

## TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in the Jackson Room at Snow King Hotel & Grand View Lodge, 400 East Snow King Avenue, in Jackson, Wyoming, on December 10, 2015. The meeting was convened at 2:00 p.m. by Chairman Anderson. The following members were present constituting a quorum:

Clair Anderson, Chairman, Riverton  
K. John Dooley, Vice Chairman, Laramie  
Bruce McCormack, Commissioner, Cody  
Bob Ruwart, Commissioner, Wheatland  
Todd Seeton, Commissioner, Jackson  
Mike Larson, Commissioner, Lusk  
Rick Newton, Commissioner, Buffalo  
Bill Panos, Interim Director  
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting were: Gregg Fredrick, Chief Engineer; Ken Shultz, Assistant Chief Engineer of Operations; Tom Loftin, Support Services Administrator; Colonel Kebin Haller, Highway Patrol Administrator; Dennis Byrne, Aeronautics Administrator; Mike Kahler, Senior Assistant Attorney General; Rodney Freier, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration.

Others present: Pat Persson (Laramie), Lowell Fleenor (Casper), Keith Compton (Rock Springs), Mark Gillett (Sheridan), and Shelby Carlson (Basin), district engineers; Sam Voyles, Assistant Attorney General; and Tory Meisel, Flight Operations Manager and Chief Pilot.

1. Pledge of Allegiance: Chairman Anderson led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner McCormack, seconded by Commissioner Larson, and carried to approve the minutes from the November 19, 2015, breakfast meeting and regular business meeting.
3. Interim Director Panos presented the Director's report.

Director Panos thanked the district engineers for attending the Commission meeting and encouraged their attendance at future meetings.

Washington, D.C., Meetings: Director Panos traveled to Washington, D.C., December 2-4, 2015, to attend the Transportation Leadership Summit that was hosted by Transportation Secretary Anthony Foxx at the White House. While in Washington, D.C., Director Panos seized the opportunity to meet with Senators Mike Enzi and John Barrasso and Representative Cynthia Lummis and their staff about various transportation issues. Director Panos believes that Wyoming's Congressional delegates are fully engaged and aware of current and future transportation issues at hand.

As a member of the conference committee, Senator Barrasso was particularly instrumental in bringing the new federal surface transportation bill, the Fixing America's Surface Transportation (FAST) Act, to fruition. The five-year bill will be funded through Highway Trust Fund receipts and General Fund transfers. Wyoming will receive \$259,861,381 in federal highway apportionments in FY 2016, which is about 5 percent more than what was received in FY 2015. Transit apportionments for Wyoming in FY 2016 will be \$11,597,917. Abandoned Mine Land (AML) funding was also approved with the bill, which restores about \$242 million in past and current payments to Wyoming, and \$595 million in future AML payments through FY 2021. The effective date of the AML fund restoration is December 10, 2015.

Director Panos also met with Senate Aviation Committee staff about the pilot shortage and central air service issues while in Washington, D.C.

FY 2017-2018 Budget: Governor Matt Mead approved the Department's \$301,582,825 budget request. The Governor is also requesting an additional \$25 million from the legislature beyond the agency's original biennium budget request for highway maintenance.

Director Panos advised that he is working with legislators to convey the need for surface transportation funding and asked the Commission to do all they can to support that message.

WYDOT Mission and Action Plan: Director Panos continues to take advantage of every opportunity to meet WYDOT employees. Employees have consistently offered ideas, and Mr. Panos would like to build on those ideas, taking what has already been done and building upon that. Four areas were offered for consideration: digital WYDOT, enhanced social networking and Internet presence, integrating the intelligent highways program, and multi-agency coordination.

Director Panos also stressed the importance of keeping "family first" within the organization, and he would like to further the effort by getting involved in family-related activities statewide. Director Panos also suggested involving legislators, local government officials, and WYDOT employees in future ribbon cuttings on projects, when appropriate, when those entities played a part in making the project come to fruition.

Director Panos would also like to develop better state and federal relationships by continuing to tell WYDOT's story. Legislators must be consistently reminded of what we do and how we do it to keep them informed.

As a learning organization, Director Panos suggested utilizing the WYDOT University to keep the organization moving forward in terms of understanding what it does, learning of new digital technology, and employee development programs to extend its reach.

4. Mr. Freier presented the Budget report.

The November 2015 budget report revealed that the Commission and Legislative budgets are both 17 percent expended, which is within the target budget tolerances.

Mr. Freier explained that there are several accounts in the November report that reflect negative cash balances. Those instances are merely timing issues. Account H04 (Urban Mass Transit)

charges were incurred throughout the month, and were invoiced to the Federal Transit Administration (FTA). Full payment is expected soon.

The H01 (State Highway Account-Commission) and H06 (State Highway Account-Legislative) also reflect negative cash balances. The Department receives its Federal Mineral Royalty distributions quarterly, and the October distribution was \$14 million less than anticipated. A larger distribution is anticipated in January, which is expected to make up for the shortfall in both accounts.

5. Mr. Fredrick presented the Chief Engineer's report, beginning with the annual state-of-the-district reports.

District 1: Mr. Persson reported that in mid-April 2015, I-80 was closed between Laramie and Cheyenne for crashes near milepost 342 that involved 33 commercial vehicles and 12 passenger vehicles. Six of the injured were critical, but no fatalities were reported from this event. About five days later, another accident occurred between Laramie and Rawlins near I-80 milepost 292, involving 64 vehicles, of which the majority were commercial vehicles. Two fatalities were confirmed in that crash.

A truck driver shortage analysis was published by the American Trucking Associations in October 2015 that reported a shortage of 38,000 truck drivers in 2014. The shortage is expected to reach nearly 48,000 drivers by the end of 2015.

Efforts continue toward keeping drivers informed during adverse weather conditions in southeast Wyoming. Dynamic message signs, variable speed limit signs, and web cameras are being used. Anti-icing and deicing products are being used on the roadway to keep the roads safe. Mr. Persson advised that more Highway Patrol presence during inclement weather on I-80 between Cheyenne to Rawlins would also be beneficial.

The U.S. Department of Transportation has provided a grant for a "Connected Vehicle Pilot Deployment Program" that will connect WYDOT snow plows, fleet management centers, and roadside equipment with other vehicles to provide enhanced advisories to WYDOT along the Interstate 80 corridor in Wyoming. The goal of the program is to improve the safety of the traveling public and to reduce adverse weather-related incidents that are frequently encountered along the corridor. Through this pilot project, WYDOT hopes to improve safety and freight mobility through a reduction in the number of truck blow-overs, subsequent secondary incidents, and road closures.

The districts and the Headquarters Utility Section are working with utility companies to provide interstate fiber optic lines for improved network services throughout Wyoming communities. Fiber optic lines have been installed along I-25 and I-80, and additional installations are in progress.

District 1's employment history exhibited its greatest turnover in the maintenance program, which is a continuing trend over the last several years. Individuals are hired to fill dual roles, which benefits the maintenance and construction programs. Temporary workers are hired, as

needed, for snow removal activities during winter months, and construction project inspection during the summer.

Approximately \$59 million in State Transportation Improvement Program (STIP) funding was expended within the district in FY 2015. About \$38 million (64 percent) of the programmed STIP funding was spent on the interstate system.

Salt/sand storage sheds were constructed at Laramie, Saratoga, Arlington, Rawlins, and Elk Mountain to meet environmental requirements for storage of material and to eliminate runoff.

Beetle infested trees that are a hazard to roadways were removed from 2.4 miles along WYO 70 between Baggs and Encampment. The contract will be complete in 2017. Wyoming 130 (Snowy Range Road) is under contract for hazardous tree removal above Centennial. That contract was developed jointly with the U.S. Forest Service, Carbon Power & Light, and WYDOT, and it has a 2017 completion date. At this time, there are no additional contracts planned.

WYDOT's paving equipment operators are able to respond quickly for situations that require immediate asphalt pavement repairs. District maintenance crews made emergency repairs in 2015 to a section of I-80, between Laramie and Cheyenne, that deteriorated rapidly in the spring of 2015. About 7,100 tons of hot mix was placed by WYDOT personnel to repair that location.

District maintenance personnel assisted District 2 with operators, equipment, and traffic control devices for the Lusk flood event in June. Maintenance personnel from the Cheyenne area provided assistance.

Mr. Persson recommended the current law requiring motorists to slow down and move into the passing lane, when available, when passing law enforcement vehicles be changed to include WYDOT maintenance vehicles and construction equipment working on the roadway. District crews have experienced some close calls and collisions that have caused injuries to workers, primarily with commercial vehicles.

District maintenance personnel are required to test and certify for water and sanitary licenses to operate WYDOT-maintained rest areas. Certifying personnel is becoming more challenging, and Mr. Persson advised that alternatives should be considered. Contracting for rest area caretakers is challenging because of the inability to find entities capable of performing the work.

District 1 has cut back on personnel, equipment, and buildings improvements to meet budget obligations. In addition to surface transportation needs on the roadway, interstate bridges are aging and need rehabilitation or replacement throughout the district.

The I-25/I-80 interchange is one of the most heavily traveled in the state. That junction serves national mobility needs, particularly in the cross country movement of freight. A 2008 study proposed four construction phases at an estimated cost of \$220 million to upgrade the interchange.

The Chokecherry and Sierra Madre wind energy project south of Rawlins is still planned and will require several years to construct. Roadways leading to/from the project site are expected to

be significantly impacted by the large work force. Road use agreements between the Department and company officials are being developed.

District 2: Mr. Fleenor reported that despite the continuing challenge of hiring and retaining qualified personnel, the district traffic division completed its urban and rural striping duties, including construction project striping, in a timely manner. Employees were borrowed from other divisions to accomplish the task. The district implemented more energy-efficient LED lighting in its street lighting district-wide, which will free up some from the electrical crew to work in other areas.

The equipment program experienced a relatively routine year. The hot plant that is shared among Districts 1, 2, 3, and 4 underwent a major overhaul at the new Douglas facility. The tow plows that were purchased in late 2014 were deployed numerous times, and they are proving to work very well for the conditions. One more tow plow is budgeted in FY 2016.

FY 2015 construction season proved to be very busy, with 18 contracts totaling about \$104 million district wide. Some of the notable projects are the Shoshoni Bypass, the Salt Creek Highway, the I-25 Casper Marginal North Section, Casper West Belt Loop Phase 2, Robertson Road reconstruction, the WYO 59 auxiliary lane project, two Douglas Streets projects, Wheatland to Glendo, I-25 Chugwater Marginal, Wheatland West (Hightower Road), WYO 210 from Chugwater to US 85, and Torrington Streets.

District crews were tasked with the aftermath of a major flood event in the Manville to Lusk area on June 4, 2015. Roads and bridges sustained extensive damage from the storm. WYDOT crews statewide worked very long hours to assist with the cleanup and repairs. The damage on US 18/20 was repaired, and the road was reopened on June 9. High Country Construction was instrumental in getting the roadway reopened in only five days, and Mr. Fleenor offered his appreciation for their efforts. On June 13, debris was cleared and a detour was paved and signed to allow traffic around the collapsed Union Pacific Railroad bridge in Lusk. Concrete footings were poured on July 9 for a new structure, and building of a temporary structure began July 14. Traffic was allowed on the temporary structure on July 30. The goal is to have a new bridge in place in time for the Sturgis Rally in early August 2016.

Mr. Fleenor expressed his appreciation to Commissioner Mike Larson for his extraordinary efforts in working with the UPRR to accomplish a quick turnaround in getting the necessary approvals to rebuild the temporary structure in a timely fashion. Mr. Fleenor also offered thanks to the crews and to Mr. Calvin Goddard, district maintenance engineer, who worked hard for long hours to reopen the road. Mr. Fleenor estimated there were about 200 WYDOT employees who assisted in some way to regain normalcy in the Lusk area after the flood.

Work is ongoing to get WYDOT's buildings back to normal. The Department also experienced significant flood damage to its heavy equipment in the area.

District 3: Mr. Compton advised that District 3 let 16 construction projects totaling \$47.5 million. Some of the more notable projects are the vehicle arrester system on WYO 22, the North Hoback Junction landslide project, the South Hoback Junction structure, the WYO 351 bridge

replacement over the Green River, I-80 (Wamsutter East), and the US 189 project between LaBarge and Big Piney.

District 3 maintenance crews installed an O'bellx<sup>®</sup> exploder for use in the Hoback Canyon in the Cow of the Woods slide path. The installation was done by WYDOT crews, which saved the state about \$50,000.

The Traffic Division has replaced the Green River tunnel lighting with energy efficient LED lighting, which has made a noticeable improvement. Hybrid pedestrian crossings were modified in Pinedale to eliminate confusion of motorists on how to drive them and improve the overall safety of these pedestrian crossings.

District 3 also faced some challenges in FY 2015. Deteriorating structures on I-80 are becoming a greater concern with the amount of truck traffic on that route, as the structures are nearly 60 years old and reaching the end of their life span. Maintenance crews are being trained to recognize deterioration and other issues that must be addressed, and how best to repair them to maintain safety. The district is also focusing on crack sealing and chip sealing district-wide to keep the roads up to par.

The district currently has 10 vacancies. With the impending hiring freeze, the Rock Springs crew has no engineers on one crew, and the district has several hard-to-fill vacancies that are outstanding at a couple of maintenance locations.

A new Evanston Shop was constructed in FY 2015, allowing the Department to consolidate the engineering and maintenance operations with driver services and the Highway Patrol.

District 4: Mr. Gillett briefed the Commission about District 4 activities.

Late spring provided above average snowfall. The heavy moisture contributed to two significant landslides in the area.

District 4 let 14 highway construction projects for a total of \$51 million, and one building project, the Sundance Shop, for \$4 million. Highway projects included \$41 million in federal funding, and the remaining \$14 million was state funds. Of the 14 highway projects, 8 were preservation projects, 3 were safety projects, and 3 were reconstruction projects. In addition to highway projects, 9 local projects totaling \$2.6 million were also let.

Heavy spring precipitation necessitated closing I-90 when about 3 feet of flood water crossed the interstate at Dead Horse Creek, about halfway between Buffalo and Gillette. Maintenance crews were required to remove large cottonwood trees from the highway so the road could be reopened. With the completion of the Powder River East project, the eastbound lane elevation was raised, and the westbound lane will be raised next summer, which should alleviate future flooding concerns.

The district reported no project claims in FY 2015.

Heavy snowfall contributed to the district overrunning its snow maintenance budget by about 13 percent. The district experienced staffing issues in the Campbell County area. The Wright

maintenance crew is normally staffed with four workers, but it had only one employee last winter. The Gillette crew averaged a shortage of four snow plow operators. Operators were shifted from surrounding areas to assist with snow plowing.

In the summer months, district crews placed about 35,000 tons of hot plant mix on the roadway, of which about one-third was mixed in WYDOT's own hot plant machine. WYDOT saved about \$10 per ton for plant mix that was mixed using WYDOT's hot plant, for an overall savings of over \$100,000 to the state.

District 4 maintenance forces assisted District 2 in the Lusk flood recovery efforts. A temporary Acrow bridge was transported from WYDOT's Gillette Shop, and the crew worked non-stop for about three weeks to restore traffic through Lusk. Mr. Gillett recognized those who assisted in the flood recovery efforts.

The Traffic Program struggled to keep qualified personnel for its striping crew. Temporary workers were hired to fill positions so that the work plan could be fulfilled.

District 4 mechanics had a fairly light year until winter hit. Corrosion of the electrical components on the plow trucks, caused by the chemicals used on the roadway, is challenging. Two instances of complete electrical failure occurred in the last year.

Retirements and turnover continue to be problematic in District 4. Most of the turnover in FY 2015 was in Sheridan and Campbell counties.

The Governor's hiring freeze and the recent announcement of state budget cuts have raised some concern among district employees about job security and pay. WYDOT's leadership change has also raised concerns about the Department's future. Mr. Gillett has reassured his staff that WYDOT is in good hands and that he has heard nothing of pay cuts or jobs being cut.

District 5: Ms. Carlson briefed the Commission about the District 5 accomplishments in FY 2015.

There were 14 construction projects let in FY 2015 worth about \$33 million. Some of the noteworthy projects are Ten Sleep West, Riverton South, the Wapiti East and Wapiti West projects, WYO 433 (Worland North), and the Big Wind River Federal Emergency Management Agency (FEMA) bank armoring project.

The Riverton Main Street project that is just 11 years old is experiencing some significant cracking. The recently completed Federal and Monroe project in Riverton is also showing early signs of cracking. Ms. Carlson advised that the aggregate that was used on the projects is causing the issues. The upcoming North Federal project will be let in the future, Ms. Carlson indicated a non-local aggregate, or aggregate that does not demonstrate the reactivity issue, will be stipulated in the specifications.

District 5 has received many requests for speed studies to be conducted on roadways throughout the district. In general, the requests are for lower speeds.

District maintenance crews worked diligently on the May 24, 2015, landslide event that was caused by heavy rain. A map of the Wind River Canyon and photos of the slide damage were shared with the Commission. The Wind River Canyon was closed for three days until the road could safely be cleared for traffic. The estimated cost to reopen the road was \$337,000, and the construction cost estimate to repair the roadway and reestablish drainage is about \$915,000.

On Friday, May 22, 2015, another slide occurred along the Chief Joseph Highway. About \$132,000 was spent to mitigate that slide to date with a repair project slated for next summer.

Maintenance forces have placed about 16,170 tons of plant mix or asphalt patches on the roadways, and about 102 miles of road were chip sealed district-wide. Brine plants are now operational in Cody, Riverton, and Thermopolis.

Ms. Carlson attended the Select Committee on Tribal Relations meeting in Lander, November 30-December 1, 2015. WYDOT's working relationships with the Tribal Transportation Office and the Joint Finance Office on the Wind River Reservation (WRR) remain in good standing, but the Department is now including specific sovereign immunity language in all of its agreements with the Shoshone and Arapaho Tribes.

As a final act of a 19-year agreement, WYDOT turned over ownership and responsibility of the 17 Mile Road to the Bureau of Indian Affairs.

District 5 is in its sixth year of safety campaigns to promote defense against drunk driving and the buckle-up campaign. Efforts continue to promote safety and safe driving behaviors, particularly on the WRR.

There were five retirements, seven resignations, and eight promotions in FY 2015. Two other maintenance foremen are planning to retire next year. The district currently has one construction, two traffic, and two telecommunications vacancies. Three of the four district staff members are new in the district.

Ms. Carlson advised that the district focused on reducing the number of on-the-job accidents in FY 2015. The district maintenance program was able to lower the number of accidents from 30 to 19 last year.

Ms. Carlson left the meeting.

Mr. Fredrick offered his appreciation for the dedication the district engineers have toward their jobs, and he thanked them for the work they do.

70 MPH Speed Limit Implementation: Mr. Fredrick briefed the Commission about the status of the 70 mile-per-hour speed limit study and the implementation plan.

The 2015 Wyoming State Legislature passed a bill that allows a 70 mile-per-hour speed limit on secondary roads. A statewide study was conducted by Vista West Engineering to determine which routes would be possible candidates for a 70 mile per hour speed limit. A preliminary screening was made on the horizontal and vertical curves, geometrics of the highway, roadside

safety, shoulders, slopes, guardrail, accesses and their sight distances, and pavement markings on each non-interstate route statewide.

The study developed a system for designating roads in red, yellow, and green categories. Roads designated in red were excluded for various safety reasons. Yellow roads will be given further evaluation to determine whether they can be traveled safely at 70 miles per hour, as they may require more extensive changes to the roadway. Roads in the green category were identified as candidates for immediate consideration and a further engineering study for posting at 70 miles per hour.

District staff members were asked to review priority roads for a potential speed increase, and three roads were considered for posting a 70 mile-per-hour speed limit by February 2016. A comprehensive engineering study was completed and confirmed that the speed limit could be increased on the following three routes: US 85 between Cheyenne and Newcastle, excluding those areas in and around the towns, WYO 120 between Cody and the Montana State Line, and WYO 130 between I-80 and Saratoga. The WYDOT Traffic Program's sign shop is manufacturing the necessary signs for these routes and district staff will install the new signs. Some traffic striping, guardrail extensions, rumble strips, and other safety considerations will be needed on these routes in addition to posting the signs. These additional safety considerations will be included in future projects.

6. Mr. Fredrick presented the Engineering and Planning report, beginning with the bid tabulations from the letting held December 9, 2015, in Jackson.

**COMMISSION DISTRICT 1**  
**Bob Ruwart - Commissioner**

Federal project NHPPI-0251155, involving grading, draining, milling plant mix, bituminous pavement surfacing, plant mix wearing course, concrete slab replacement, reclaimed asphalt pavement widening, bridge rehabilitation, and miscellaneous work on 7.56 miles of I-25, beginning at reference marker (RM) 16.64, between Cheyenne and Chugwater, in Laramie County. Completion date: October 31, 2016

Engineer's Estimate	\$6,862,624.00	
<b>Simon Contractors and its Subsidiaries, Cheyenne, WY</b>	<b>\$6,860,422.33</b>	<b>0.0%</b>
Knife River, Cheyenne, WY	\$6,998,069.69	
Hedquist Construction, Inc., Mills, WY	\$7,772,484.74	

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner McCormack, and carried that Simon Contractors and its Subsidiaries, Cheyenne, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

State project SCP-TC-N852002, involving grading, draining, milling plant mix, placing base and bituminous pavement surfacing, chip seal, reclaimed asphalt pavement, concrete head wall,

fencing, and miscellaneous work on 8.01 miles of US 85, beginning at RM 27.30, between Cheyenne and Torrington, in Laramie County. Completion date: October 31, 2016

Engineer's Estimate	\$3,549,272.50	
<b>Simon Contractors and its Subsidiaries, Cheyenne, WY</b>	<b>\$3,192,325.20</b>	<b>-10.1%</b>
Knife River, Cheyenne, WY	\$3,491,469.20	

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Newton, and carried that Simon Contractors and its Subsidiaries, Cheyenne, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICTS 2 and 3**  
**K. John Dooley - Vice Chairman**  
**Todd Seeton - Commissioner**

State project CMP-PM-B163002, involving grading, milling plant mix, bituminous pavement surfacing and miscellaneous work at various locations in Transportation District 3, including Lincoln, Sweetwater, and Teton counties. Completion date: October 31, 2016

Engineer's Estimate	\$1,531,340.00	
<b>Lewis &amp; Lewis, Inc., Rock Springs, WY</b>	<b>\$1,649,609.55</b>	<b>+7.7%</b>
C. M. Owen Construction, LLC, Jackson, WY	\$1,662,721.00	
DePatco, Inc., St. Anthony, ID	\$1,585,288.00	
Plus 5% for Comparison	\$1,664,552.40	
H-K Contractors, Inc., Idaho Falls, ID	\$1,597,777.00	
Plus 5% for Comparison	\$1,677,665.85	

It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Larson, and carried that Lewis & Lewis Inc., of Rock Springs, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICT 7**  
**Clair Anderson - Chairman**

Federal project NHPP-N471002, involving grading, draining, milling plant mix, placing crushed base, bituminous pavement surfacing, plant mix wearing course, concrete pavement, bridge rehabilitation, removal and replacement of guardrail, and miscellaneous work on 1.07 miles of the US 20/26 West Spur, beginning at RM 0.13, in Casper, in Natrona County. Completion date: June 30, 2017

Engineer's Estimate	\$5,835,400.10	
<b>Hedquist Construction, Inc., Mills, WY</b>	<b>\$6,215,166.71</b>	<b>+6.5%</b>
Reiman Corp. and Subsidiary, Cheyenne, WY	\$7,473,146.40	
Knife River, Cheyenne, WY	\$8,221,967.45	

It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Ruwart, and carried that Hedquist Construction, Inc., of Mills, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

State project SCP-TC-N303043, involving grading, draining, milling plant mix, placing crushed base and bituminous pavement surfacing, chip seal, bridge rehabilitation, fencing, and miscellaneous work on 5.062 miles of US 26, beginning at RM 99.62, between Dubois and Riverton, in Fremont County. Completion Date: June 30, 2017

Engineer's Estimate	\$4,471,211.41	
<b>High Country Construction, Inc., Lander, WY</b>	<b>\$4,964,205.50</b>	<b>+11.0%</b>
Oftedal Construction, Inc., Casper, WY	\$4,979,449.00	
Wilson Bros. Construction, Inc., Cowley, WY	\$5,374,979.25	
Mountain Construction Company, Lovell, WY	\$5,472,003.34	
H-K Contractors, Inc., Idaho Falls, ID	\$5,460,777.00	
Plus 5% for Comparison	\$5,733,815.85	

It was recommended by Mr. Fredrick, moved by Commissioner Newton, seconded by Commissioner Larson, and carried that High Country Construction, Inc., of Lander, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

State project SCP-TC-N341114, involving grading, draining, milling plant mix and concrete, placing crushed base and bituminous pavement surfacing, and miscellaneous work on 7.00 miles of US 20/26, beginning at RM 14.00, between Casper and Shoshoni, in Natrona County. Completion date: October 31, 2016

Engineer's Estimate	\$3,461,811.50	
<b>Knife River, Cheyenne, WY</b>	<b>\$3,542,975.25</b>	<b>+2.3%</b>
71 Construction, Casper, WY	\$3,582,928.25	
Hedquist Construction, Inc., Mills, WY	\$3,600,112.30	
Mountain Construction Company, Lovell, WY	\$3,697,402.17	
Oftedal Construction, Inc., Casper, WY	\$3,796,905.00	
High Country Construction, Inc., Lander, WY	\$3,900,158.46	
H-K Contractors, Inc., Idaho Falls, ID	\$3,791,444.00	
Plus 5% for Comparison	\$3,981,016.20	
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$4,157,297.74	

It was recommended by Mr. Fredrick, moved by Commissioner McCormack, seconded by Commissioner Ruwart, and carried that Knife River, of Cheyenne, Wyoming, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

7. It was recommended by Mr. Fredrick, moved by Commissioner Newton, seconded by Commissioner Larson, and carried to approve the following project authorizations:

**COMMISSION DISTRICT 1**

Urban Collector

STPU-TO 0.00 4954002; Goshen County; Torrington Streets, Industrial Avenue, Phase II; paving; FY 2018; request federal preliminary engineering funds of \$20,000

**COMMISSION DISTRICT 5**

Rural Major Collector

STP 35.60 DR51574; Park County; Chief Joseph, Paint Creek Canyon Slide; RM 35.60 to 36.00; slide repair; FY 2016; request federal construction engineering and construction funds of \$1,967,177

**COMMISSION DISTRICT 7**

Various/Urban

ARSCT 0.00 B185A01; Fremont County; Lander Streets, Jefferson Street; upgrade water and sanitary sewer lines; FY 2018; request preliminary engineering funds of \$49,760; estimated construction engineering and construction cost is \$492,360; to be reimbursed by the city of Lander

SSP-TO 0.00 B172026; Natrona County; Casper Streets, various locations; traffic signals communication equipment; FY 2017; request state preliminary engineering funds of \$20,000; estimated construction engineering and construction cost is \$280,000

**COMMISSION DISTRICT M (Miscellaneous)**

Various/Urban

SSP-TO 0.00 B183005; Sweetwater and Teton counties; Rock Springs and Jackson Streets, various locations; traffic signal communication equipment; FY 2018; request state preliminary engineering funds of \$10,000; estimated construction engineering and construction cost is \$190,000

8. It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner McCormack, and carried to approve the following resolution for abandonment.

**RESOLUTION FOR ABANDONMENT**

WHEREAS, under the provisions and authority of W.S. 24-3-126, the Transportation Commission of Wyoming may abandon or relinquish any portion of state highways upon reconstruction or relocation of an existing state highway; and

WHEREAS, a portion of Wyoming Department of Transportation's Shop Site, near the town of Farson on U.S. Highway 191, Sweetwater County, Wyoming, established under Project Name Farson Shop, is no longer needed for state highway or public use purposes. Said portion being described as follows:

A parcel of land located in the NE $\frac{1}{4}$ NE $\frac{1}{4}$ , Section 28, T25N, R106W, 6<sup>th</sup> P.M., Sweetwater County, Wyoming being described in metes and bounds as follows:

Beginning at the northeast corner of Section 28;

Thence west, along the north line of said Section a distance of 71.2 feet more or less to a point on the existing northeasterly right of way boundary of Highway 191;

Thence along said right of way boundary S16°20'E a distance of 254.6 feet more or less, to a point on the easterly line of said Section 28;

Thence N0°05'W along the easterly line a distance of 244.3 feet more or less, to the point of beginning.

The above described parcel of land contains 8,704 square feet (0.20 of an acre), more or less.

NOW, THEREFORE BE IT RESOLVED, the Transportation Commission of Wyoming hereby abandons the above-described land as provided for under provisions and authority of W.S. 24-3-126.

9. Colonel Haller presented the Highway Patrol report.

The Fatal Crash Summary through November 30, 2015, includes 123<sup>1</sup> fatal crashes involving 138<sup>1</sup> deaths. The fatalities include 65 rollover crashes, 33 multi-car crashes, 9 fixed objects, 24 motorcycles, 2 all-terrain vehicles, 4 pedestrians, and 1 bicyclist. Of the 138 fatal crashes that occurred so far this year, 18<sup>2</sup> involved commercial vehicles.

There have been 55<sup>3</sup> fatal crashes to date deemed drug or alcohol related, resulting in 60<sup>3</sup> deaths. Of those deaths, 43 were attributed to not using occupant restraints. Thirty-eight were rollover crashes, 8 were multi-car crashes, 4 involved flying objects, 7 involved motorcycles, one involved an ATV, 2 involved pedestrians, and 4 involved commercial vehicles.

Of the 138 deaths that have occurred to date this year, 74 can be attributed to the non-use of occupant restraints, with 60 involving rollover crashes, 8 involving multi-car collisions, and 6 involving fixed objects. Of the 74 deaths that occurred from non-use of occupant restraints, 64 were Wyoming residents, and 10 were non-residents. Fifteen of those who perished were under 21 years of age, and 11 of those fatalities were attributed to the failure to use proper occupant restraints.

Of the 123 fatal crashes that have occurred to date this year, 66 (54 percent) of them occurred on primary/secondary highways, 25 (20 percent) occurred on interstate highways, and 32 (26 percent) occurred on city/county roads.

Thirteen multiple-fatality crashes have occurred on Wyoming highways so far this year, of which 7 involved multiple vehicles, 3 involved commercial vehicles, and 3 were alcohol related.

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<sup>1</sup>Numbers at the time of final reporting; final numbers may change.

<sup>2</sup>Number not included in total deaths (sub-crash data).

<sup>3</sup>Not all chemical test results were available at time of reporting.

Inclement weather or road conditions contributed to 10 vehicle crashes so far this year, which resulted in 14 deaths. Speed was considered a factor in 40 of the vehicle crashes that caused 50 deaths.

The days of the week for fatal crashes in 2015 are as follows:

Sunday	14 crashes
Monday	16 crashes
Tuesday	20 crashes
Wednesday	14 crashes
Thursday	14 crashes
Friday	18 crashes
Saturday	27 crashes

The times of day for fatal crashes in 2015 are as follows:

12:00 a.m. to 6:00 a.m.	23 crashes
6:00 a.m. to 12:00 p.m.	24 crashes
12:00 p.m. to 6:00 p.m.	40 crashes
6:00 p.m. to 12:00 a.m.	36 crashes

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 5,239<sup>4</sup> crashes statewide, of which 4,359<sup>4</sup> involved non-commercial vehicles, and 880<sup>4</sup> involved commercial vehicles.

10. Mr. Byrne presented the Aeronautics report, including the November 2015 Aeronautics Flight Operations Passenger Summary.

FY 2015 Flight Operations Report: Mr. Meisel presented the FY 2015 Flight Operations Report.

Since the Cessna Citations were placed into service in 2002, the aircraft have flown 9,941.6 hours and have made 15,428 landings, with no reported accidents or injuries. State pilots undergo semiannual recurrent training at Flight Safety International, located in Wichita, Kansas. The training consists of 16 hours of instructional classroom training, 10 hours of instructional flight simulator training, 2 hours of flight simulator checking, and 2 hours of ground based testing, both oral and written. The pilot group is routinely recognized by Flight Safety with the Professional Pilot Card for their safety, proficiencies, professionalism, and airmanship skills.

The Aeronautics mechanic also attends training biennially, which includes eight hours of ground instruction, maintenance, and general aviation inspection training. Aeronautics' line support staffs also attend routine safety training, including fuel procedures and practices, safe handling of fuel, and a firefighting technique course.

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<sup>4</sup>Does not contain all crashes worked; some reports are still pending.

Both Citation aircraft recently had tip-to-tail inspections and were given very good condition reports. The aircraft have a 98 percent reliability record, which ranks considerably higher than average compared to similar aircraft that are in service today.

The Aeronautics Division currently staffs six full-time pilots, and is pursuing filling one vacancy. Flight Operations employs one flight scheduler, one full-time maintenance technician, one full-time hangar coordinator, and one part-time hangar coordinator.

Flight Operations flew 3,225 passengers from 30 state agencies in FY 2015, which was a 4.5 percent decrease over the FY 2012, 2013, and 2014 average of 3,374 passengers. The aircraft flew 632.9 flight hours in FY 2015, which was a 2.4 percent increase over the 617.7 hours that were flown in the last three years, on average. The current rate charged for state plane use is \$1,425 per flight hour, which covers the direct operating costs for the aircraft.

The rate will be evaluated in April 2016, but Mr. Meisel does not anticipate a rate change because of falling jet fuel costs. The fuel farm continues to save the state considerably. The average retail fuel cost in FY 2015 was as much as \$4.28 per gallon, and WYDOT purchases its fuel at a wholesale cost of \$2.04 per gallon. The flight profiles are continuously adjusted to save fuel, and the Department saved about \$53,737 last year by adjusting the profiles. The Department also saved about \$3,700 in FY 2015 by using iPads instead of paper manuals in the jet cockpits. Using paper manuals requires consistent updates, and the cost of downloading electronic updates is a fraction of the hard copy expense.

The jets consumed about 116,000 gallons of fuel in FY 2015. Of the 116,000 gallons, about 98,000 gallons were dispensed through Aeronautics' fuel farm.

11. Mr. Loftin presented the Support Services report.

Status of the Hiring Freeze: Mr. Loftin provided an update on the statewide hiring freeze that was instituted by Governor Mead on October 6, 2015. When the hiring freeze was announced, WYDOT's executive staff reviewed the current list of vacant positions, and prioritized and submitted exception requests for those positions they felt were absolutely necessary.

After the first round of open positions, of which many were already advertised, were submitted and approved by the Governor's office, executive staff has since determined that 21 other positions will not be filled until later. Priorities may change if the hiring freeze is still ongoing in the spring of 2016.

12. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Newton, seconded by Commissioner Ruwart, and carried to approve purchase for bid number 16-033 to furnish 28 each, new, current model, 3-yard, articulated wheel loaders, using the buyback option, and to be delivered at various statewide locations. The bid was awarded to Wyoming Machinery Company, of Cheyenne, Wyoming, for the sum of \$3,359,608.00.

It was recommended by Mr. Shultz, moved by Commissioner Larson, seconded by Commissioner Seeton, and carried to approve purchase for bid number 16-034 to furnish one each, new, current model, 4-yard, front-end loader, using the buyback option, and to be delivered in Lander. The bid was awarded to Wyoming Machinery Company, of Cheyenne, Wyoming, for the sum of \$165,175.00.

It was recommended by Mr. Shultz, moved by Commissioner Ruwart, seconded by Commissioner McCormack, and carried to approve purchase for bid number 16-035 to furnish one each, new, current model, all-wheel-drive, articulated motor grader, using the buyback option, and to be delivered in Wheatland. The bid was awarded to Honnen Equipment Co., of Mills, Wyoming, for the sum of \$252,204.00.

It was recommended by Mr. Shultz, moved by Commissioner Ruwart, seconded by Commissioner Newton, and carried to approve purchase for Requisition Number 0000040328 to furnish two each Force America 6100 Ultra 4-yard snow plow hydraulic systems, for delivery in Cheyenne. The contract was awarded to Force America, Inc, of Burnsville, Minnesota, for the sum of \$39,382.80.

It was recommended by Mr. Shultz, moved by Commissioner Ruwart, seconded by Commissioner Newton, and carried to approve purchase for Requisition Number 0000040341 to furnish 13 each Force America 6100 Ultra 8-yard snow plow hydraulic systems, for delivery in Cheyenne. The contract was awarded to Force America, Inc, of Burnsville, Minnesota, for the sum of for the sum of \$248,911.00.

13. General Matters: Mr. Fredrick and Director Panos presented Mr. Keith Compton with a 25-year membership award for his participation with the American Association of State Highway and Transportation Officials (AASHTO). A certificate, signed by the AASHTO president and executive director, was presented that noted Mr. Compton's dedicated support toward policy development, technical services, leadership development, and partnership innovations nationwide.

14. It was moved by Commissioner Newton, seconded by Commissioner Seeton, and carried to move into an executive session to discuss legal matters.

Messrs. Shultz, Loftin, Byrne, Freier, McGee, Dailey, Persson, Fleenor, and Gillett, and Lieutenant Colonel Ratliff left the meeting.

The Commission went into an executive session at 5:34 p.m., on Thursday, December 10, 2015.

15. It was moved by Commissioner McCormack, seconded by Commission Seeton, and carried to move out of the executive session. The Commission moved out of the executive session at 5:53 p.m., on Thursday, December 10, 2015.

16. It was moved by Commissioner Ruwart, seconded by Vice Chairman Dooley, and carried to adjourn the meeting. Chairman Anderson adjourned the meeting at 5:53 p.m., on Thursday, December 10, 2015.