

**State Transportation Improvement Program (STIP) Meeting
June 18, 2024; 9 a.m.
Big Horn County Courthouse, Commission Room
Basin, Wyoming**

Present:

Dave Neves, Big Horn County Commission
Deb Craft, Big Horn County Commission
Bruce Jolley, Big Horn County Commission
Lori Smallwood, Big Horn County Clerk
Jennifer Kirk, Big Horn County
Willie Bridges, Pryor Mountain Engineering/BH County Engineer
Barbara Anne Green, Basin Republican Rustler
Dexter Woodis, Shoshone Municipal Pipeline
Chad Bolken, Shoshone Municipal Pipeline
Clint Winters, Big Horn County
Steve Richardson, Mayor, Frannie
Pete Hallsten, WYDOT
Michael Miller, WYDOT
Jack Hoffman, WYDOT
Scott Thomas, WYDOT
David Haller, WYDOT
Ricky Hoffman, WYDOT
Cody Beers, WYDOT

Presentation:

Pete Hallsten and Mike Miller presented the 2024 STIP presentation. Handouts included Big Horn County STIP projects and WYDOT 2024 Transportation Facts. (STIP Big Horn County Presentation was emailed to attendees after the meeting, and to the Town of Lovell.)

Questions: Willie Bridges referenced the roughness of bridge ends between Lovell and Cowley; Pete Hallsten said the underlying soil where

the bridges were built has compressed, and in some cases, it's still moving. Hallsten said repairs on the bridge ends have become a maintenance issue and WYDOT has embraced the challenge. When movement stops, WYDOT plans to develop a STIP project to replace the approach slabs at each end of the bridges.

Hallsten updated the commissioners on maintenance activities, saying that WYDOT still has hot-mix asphalt patching to complete this summer in the Big Horn Basin. Croel is the company providing the hot-mix asphalt, and Croel couldn't keep up with demand as Hot Springs County Road and Bridge is currently patching highways with hot-mix asphalt, the same time as WYDOT.

WYDOT changed its hot-mix asphalt patching plan and moved to the south half of the district. When WYDOT completes its patching south of Wind River Canyon, patching will resume in the Big Horn Basin.

Steve Richardson of Frannie said the town is preparing to do a lighting/sidewalk project. The Mayor said there are drainage problems associated with the Frannie Port of Entry that need to be fixed. Storm drain flows are clogging up on the east side of the highway. He said grader work would probably fix the issue.

Basin Resident Engineer Mike Miller said the issues could be addressed in an upcoming slope flattening project that WYDOT has planned in the area. Miller said he would have his survey crew come out to Frannie, do some surveying of the area near the Frannie Port, and take a look at the drainage issues.

Commissioner Dave Neves asked about the status of the current digital message sign between Greybull and Basin. Hallsten and Basin maintenance foreman Scott Thomas said the digital signs are being used only for safety messages/road closed messages. Neves thanked

WYDOT for the recycled asphalt pavement (RAP), and Big Horn County would like to gain access to RAP again in the future. Miller asked Big Horn County to reach out to WYDOT concerning future RAP needs.

The meeting adjourned at 10 a.m.

State Transportation Improvement Program (STIP) Meeting
Sept. 3, 2024; 11 a.m.
Fremont County Courthouse, Commission Room
Lander, Wyoming

Present:

Ron Fabrizius, Fremont County Commission
Jennifer McCarty, Fremont County Commission
Larry Allen, Fremont County Commission
Michael Jones, Fremont County Commission
Clarence Thomas, Fremont County Commission
Billy Meeks, Fremont County Road and Bridge Department
Becky Enos, Fremont County
Nathan Maxon, Fremont County Attorney
Emma Hall, Fremont County
Julie Freese, Fremont County Clerk
Bob Joslin, Citizen
Janelle Hahn, Citizen
Karen Wetzel, Citizen
Rep. Lloyd Larsen, House District 54
Rep. Pepper Ottman, House District 34
Rajeane Strube Fossen, City of Lander
Lance Hopkin, City of Lander
Tim Hancock, City of Riverton
Winslow Friday, Wind River Intertribal Council-DOT
Pete Hallsten, WYDOT
Randy Merritt, WYDOT
Lyle Lamb, WYDOT
Jack Hoffman, WYDOT
Robert Scheidemantel, WYDOT
Doug Etsinger, WYDOT
Cody Beers, WYDOT

Presentation:

Pete Hallsten and Randy Merritt presented the STIP presentation. Handouts included Fremont County STIP projects, WYDOT STIP presentation and WYDOT Transportation Facts 2023-24. (STIP Fremont County Presentation emailed to attendees after the meeting.)

Questions:

Hallsten and Merritt offered updates to meeting attendees on wildlife crossing work near Dubois (Merritt), the upcoming Wind River Canyon Resiliency Study (Hallsten), and work to install passing lanes between Shoshoni and Casper, and Shoshoni and Wind River Canyon. Merritt said the current plan with wildlife crossings involves writing a grant and the deadline is upcoming. With good fortune involving a possible grant award, design of the wildlife crossing project could begin as early as next spring with construction as early as 2027 or 2028.

Two legislators were at the meeting, and they received thanks for attending: Rep. Pepper Ottman (HD 34) and Rep. Lloyd Larsen (HD54).

Commissioner Ron Fabrizius asked a question about Airport Hill (the access road to the airport off U.S. 26. The access road is not part of the newly awarded U.S. 26 project from the canal in front of Riverton WYDOT to Eight Mile Road.

Commissioner Larry Allen said the passing lanes between Moneta and Waltman have improved traffic flow; he is in favor of building the passing lanes between Moneta and Shoshoni. Allen and other other commissioners said the passing lanes save lives, because motorists do not take as many chances.

Fabrizius said there is a need to build additional pullouts in Wind River Canyon. Merritt continued, saying most turnouts are on the river side

which creates an issue for northbound vehicles. WYDOT has been looking at providing turnouts on the canyon side, but finding locations that are not prone to rock fall is difficult.

Fabrizius asked how long chip sealing lasts once applied to the highway, especially near busy places such as Walmart. Merritt said the hope is 5 to 7 years near urban areas, and up to 9 years in rural areas with fewer turning movements.

Commissioner Jennifer McCarty addressed "a safety issue" on WY28 at the junction of WY28 and the old highway that goes to WYDOT and Atlantic City on South Pass. She said it is not very safe for people driving north or south because of the vertical curve in the roadway just south of the turnout. She said drivers need more time to merge when they turn north on to WY28; drivers coming on WY28 do not slow down. Merritt said WYDOT will investigate traffic movements associated with the intersection, including the vertical curve in WY28.

Fabrizius offered his thanks to WYDOT for its work in D5. Merritt acknowledged Fabrizious.

Rep. Lloyd Larsen referred to slide No. 6 in the Powerpoint, and said WYDOT needs to do a good job of explaining the sources of funding to people from around the state. He understands that WYDOT is not part of the state's general fund. He said WYDOT has several decisions to make regarding funding: 1. Get back on the state's general fund and ask for an annual allocation, or 2. raise fees. He said it is important for citizens/legislators/others to know that WYDOT needs more state funding to get out of the preservation mode so that some of the delayed projects and other projects can be built.

Winslow Friday spoke regarding bridge funding, specifically regarding the road over Diversion Dam. He suggested replacing the bridge through federal/state/tribal funding, and he said that there may be grant funding available to the tribes to pay for most, if not all, of the cost of rebuilding the bridge. He plans to address this issue in a mid-September meeting when the Tribes meet with the county commissioners.

The meeting adjourned at noon.

State Transportation Improvement Program (STIP) Meeting
Aug. 20, 2024; 3 p.m.
Hot Springs County Courthouse Annex, Commission Room
Thermopolis, Wyoming

Present:

Phillip Scheel, Hot Springs County Commissioner (online)

Paul Galovich, Hot Springs County Commissioner

Tom Ryan, Hot Springs County Commissioner

Jill Logan, Hot Springs County Attorney

Becky Kersten, Hot Springs County Clerk

Connie Guntly, Hot Springs County

Shane Rankin, Hot Springs County Road and Bridge

Mike Baker, Wyoming Transportation Commission

Bob Bonds, Federal Highway Administration

Scott Stone, Federal Highway Administration

Anthony Barnett, Engineering Associates

Les Culliton, Hot Springs County

Jim Jeunehomme, Town of Thermopolis

Hubert McAlister, Taxpayer

J. Taingares, Citizen (spelling?)

Glenn Dunbach, Citizen

Jurri Schenck, Thermopolis Independent-Record

Mike Baker, Wyoming Transportation Commission

Pete Hallsten, WYDOT

Randy Merritt, WYDOT

Lyle Lamb, WYDOT

Jack Hoffman, WYDOT

Kelly Erickson, WYDOT

Lance Schatz, WYDOT

Clint Huckfeldt, WYDOT

Shane Wilson, WYDOT

Cody Beers, WYDOT

Presentation:

Pete Hallsten and Randy Merritt presented the STIP presentation. Handouts included Hot Springs County STIP projects, WYDOT STIP presentation and WYDOT Transportation Facts 2023-24. (STIP Hot Springs Presentation was emailed to attendees after the meeting.)

Questions:

Pete Hallsten opened the meeting with discussion points: WYDOT is using portable DMS signs to encourage slower vehicles to move over and allow faster vehicles to pass; WYDOT is monitoring vehicles using the Game and Fish access at Wedding of the Waters (the numbers don't support turning or deceleration lanes); the Commission Road Improvement Program grant is being reviewed by the state Attorney General's office; BFP bridge over the Big Horn River will be let for bids this fall, and improvements are expected in 2025; the Wind River Canyon planning study is being prepared to kickoff, selection of a consultant for the study will happen soon; the Wind River Canyon highway 100th anniversary celebration is planned 10/1/2024.

Bob Bonds (FHWA) offered the fact that grant applications can go straight to the Federal Highway Administration, and aren't required to go to state DOTs, first.

Randy Merritt followed with the STIP presentation, and responded to questions.

Regarding the Broadway Avenue bridge in downtown Thermopolis, there is an available detour that passes by the state park maintenance headquarters on the east side of the railroad tracks. It will be clearly signed while bridge improvements are being completed. WYDOT will work closely with the Thermopolis hospital, etc., residents to make sure that access routes to east of the river are clearly signed and

publicized. Merritt promised a public meeting prior to construction on the bridge over the Big Horn River.

County Commissioner Paul Galovich complimented WYDOT on its five-year planning process, but he questions the long-term availability of funding. Merritt said the federal government has been consistent with funding awards to WYDOT, and state funding, while flat, has stayed consistent through time. Merritt said WYDOT will need new forms of funding in the future to stay viable and to keep up with inflation trends.

Merritt responded to a question from County Commissioner Tom Ryan regarding funding and projects. WYDOT, Merritt said, is still operating in pavement preservation mode in northwest Wyoming, and most other areas of the state.

Hallsten said WYDOT has been relatively successful with federal grant opportunities over the past five years, especially with wildlife crossing grants.

Hallsten said inflation has taken a toll on basic maintenance operations, such as chip sealing. He said WYDOT used to be able to chip seal northwest Wyoming roadways about every seven to nine years. That's an average of about 100 miles of highway receiving chip seals every year. Unfortunately, the impacts of inflation have cut WYDOT's chip sealing budget down to about 65 to 70 miles of highway receiving the treatment every year in 2024.

More discussion about the Wind River Canyon planning grant followed. Bonds said government entities can apply for grants, such as wildlife crossings, to assist with planning. Hallsten agreed, saying planning grants are a good start in places like Wind River Canyon to address public input and the scope of work to be completed, etc. Then, with

planning grant in hand, entities can apply for grant funds to complete the work during the current friendly grant environment for federal transportation funds. In Wind River Canyon's case, a future grant would likely be used to improve resiliency and add redundancy to the highway route in to and out of the Big Horn Basin.

The meeting adjourned at 4 p.m.

State Transportation Improvement Program (STIP) Meeting
June 18, 2024; 1:15 p.m.
Park County Public Library, Grizzly Room
Cody, Wyoming

Present:

Scott Mangold, Park County Commission
Dossie Overfield, Park County Commission
Lloyd Thiel, Park County Commission
Scott Steward, Park County Commission
Lee Livingston, Park County Commission
Colleen Renner, Park County Clerk
Darrell Steward, Park County Sheriff
Molly Norberg, Park County
Zac Taylor, Powell Tribune newspaper
Barry Cook, City of Cody
Phillip Bowman, City of Cody
Dexter Woodis, Shoshone Municipal Pipeline
Chad Bolkon, Shoshone Municipal Pipeline
Vernon Orndorff, Superintendent, Park County School District 6
Ged Whelan, Park County School District 6
Jim Pehringer, Park County School District 6
Stefanie Bell, Park County School District 6
Shelly Wardelich, Cody Senior Center
Pete Hallsten, WYDOT
Todd Frost, WYDOT
Dave Haller, WYDOT
Jack Hoffman, WYDOT
Jim Berry, WYDOT
Cody Beers, WYDOT

Presentation:

Pete Hallsten, Todd Frost and Jack Hoffman presented the STIP presentation. Handouts included Park County STIP, Park County STIP Projects through Fiscal Year 2030, and WYDOT Transportation Facts. (STIP Park County Presentation was emailed to attendees after the meeting.)

Questions:

Pete Hallsten offered these updates:

- The Blackburn Avenue/Big Horn Avenue traffic signal is installed and is working nicely. WYDOT has conducted an initial gap study, and the Big Horn Avenue/Wyoming 120 intersection is working well with the new traffic signal in operation. WYDOT will conduct another gap study after the 2024-25 school year begins;
- The City of Cody is currently designing its hybrid pedestrian beacon project at the Freedom/Big Horn Avenue intersection. Cody public works director Phillip Bowman said the City is at 80 percent completion with its design. Bowman said the goal is to have the pedestrian signal installed by this fall, but realistically, the project will most likely be bid this winter, with construction next year. The City has an informational video on how a pedestrian signal works. It's a video for school-age children about signals/devices. District 6 Superintendent Vernon Orndorff said the school will be happy to train/educate students on how the pedestrian signal functions;
- A pedestrian plan effort, led by The Other Project, has a finalized plan. It is currently published and out for public review. Comment cards and the plan are on display and available for public comments at the Park County Library in Cody. Consultant HDR worked on the project and will be compiling all public comments;

- A district-wide chip seal project will be conducted in the Cody area; one of the roads that will be chip-sealed in the Cody area is the South Fork Road.

Commissioner Lee Livingston asked about the roadway moving/cracking in Shoshone River Canyon directly west of Cody on the Cody side of the Shoshone River, and at Sulphur Creek. Todd Frost explained that WYDOT is monitoring the situations with the road movements west of Cody.

Frost continued, saying the lighting project went well inside the big tunnel. The lights are working as designed.

Colleen Renner asked about a branch hanging over a sign near the Chinese restaurant across from City Park adjacent to Sheridan Avenue; the branch is the city's responsibility, and it was noted by City officials attending the STIP meeting. Fresh paint on the curb at the northeast corner of City Park has also appeared, prohibiting eastbound parking close to the push-button-activated crosswalk on the northeast corner of City Park. This was a discussion item, too, at the STIP meeting.

Cody school board member Stefanie Bell acknowledged and thanked City and WYDOT leadership for the gains in pedestrian safety along Big Horn Avenue. She offered her thanks for the Blackburn Avenue traffic signal, and the upcoming pedestrian signal at Freedom Street/Big Horn Avenue.

Lee Livingston asked Hallsten if WYDOT still has plans to take over the old Game and Fish building/property along Wyoming 120 south of the airport. Hallsten said the discussion about this property is ongoing, but the issues haven't yet been resolved.

The meeting adjourned at 2:15 p.m.

**State Transportation Improvement Program (STIP) Meeting
July 23, 2024; 11 a.m.
Washakie County Courthouse, Commission Room
Worland, Wyoming**

Present:

Aaron Anderson, Washakie County Commissioner
Terry Wolf, Washakie County Commissioner
Morgan Martinez, Washakie County Commissioner
Lily Rakness Parra, Washakie County Clerk
Nick Kruger, City of Worland
Jim Gill, Mayor, City of Worland
Ernie Beckley, Mayor, Town of Ten Sleep
LeAnn Baker, Washakie Development Association
George Horvath, Northern Wyoming Daily News
Pete Hallsten, WYDOT
Randy Merritt, WYDOT
Lyle Lamb, WYDOT
Jack Hoffman, WYDOT
Mike Miller, WYDOT
Clint Huckfeldt, WYDOT
Matt Jones, WYDOT
Jordan Erz, WYDOT
Shawn Franzen, WYDOT

Presentation:

Pete Hallsten, Randy Merritt and Mike Miller presented the STIP presentation. Handouts included Washakie County STIP projects and the WYDOT Transportation Facts publication. (STIP Washakie County Presentation was emailed to attendees after the meeting.)

Questions:

Pete Hallsten offered updates on the Washakie County bridge replacements, including West River Road project and the future river bridge that would connect to Washakie Avenue; the Ten Sleep Climbing Management Plan; the truck route through Worland; U.S. 16/20 construction; and the Wind River Canyon federal planning grant.

Aaron Anderson asked if Washakie County could get extra chips during WYDOT overlay and chip seal projects. Randy Merritt said yes, WYDOT would be willing partner with the county (ARS process) during the crushing process prior to the projects.

Ernie Beckley asked about the timeline for the upcoming Big Trails project in FY2025.

Jim Gill asked about the Culbertson Avenue bridge replacement project (where did it go?). Mike Miller and Hallsten said the Washakie Avenue extension project is the Culbertson Avenue bridge replacement project.

Terry Wolf asked if the pavement conditions van is available for county roads. Hallsten committed to get the T2 information regarding this pavement condition van's availability to the Washakie County commissioners.

Anderson asked about the Wind River Canyon Resiliency Study, and possible routes for a redundant route. Hallsten mentioned Kirby Creek and through the Wind River Reservation on the other side, as well as Cottonwood Creek. Hallsten said these alternative routes could involve multiple routes.

Hallsten suggested that the county may want to apply for grants through Sara Ellis and the Local Government Office to deal with the

Lower Nowood slide area. Commissioners stated that they had applied for grants to do this "numerous times" without success.

Terry Wolf asked for an updated list of WYDOT equipment for sale, and Hallsten said he would look into that for the Commissioners. Hallsten said WYDOT has been holding on to older trucks for spares.

Nick Kruger inquired about Culbertson Avenue bridge and the availability of its annual inspection report. Randy Merritt said there is no current timeline available for when the inspection report will be available. Kruger asked if there is a plan in place if the bridge becomes unusable. Hallsten said there's no plan in place for use of the bridge if it fails inspection, but he added that construction of a redundant bridge over the Big Horn River is the plan for this, including the Washakie Avenue extension.

Kruger asked about the availability of traffic counts in Worland, especially at the cross streets with Big Horn Avenue, and Hoffman said he would check on the traffic counts that WYDOT has taken in Worland.

Meeting adjourned at noon.

State Transportation Improvement Program (STIP) Meeting
Sept. 3, 2024; 1:30 p.m.
Frank B. Wise Business Center
Ft. Washakie, Wyoming

Present:

Keenan Groesbeck, Northern Arapaho Business Council
Karen ReturnsToWar, Northern Arapaho Business Council
Wayland Large, Eastern Shoshone Business Council
Gloria St. Clair, Eastern Shoshone Business Council
Winslow Friday, Wind River Intertribal Council-DOT
Theron Willow, Wind River Intertribal Council-DOT
Brandon Bell, Wind River Intertribal Council-DOT
Theotis McCabe, Wind River Intertribal Council-DOT
Stanford Ware, Wind River Intertribal Council
Martin Underwood, Wind River Intertribal Council-DOT
Rep. Pepper Ottman, House District 34
Nick Scribner, Wyoming Game and Fish Department
Kyle Lehto, HDR
Paden Anderson, HDR
Pete Hallsten, WYDOT
Randy Merritt, WYDOT
Lyle Lamb, WYDOT
Jack Hoffman, WYDOT
Robert Scheidemantel, WYDOT
Brian Martin, WYDOT
Cody Beers, WYDOT

Presentation:

Pete Hallsten and Randy Merritt presented the STIP presentation. Handouts included Fremont County STIP projects, WYDOT STIP presentation and WYDOT Transportation Facts 2023-24. (STIP Wind

River Reservation STIP Presentation emailed to attendees after the meeting.)

Questions:

Hallsten and Merritt offered updates to meeting attendees on wildlife crossing work near Dubois (Merritt), the upcoming Wind River Canyon Resiliency Study (Hallsten), and work to install passing lanes between Shoshoni and Casper, and between Shoshoni and Wind River Canyon. Merritt said the current plan with wildlife crossings involves writing a grant and the deadline is upcoming. With good fortune involving a possible grant award, design of the wildlife crossing project could begin as early as next spring with construction as early as 2027 or 2028. Merritt thanked the Tribes for signing on to the wildlife crossing grant, which will benefit wildlife on and off the reservation closer to Dubois.

A lengthy discussion ensued on the locations for another highway over the Owl Creek Mountains, and also discussion about the 2012 completed/shelved study involving building another route from the Riverton area to the south and the Wind River Reservation.

Rep. Pepper Ottman (HD 34) received thanks for her attendance at the Wind River Reservation STIP meeting.

Winslow Friday gave an update about Yellowcalf Road: He said the road should be complete in about three weeks. His office has not yet submitted a funding request to WYDOT Local Government for the TAP grant. (Hallsten and Cody Beers drove the road after the meeting, and it looks very well done, including the paved road and paved pathway.)

A long discussion about EVs followed. Councilman Groesbeck said the State of Wyoming is falling behind the move to EVs and to provide charging stations.

Friday asked if there is a funding mechanism to fund reservation road maintenance from state fuel taxes. Hallsten told Friday he would research this question.

Friday added a comment about the STIP Powerpoint Presentation: "Indian Reservation Roads Program" has been changed to "Tribal Transportation Program."

Friday said WRITC has funding available from the US287 pathway project to pay to have RRFB pedestrian-activated beacons installed so pedestrians can safely cross the highway from the pathway to the Ethete Road pathway. The funding must be used by 2026. District Traffic Engineer Jack Hoffman will meet with Friday to discuss crosswalk warrants and if there is a safe location for the pedestrian crosswalk.

Friday and Brandon Bell discussed the federal Access Roads Regulation 25 CFR. The discussion involves US20/WY789 near Boysen Reservoir. Friday believes the Tribes could apply for reservation/tribal transportation grants to help take care of the highway near Boysen Reservoir and through Wind River Canyon. He said Average Daily Traffic (ADT) is a hot topic nationally among Native American Tribes. It is being discussed as a way to boost funding for Native American Tribes.

Friday led a discussion about the Kinnear Bridge and Wind River and the river behavior above the bridge. Everyone agrees the water is eroding toward the south in a curve about a half-mile above the Kinnear

Bridge on WY132. The land is currently owned by the Northern Arapaho Tribe.

Merritt and Friday led a discussion about the reconstruction of WY132 and realignment of the highway away from "Hell's Hill." Money is budgeted for some of the improvements. Tribal TIPPO has given the Tribes/WYDOT the OK to investigate and design the roadway which would straighten WY132 over the hill and about a mile to the north.

Friday also mentioned that the Tribes would like to continue studying the idea of building a roundabout at the intersection of WY132 and Ethete Road in Ethete.

Friday asked about the development of web cameras at four intersections: US287 and Ethete Road near Hines Store; WY132 and 17 Mile Road at the west end of 17 Mile Road; 17 Mile Road and Left Hand Ditch Road near Arapahoe; and Ethete Road/WY132 intersection at the signal light in Ethete. Preliminary discussions were held last winter with Nathan Smolinski in Cheyenne; Cody Beers will follow up with Smolinski for a status update.

Friday is aware of a 2012 Fremont County study that looked at the placement of a redundant route bridge across the Big Wind River via Left Hand Ditch Road into Riverton. Robert Scheidemantel said he would pull out of the study and would research how to again begin studying the idea of a redundant route into Riverton from the Wind River Reservation.

Scheidemantel brought up the issue of the lack of gravel pits between Kinnear and Dubois on US26/287. The problems with reservation pits were discussed: Contractors are required to obtain EPA permits, and while the permits are free, but issue of hiring a contractor to study/meet compliance is very expensive; working with the BIA and royalties are difficult. Groesbeck said BIA involvement in issues like

this is "basically nonexistent" at the present time. NEPA is a very long process, and these things make it difficult for WYDOT/Tribes to meet their financial responsibilities. Groesbeck committed to bringing this pit/EPA issue to Region 8 for background/further clarification.

The meeting adjourned at 3 p.m.