trends

- Access improvements are needed in the Granger to Opal area.
- A new gas fired power plant north of Opal will add 500 new employees, increasing the work trip volume in the area.
- The entire corridor serves an agricultural economy.
- US 189 north of Evanston to Pinedale does not carry much traffic; however, there are many service trucks using the road to the gas fields in the area.
- Wildlife/vehicle crashes are frequent, affecting both safety of motorists and wildlife connectivity.
- Elevated truck traffic east of Kemmerer to the junction with I-80 has been observed.



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. Preserving the existing system through continuing investments in maintenance and repaving is critical to the long-range vision of the corridor.

GOALS	STRATEGIES
Accommodate growth in truck freight transport	Truck passing lanes
Reduce fatalities, injuries, and property damage crash rate	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Safety - general improvements
Preserve the existing transportation system	Bridge rehabilitation/replacement

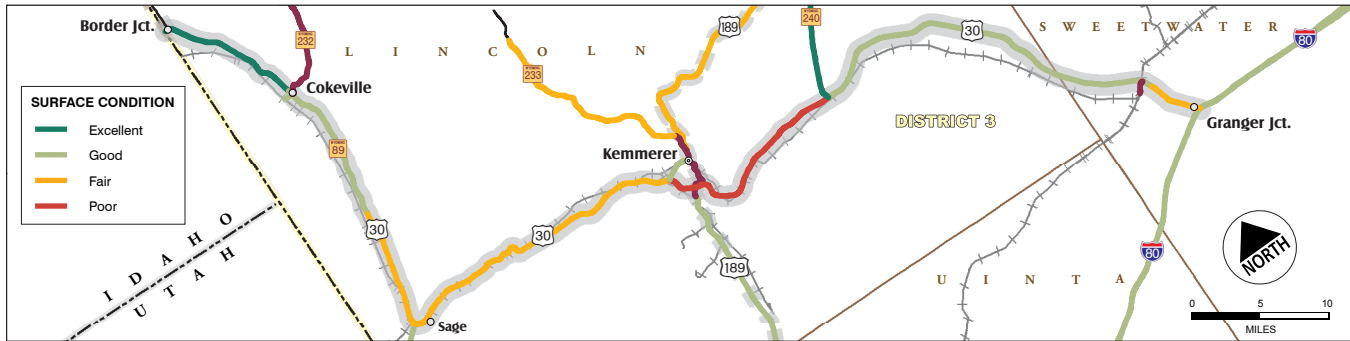
Primary Investment Type

SYSTEM PRESERVATION – The primary investment need on this corridor is to preserve the existing system. Growth in truck traffic, especially east of Kemmerer will require regular maintenance and overlays to prevent deterioration of roadway surfaces. Other truck related improvements may be required to reduce safety conflicts and to support the large number of trucks on the corridor in proportion to passenger vehicles. Plans should include the rehabilitation and replacement of deficient bridges.

Roadway Characteristics

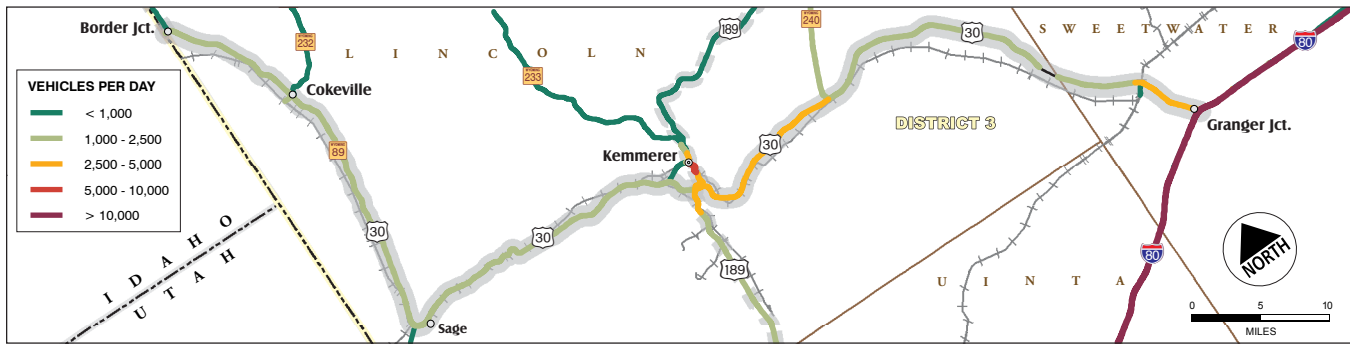
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system 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



US 30 is rated as having surface conditions that are good/excellent for 68 percent of the corridor. Highway surface conditions closer to Border Junction, Kemmerer, and Granger are rated as Fair. Local routes WYO 233 and WYO 232 are rated as poor.

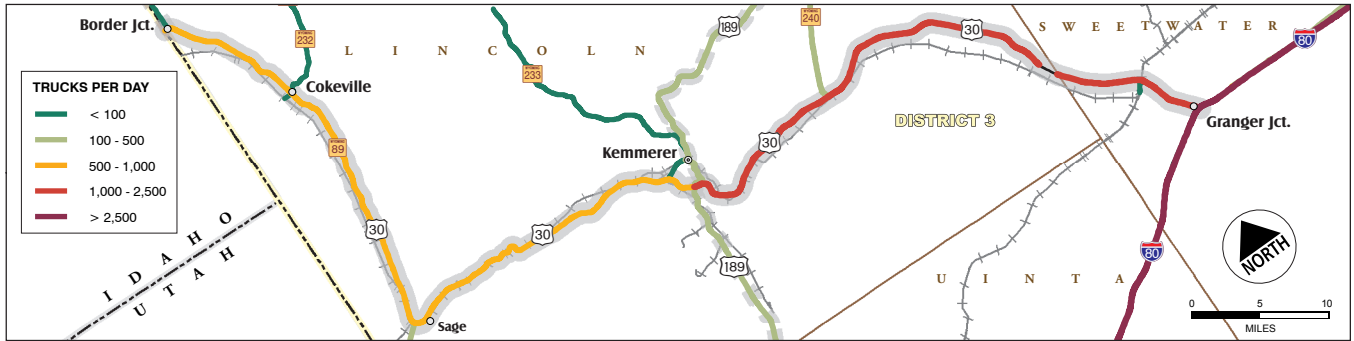
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



Along SSC 3, from I-80 to Border Junction, 81 percent of the corridor averages less than 2,500 vehicles per day (vpd). From I-80 to Granger and before US 30 enters Kemmerer, traffic volumes increase to 2,500 to 5,000 vpd.

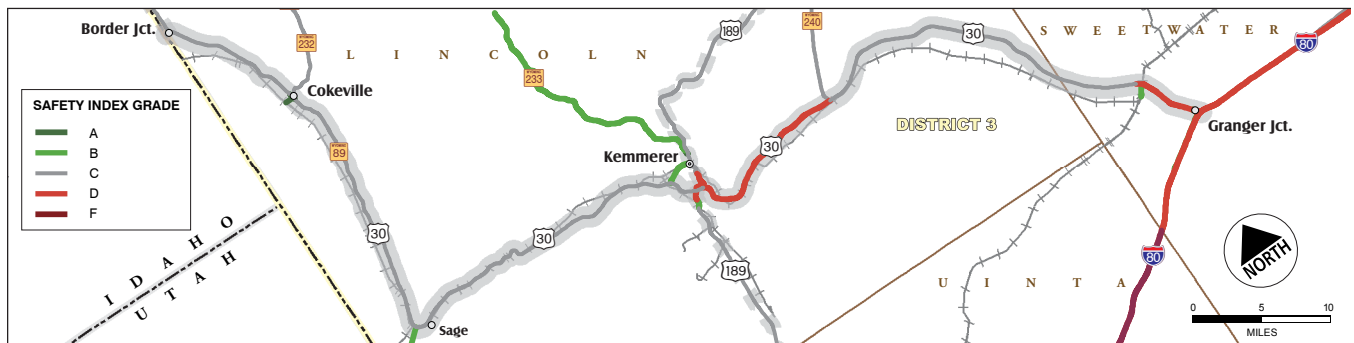


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



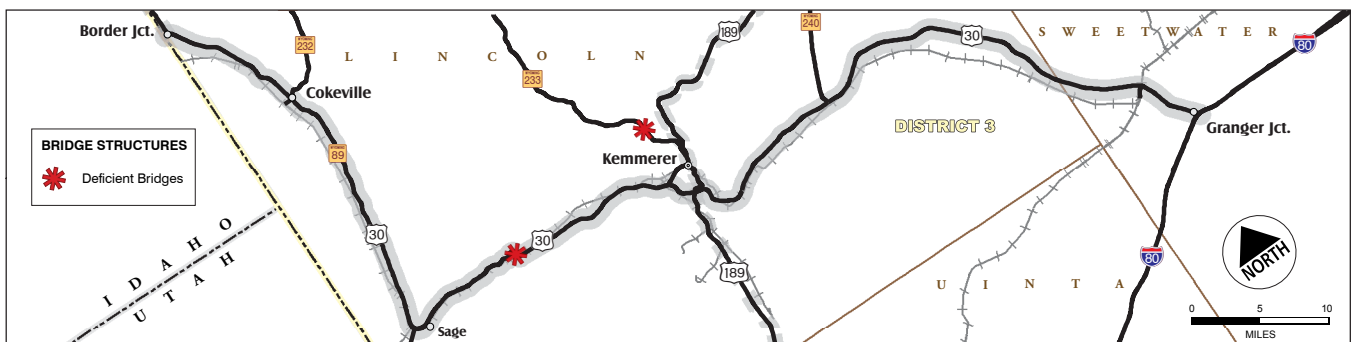
Truck traffic along SSC 3 is low to medium, averaging between 500 and 2,500 trucks per day between I-80 and Border Junction. This is a significant amount of truck traffic considering the average annual daily traffic is low for much of the corridor. This corridor provides an excellent northwest truck route to Idaho and Oregon.

SAFETY INDEX



SSC 3 has a below average Safety Index rating of D in the Kemmerer area and near the junction with I-80, which is about 18 percent of the total corridor length.

DEFICIENT BRIDGES



There are two deficient bridges along SSC 3. One bridge is located along US 30 between Kemmerer and Sage. The other FHWA select list bridge is located on WYO 233 just north of Kemmerer. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

US 189 splits from I-80 near Lazear and heads north to Kemmerer where it crosses US 30. Between I-80 and Kemmerer, US 189 travels the high desert of southwestern Wyoming. North of Kemmerer, US 189 connects east to WYO 372. Seedskafee NWR is located along WYO 372, which eventually travels south and connects to I-80 near Green River. North of WYO 372 along US 189 is the Fontenelle Recreation Area and Reservoir, approximately 24 miles southeast of La Barge. US 189 continues north toward the towns of Marbleton and Big Piney.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 231	Lincoln	CR 237	US 30/WY 232
WYO 232	Lincoln	US 30/WYO 231	Local Roadways
WYO 233	Lincoln	US 189	North
WYO 235	Lincoln/Sublette	US 189	US 189
WYO 240	Lincoln	US 30	US 189
WYO 374	Sweetwater	US 30	I-80/US 30
WYO 375	Sweetwater	US 30	Granger

Source: Official State Highway Map of Wyoming

URBAN AREAS

There are no designated urban areas located along this corridor.

INTERMODAL FACILITIES

Intercity Bus Routes

None.

Class 1 Railroads

A Class I railroad operated by the Union Pacific Railway Company (UP) parallels US 30 to just south of Border Junction

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Kemmerer Senior Citizens Association	Kemmerer	Demand Response	3 Vehicles	10,731

Source: WYDOT



and continues west into Idaho.

DEMOGRAPHIC CHARACTERISTICS

Counties along this corridor have experienced moderate growth between the 2000 Census and 2008 data. Lincoln and Sweetwater County have seen a six to 14 percent increase in growth; however, this is slightly misleading since towns along the SSC 3, Cokeville, Diamondville, Kemmerer and Granger, have seen a decrease in population.

The major employment industries for Lincoln County are Education & Health, followed closely by Retail and Construction. The leading industry in Sweetwater County is also Education & Health, followed closely by Mining and Transportation & Utilities. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Lincoln County		14,573	16,631	14.1	3.1
	Afton	1,818	1,864	0.5	
	Alpine	550	810	47.3	
	Cokeville	506	488	-4.1	
	Diamondville	716	663	-7.4	
	Kemmerer	2,651	2,468	-6.9	
	La Barge	431	466	8.1	
	Opal	102	95	-6.9	
	Star Valley Ranch	X	693	6.6	
	Thayne	341	370	8.2	
Sweetwater County		37,613	39,944	6.2	7.5
	Bairoil	97	96	-1.0	
	Granger	146	145	-0.7	
	Green River	11,808	12,149	2.9	
	Rock Springs	18,708	20,200	8.3	
	Superior	244	237	-2.9	
	Wamsutter	261	269	3.1	

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

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)
Kemmerer Municipal Airport (Kemmerer)	GA	NPIAS	Intermediate	Business	3,400	7	17
Cokeville Municipal Airport (Cokeville)	N/A	Non- NPIAS	Local	Local	1,250	2	N/A
Green River Intergalactic Spaceport (Green River) (non-paved)	N/A	Non- NPIAS	Local	Local	34	0	N/A

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