

**State Transportation Improvement Program (STIP) Meeting
July 18, 2023; 10 a.m.
Big Horn County Courthouse, Commission Room
Basin, Wyoming**

Present:

Dave Neves, Big Horn County Commission

Deb Craft, Big Horn County Commission

Lori Smallwood, Big Horn County Clerk

Bob Bonds, Federal Highway Administration, Cheyenne

Bryce Fauskee, Wyoming Services for Independent Living, Cody

Shannon Hovey, Big Horn County Road and Bridge

Eric Mann, Big Horn County Road and Bridge

Barbara Anne Green, Basin Republican Rustler

William Bridges, Big Horn County Engineer

Matt Leonhardt, Big Horn County Engineering

Dexter Woodis, Shoshone Municipal Pipeline

Erin Leonetti, Wyoming Game and Fish Department

Pete Hallsten, WYDOT

Michael Miller, WYDOT

Randy Merritt, WYDOT

Jack Hoffman, WYDOT

Scott Thomas, WYDOT

Cody Beers, WYDOT

Presentation:

Pete Hallsten, Randy Merritt and Mike Miller presented the STIP presentation. Handouts included Big Horn County STIP projects, WYDOT 2022 crashes publication. (STIP Big Horn County Presentation was emailed to attendees after the meeting. The presentation was also emailed to Colleen Tippetts of the Town of Lovell at her request, who wasn't at the 7/18/22 presentation.)

Questions:

Willie Bridges referenced cattle guard installation in Big Horn County; Pete Hallsten and Randy Merritt said WYDOT will partner with Big Horn County at the appropriate locations.

Mike Miller pointed out bridge at the Montana State Line that will be replaced. It's right on the Big Horn-Park county line, but is in Park County.

Bridges asking about the availability asphalt mill tailings, and Randy Merritt confirmed that tailings will be hauled to the Bridger Trail pit and placed on the haul road from the pit to US 14/16/20 when the Eagle Pass to Park County line pavement improvement project happens. In addition, some mill tailings from future projects will be available to the county.

Willie Bridges requested mill tailings for Big Horn County from all upcoming pavement improvement projects.

Erin Leonetti (WyG&F) addressed the group, asking if upcoming bridge construction will have normal design, and she requested a copy of all off-system bridges planned for replacement/rehabilitation in the future.

Randy Merritt suggested the county/municipalities should reach out to WYDOT Local Government Office/Sara Ellis to pursue available funding opportunities. Along that line, Willie Bridges said Big Horn County applied for a federal RAISE grant to do pavement improvements along the Orchard Bench Road near Basin, but the application wasn't approved. He said the county is looking for "surfacing" funds. He said Orchard Bench, an important farm to market road, needs to be resurfaced, but Big Horn County doesn't have the

funding needed for the project. Pete Hallsten said all counties are seeing inflated maintenance costs, and he encouraged the county to speak with legislators about the Legislature taking a "deep-dive" into funding mechanisms for cities and counties to maintain the pavement under their jurisdiction, especially since many of the state's funding mechanisms do not deal well with current inflation of road maintenance materials.

Randy Merritt said cities and counties can still piggyback on to state bids for crushing chips for chip seals, oil, asphalt plant mix and other items to receive the best possible price.

Concerning the current ongoing CRIP project near Greybull, Hallsten said Big Horn County and WYDOT need to schedule a time to view roads for the road exchange to meet the current CRIP requirement. He mentioned the Golf Course Road near Basin as a possibility. Willie Bridges suggested the tour happen this fall, and maybe after Nov. 1 when irrigation water stops flowing for the winter in ditches.

The meeting adjourned at 11:15 a.m.

State Transportation Improvement Program (STIP) Meeting
July 18, 2023; 2 p.m.
Park County Courthouse, Commission Room
Cody, Wyoming

Present:

Scott Mangold, Park County Commission
DossieOverfield, Park County Commission
Lloyd Thiel, Park County Commission
Scott Steward, Park County Commission
Colleen Renner, Park County Clerk
Ben McDonald, Park County
Bob Bonds, Federal Highway Administration, Cheyenne
EJ House, Cody Country Chamber of Commerce
Morgan Phillips, Cody Enterprise newspaper
Molly Norberg, Park County
Zac Taylor, Powell Tribune newspaper
Joy Hill, Park County
Tiffany Manion, TOP public transportation
Chris Guyer, TOP public transportation
Brian Edwards, Park County
Phillip Bowman, City of Cody
Erin Leonetti, Wyoming Game and Fish Department
Dexter Woodis, Shoshone Municipal Pipeline
Rep. John Winter, HD28
Vernon Orndorff, Superintendent, Park County School District 6
Ged Whelan, Park County School District 6
Stefanie Bell, Park County School District 6
Erin Welty, Greater Yellowstone Coalition
Ben Hubbard, City of Powell
Pete Hallsten, WYDOT
Michael Miller, WYDOT
Randy Merritt, WYDOT

Jack Hoffman, WYDOT
Jim Berry, WYDOT
Cody Beers, WYDOT

Presentation:

Pete Hallsten and Randy Merritt presented the STIP presentation. Handouts included Park County STIP projects, WYDOT 2022 crashes publication. (STIP Park County Presentation was emailed to attendees after the meeting.) One written comment (Bartlett) was received on 7/18/2023; it is attached.

Questions:

Pete Hallsten offered these updates: WYDOT is moving toward a lease with Park County for the vacant WG&F building on the south end of town (for Wyoming Highway Patrol and Driver Services); Blackburn Avenue/Big Horn Avenue traffic signal project will be let in 2023; and WYDOT received a TAP grant application from the City/~~Park 6~~ for crosswalk improvements at the intersection of Big Horn Avenue/Freedom Street north of Cody Middle School.

Phillip Bowman asked about the provided spreadsheet, with specific reference to the Blackburn/Big Horn traffic signal project. When the project was set up, the cost was \$530,000; today's estimate is \$720,000. He asked if the City of Cody is responsible for any of the costs; Randy Merritt responded and said "no," WYDOT will cover the costs of the traffic signal project. But, Merritt also said that due to inflation, WYDOT District 5 has delayed four pavement improvement overlay projects. Merritt reiterated that there are "no issues" with letting the Blackburn/Big Horn Avenue traffic signal project in 2023.

Dossie Overfield asked how WYDOT budgets for disasters, such as the flooding on the North Fork. Pete Hallsten said that federal

Emergency Response (ER) funding is 100 percent funding in addition to federal formula funding, with no state match required.

Hallsten said WYDOT is working on a planning grant with the Town of Meeteetse to work toward bringing their Main Street (WY120) and highway toward Sunshine Reservoir (WY290) ADA compliant.

Brian Edwards asked about the possibility of using federal funds for pavement preservation projects. Randy Merritt said WYDOT would research that topic, as it was also mentioned at the Big Horn STIP meeting. The Local Government Office (Sara Ellis) will be asked to research that topic and other federal funding programs to see if the possibility exists.

Stefanie Bell offered her compliments to the City of Cody, WYDOT, and Park 6, and the volunteers who worked the Big Horn Avenue/Freedom Street crosswalk for 13 weeks. She said the volunteer crosswalk duty helped everyone see the "ground floor" issues of pedestrians near the Cody Middle School. Bell continued, acknowledging the efforts of "everyone in this room" for improving safety for Park 6 students. In the second half of her comments, Bell expressed frustration with the 4 $\frac{1}{2}$ -year process to improve the Big Horn Avenue pedestrian crossing. She said a third of students at the Cody Middle School are new every year and must be trained. "Time continues to pass," Bell said. Randy Merritt also thanked those that have been part of the partnership to work through the Big Horn Ave. Corridor study. He countered Bell's statement, saying, "this project has moved fast from our perspective with all that it entailed." Pete Hallsten also weighed in, thanking the County, City and Park 6 for the collaborative effort to keep pedestrians safe in the City of Cody.

The meeting adjourned at 3 p.m.

State Transportation Improvement Program (STIP) Meeting
Aug. 8, 2023; 11:30 a.m.
Fremont County Courthouse, Commission Room
Lander, Wyoming

Present:

Larry Allen, Fremont County Commissioner
Jennifer McCarty, Fremont County Commissioner
Michael Jones, Fremont County Commissioner
Ron Fabrizius, Fremont County Commissioner
Becky Enos, Fremont County
Julie Freese, Fremont County Clerk
RaJean Strube Fossen, Assistant Mayor, Lander
Lance Hopkin, City of Lander
Hunter Roseberry, City of Lander
Brendan Thoman, City of Riverton
Brian Eggleston, City of Riverton
Janelle Hahn, Citizen, Lander
Nick Scribner, Wyoming Game and Fish Department, Lander
Mark Keiser, Citizen
Ron Robertson, NECI Engineering, Montana
Wallace J. Gladstone, NECI Engineering, Montana
Winslow Friday, Wind River Intertribal Council DOT
Mike Harris, Fremont County School District No. 1, Lander
Jodi Darrough, Fremont County Attorney's Office
Rep. Pepper Ottman, HD34, Riverton
Billy Meeks, Fremont County Road and Bridge Supt., Riverton
Pete Hallsten, WYDOT
Randy Merritt, WYDOT
Lyle Lamb, WYDOT
Jack Hoffman, WYDOT
Cody Beers, WYDOT
Robert Scheidemantel, WYDOT

Erik Smith, WYDOT
Baylor Beers, WYDOT
Andrew Dayton, WYDOT
Matt Sanders, WYDOT
Kim Kurasz, WYDOT
Kevin Maynard, WYDOT
Clay Johnson, WYDOT

Presentation:

Pete Hallsten, Randy Merritt, Robert Scheidemantel and Erik presented the STIP presentation. Handouts included Fremont County STIP projects, WYDOT 2022 crashes publication. (STIP Fremont County Presentation was emailed to attendees after the meeting.

Questions:

Pete Hallsten offered updates on the access agreement for the new Riverton hospital.

Near misses were discussed at the Honor Farm/Country Acres roads intersection (including a recent crash involving six people, which involved people driving through the stop sign and into the crash in US26/WY789), Missouri Valley Road (WY134) intersection with Eight Mile Road, Kingfisher Road and US26/287 near Dubois.

Commissioner Larry Allen said speed is causing issues near all communities. The need exists for people to slow down. Commissioner Ron Fabrizius said the safety improvements at Honor Farm/Country Acres roads have helped, but drivers need to drive at slower speeds.

WYDOT's Jack Hoffman said speeds will be studied after developments north of Riverton, including the new hospital and other businesses, are complete.

County road and bridge supt. Billy Meeks said residents of Kingfisher Road would like to see speed reductions on US26/287 east of Dubois.

Jack Hoffman cautioned everyone about the lack of effectiveness of signing for speed limits. Missouri Valley is one example; motorists' average speed is high, yet accident history is very low along the 20-plus-mile road.

City of Lander public works director Lance Hopkin said residents of Mortimore Lane would like to see slower/consistent speeds on WY131 (Sinks Canyon Road) and south of Lander (US287).

Jack Hoffman said local governments can request speed studies by letter, with the letter sent to Hoffman, the district traffic engineer in Basin. Pete Hallsten said WYDOT tries to do speed studies when relevant numbers/new development occur.

Rep. Pepper Ottman said Missouri Valley Road is an area where accidents occur, and she'd like to see slower speeds there. She later asked if "agriculture on road" signs could be an option on Missouri Valley Road. Jack Hoffman said he would address this.

Commissioner Michael Jones asked about WYDOT's and G&F's use of digital message signs, which warn people of animal crossings. Randy Merritt explained that these signs are in use and were purchased with grant funds. WYDOT and G&F have a cooperative agreement in place to move around the signs to areas where animals are congregating or moving back and forth across roadways. Cody Beers added that WYDOT, through expenditure of federal highway safety funding, just purchased two of the digital-message sign trailers for use by the Tribes/Tribal Transportation in spreading wildlife/highway safety/construction messaging to motorists.

In response to another Jones question, Randy Merritt said Dubois is currently third on the list of priority areas to receive mitigation to help with wildlife/vehicle collisions. Safety improvements for motorists/deer are under way at LaBarge in District 3, Kemmerer improvements are second on the list, and the Dubois improvements are third. The area of US26/287 near the military tank museum and Dubois is a hot-spot for wildlife/vehicle collisions. Possible mitigation for wildlife east of Dubois would likely include high fencing, underpasses and overpasses.

Becky Enos asked about the bid letting schedule for the US287 project north of Lander near Hines Store, which includes improvements near Hines Store and a pedestrian pathway between Shipton Lane and the Frank B. Wise Business Center. Randy Merritt said the project could go to bid as early as fall 2023.

Michael Jones asked about WYDOT's increase in federal funding, and Randy Merritt said WYDOT received about an additional \$100 million through the new federal highway funding legislation. In northwest Wyoming, however, Randy Merritt said WYDOT has seen its highway improvement budget shrink by more than \$24 million since last year. Four projects were delayed in this year's STIP document in northwest Wyoming, as more WYDOT funding is being funneled to the Wyoming interstate system. Jones also asked about funding opportunities for counties in the new legislation, and Jones was encouraged to contact Sara Ellis in WYDOT's Local Government Office for details on possible funding in the new federal legislation.

Winslow Friday asked about the percentage of WYDOT federal funds going to the interstate highways in Wyoming. Last year, Merritt said, WYDOT moved \$24 million from District 5 to the interstates, because WYDOT doesn't have any interstate highways in northwest Wyoming.

Merritt added that this year northwest Wyoming's STIP (D5) is the lowest in Wyoming.

Larry Allen asked about the impact of delays on construction. Randy Merritt said bridge parts, signal poles, etc., due to supply chain issues, are taking months to receive. Manpower shortages are also a concern. Contractors are spread thin, have manpower shortages and are very busy.

Ron Fabrizius said Airport Road in Riverton (a city street) needs to be rebuilt. Brian Eggleston of the City of Riverton said the city has applied for federal grants twice (and has been turned down twice) to rebuild Airport Road from US26 to the airport terminal. Fabrizius asked about if WYDOT could help put together a funding estimate for reconstruction of Airport Road. Randy Merritt said WYDOT may be able to help with this estimate, which could help the City of Riverton apply for grants to reconstruct Airport Road.

Brendan Thoman asked if WYDOT is available to explain federal grant opportunities to towns and counties. Randy Merritt said Sara Ellis in the WYDOT Local Government Office is a great source of information for these grant opportunities.

Nick Scribner asked if GPS coordinates could be added to project lists, as he believes mileposts are very confusing. Cody Beers told Scribner that WYDOT has a milepost book, called Maintenance Section Reference Book. It is available via download from WYDOT's web site. (A copy of the Maintenance Section Reference Book was emailed to Scribner.)

Wallace Gladstone asked about the increase in price of chip sealing per mile. He was referenced to the STIP presentation, which shows the

effect of inflation on materials and processes. (Each attendee was emailed a copy of the STIP Presentation for Fremont County.)

Winslow Friday expressed his concern for WY132 and if the newly installed pipes will transport all flood waters underneath the highway if the area receives a "real flood." He said the new pipes installed last summer in Johnstown Valley "barely handled" water that was overflowing the Wind River.

The City of Riverton would like to extend the sidewalk along the east side of West Main Street between Central Wyoming College in Riverton and Airport Road. Brendan Thoman expressed concern for pedestrian safety, as there are dozens of people who use the dirt or paved roadway as a walking path on a daily basis. Randy Merritt said WYDOT isn't currently extending new ADA services with today's limited budgets.

The group spent time talking about upcoming bridge construction, and bridge construction costs, including Diversion Dam Bridge and Wilderness Bridge. Billy Meeks said three bridge steel girders are available for Wilderness Bridge through the Tribes, and he'd like to know where they are.

Lance Hopkin asked about issues related to wind in Red Canyon, and asked specifically if WYDOT would consider a full-blown corridor study to reroute WY28. Merritt said that could happen, but hasn't happened. A letter of request and a budget for such a study would be required.

The meeting adjourned at 1 p.m.

State Transportation Improvement Program (STIP) Meeting
Aug. 15, 2023; 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
Stuart Bower, Washakie County Road and Bridge
Mike Robinson, Washakie County
Jim Gill, City of Worland
LeAnn Baker, Washakie Development Association
Franco Romero, Citizen, Hake Real Estate
Ernie Skretteberg, McGarvin-Moberly Construction Company
Karla Pomeroy, Northern Wyoming Daily News
Mike Donnell, City of Worland
Floyd Meeks, Wyoming Sugar
Chad Williams, Wyoming Sugar
Mike Greear, Wyoming Sugar
Rep. Martha Lawley, HD27, Worland
Nick Kruger, City of Worland
Tracy Glanz, City of Worland
Mike Baker, Wyoming Transportation Commission
Ernie Beckley, Town of Ten Sleep
Pete Hallsten, WYDOT
Randy Merritt, WYDOT
Lyle Lamb, WYDOT
Jack Hoffman, WYDOT
Cody Beers, WYDOT
Mike Miller, WYDOT
Matt Jones, WYDOT

Joseph Keele, WYDOT

Presentation:

Pete Hallsten, Randy Merritt and Mike Miller presented the STIP presentation. Handouts included Washakie County STIP projects and the WYDOT 2022 crashes publication. (STIP Washakie County Presentation was emailed to attendees after the meeting.)

Questions:

Pete Hallsten offered updates on the Ten Sleep crosswalk, which will soon be installed, as conditions now warrant a crosswalk in the Pine Street/US16 intersection in Ten Sleep; the Big Horn Basin Recreation Council's raft float from Worland to Basin was held on 8/12/2023, and a new trail system could eventually become a reality; the Ten Sleep Climbing Management Plan (is currently on hold); the West River Road reconstruction and bridges project is nearly complete, with paving planned in September; and paving on the county's Winchester Road is occurring on each side of Cottonwood Bridge.

Terry Wolf asked if "big culverts" could be used in place of county bridges recommended for replacement. Randy Merritt said this idea will be discussed at upcoming visits to each proposed project, and big pipes may be the answer in some off-system locations.

Mike Greear asked when West River Road would be paved. The early sugar beet harvest begins Sept. 22. Greear said there were no complaints about the West River roadway during the barley harvest. Randy Merritt said the plan for West River Road is to have it paved during the second half of September.

The City of Worland is moving ahead with its part of the possible new Big Horn River bridge and Washakie roadway. A cooperative agreement with WYDOT is in Cheyenne awaiting signatures.

Greear asked if WYDOT plans to post weight limits on the Hanover Canal bridge. Randy Merritt said there are not any plans to load-post the bridge.

A question came from an individual to give reasons for building the new bridge over the Big Horn River. Randy Merritt said the long-term issue is the longevity of the Culbertson Avenue bridge. The idea, as Worland grows, would be to locate the new bridge in a place that provides better access to the areas that are developing in Worland, such as Wyoming Sugar, the east side of Worland, the Worland hospital, schools, etc.

Terry Wolf said the newer bridge over the Big Horn River currently has a buildup of trees and branches under the bridge. Randy Merritt said WYDOT would assess this issue.

Terry Wolf said the traffic signal on the west end of Worland near the railroad isn't functioning the way it was designed. Jack Hoffman said there's new traffic signal detection in place, and he said WYDOT would assess this detection to make sure it's operating correctly. The traffic signal seemed to be worked as designed during an inspection later the same day.

Mike Greear said a rest area and more parking are needed on US16 through the canyon east of Ten Sleep. A rest area and more parking are needed, he said, to accommodate the influx of hundreds of climbers over the past few years. Pete Hallsten said WYDOT was working with the U.S. Forest Service on design of a parking lot adjacent to US16, but personnel changes in the Forest Service has

slowed this issue. Hallsten said the next step for the Forest would be to finish its NEPA process and develop the project. WYDOT is prepared to partner with the Forest Service in this new parking area. Terry Wolf said he is working toward some of these improvements on US16 for safety reasons of over-the-road travelers. He believes WYDOT should sign several of the existing highway pullouts for "emergency parking only." Hallsten acknowledged signing pullouts for emergency parking may happen in the future, but then the issue becomes whether or not citizens would obey the signs. Hallsten would like to work with the county/towns/etc., to communicate with the climbers who are visiting the area. Hallsten said part of the Forest's NEPA process was to distribute a "best practices" document to educate climbers about the highway, need to maintain some emergency parking, etc. Hallsten said WYDOT's role is not to inhibit growth, but discussions with all parties is part of WYDOT's role to make US16 and parking pullouts safely work for as many people as possible.

Terry Wolf asked about WYDOT's NEVI (electric vehicle) plan and he also inquired about the necessary infrastructure to implement such a plan. Randy Merritt said the federal funding was designed to help private entities install chargers, but the priority is along the three interstates (I-80, I-90 and I-25) through the state of Wyoming. Commissioner Mike Baker said the "crux of the situation" is that the federal government could require Wyoming to pay back the funding if a business changes hands or the business closes; this could result in a 30-year payback situation to the federal government, a process WYDOT couldn't afford.

The meeting adjourned at noon.

State Transportation Improvement Program (STIP) Meeting
Aug. 15, 2023; 3 p.m.
Hot Springs County Courthouse Annex, Commission Room
Thermopolis, Wyoming

Present:

Phillip Scheel, Hot Springs County Commissioner

Paul Galovich, Hot Springs County Commissioner

Tom Ryan, Hot Springs County Commissioner

Jill Logan, Hot Springs County Attorney

Eileen Hileman, Citizen

Unnamed Citizen (unable to read name, see sign-in sheet)

Kelly Strampe, Citizen

JurriSchenck, Citizen

Stephen Domhoff, Citizen

Michele Stevens, Citizen

JW Wertz, Citizen

Leyann Gomez, Citizen

Lindy Linn, U.S. Senator Cynthia Lummis Office

Kevin Skates, Citizen

Teri Gergen, Citizen

Linda Hughes, Citizen

Becky Kersten, Hot Springs County Clerk

Connie Guntly, Hot Springs County

Shane Rankin, Hot Springs County Road and Bri

Mike Baker, Wyoming Transportation Commission

Pete Hallsten, WYDOT

Randy Merritt, WYDOT

Lyle Lamb, WYDOT

Jack Hoffman, WYDOT

Cody Beers, WYDOT

Presentation:

Pete Hallsten and Randy Merritt presented the STIP presentation. Handouts included Hot Springs County STIP projects and the WYDOT 2022 crashes publication. (STIP Hot Springs Presentation was emailed to attendees after the meeting.)

Questions:

Pete Hallsten opened the meeting with discussion points: WYDOT is asking for letters of support from interested parties to add to a grant application for funding to complete passing lane construction between Shoshoni and Casper (US20/26) and between Shoshoni and Wind River Canyon (US20/WY789).

There was extensive discussion about the Wedding of the Waters fishing access at the northern end of Wind River Canyon.

Citizens/commissioners said the turn-in has excessive traffic entering/leaving the highway during most days of the summer, but especially on weekends. Citizen JW Wertz and Leyann Gomez submitted written comment earlier on Aug. 15 at WYDOT in Thermopolis, and were also at the STIP meeting. They said WYDOT needs to install turning lanes at the Wedding of the Waters fishing access to address the safety concerns. They continued, saying that WYDOT must get involved in improving the 22 miles of US212 over the Beartooths, as it's "very embarrassing to be a Wyoming resident and see the condition of that highway in Wyoming. It's shameful of the highway design in Wyoming, and Montana has beaten you guys big time." Cody Beers met with Gomez and Wertz after the meeting to explain the "orphan road" status of the Wyoming portion of US212 (Beartooth Highway).

Tom Ryan and Hallsten discussed the Commission Road Improvement Program agreement between Hot Springs County and WYDOT. A

project to improve part of Black Mountain Road is near north of Thermopolis. As part of the agreement, when Black Mountain Road is finished, Hot Springs County will add Grass Creek Road to its inventory. Grass Creek Road will see improvements prior to the road becoming a county road. Ryan said this agreement has been very beneficial for Hot Springs County and WYDOT. He was complimentary of the process and the solid working relationship between the county and WYDOT.

Citizen Stephen Domhoff asked about a future road project bid to be let and awarded past his house north of Thermopolis on US20. Randy Merritt discussed this future project with Domhoff.

Paul Galovich complimented WYDOT on snow removal during the 2022-23 winter. "Thank you," said Galovich.

The meeting adjourned at 4 p.m.

July 14, 2023

to: Cody Beers, WYDOT Public Relations
from: Terry Bartlett
concerning: a proposal for a Corbett Bridge left hand turn lane

Background Information:

A few years ago on my way from Cody to Powell I had a near miss of rear-ending an RV which was trying to turn left into the Trout Ranch RV Park. This left turn is .5 miles from where the two lane highway merges into one lane on the approach to Corbett Bridge. Because there is no left turn lane at this spot, RV's sometimes have to come to a complete stop on the highway while they wait for cars coming from the opposite direction to pass. This stopped RV is what caused my near miss. I braked hard and headed for the shoulder of the road. My skid marks were there for a long time. Now, every time I go to Powell not only do I look a long ways ahead for stopped RVs, I also look for other peoples' skid marks. Most of the time there will be skid marks heading towards the shoulder which tells me other people are having this same near miss.

Continuing past the RV park there are two residences that are also without a left turn lane for their access. After crossing Corbett Bridge there is a dirt road on the left side that serves as a river access point. There are also two historical information signs at the same spot. The river road is accessed by numerous left turns. This is where many rafting company busses and private floater vehicles make left turns across the highway to access the finish of their float trips. However, there is not a true left hand turn lane at that spot. There is a short length of lane that everyone uses for making the left turn toward the river road, but it is double striped on both sides as if it shouldn't be used at all. The actual Cody-Powell highway's left hand turn lane is further on down the highway from this spot. After 2.2 miles, the single lane highway that crosses Corbett Bridge when traveling from Cody to Powell will again become a double lane highway.

A Proposal for a Corbett Bridge left hand turn lane:

The two lane highway coming from Powell to Cody also merges into one lane for the approach to Corbett Bridge. However, instead of remaining as one lane as is done in the opposite direction, it reverts back to two lanes before the bridge is crossed. If the highway remained a single lane until it crossed the bridge and passed the Trout Ranch RV Park, a left hand turn lane could be created for all four of the places described above. Of course this proposal needs professional study, especially for the unintended consequences for which I am unaware. However, if it were to take place the only material needed to create this left hand turn lane would be paint. For the price of paint, 4 left hand turn accesses could be created which would hopefully increase the highway safety of the 2.2 miles of approaching, crossing, and exiting Corbett Bridge.



Thermopolis Resident Concerns

1 message

Tue, Aug 15, 2023 at 8:51 AM

[REDACTED]

Good Morning Cody,

There were two main concerns that JW Wertz and LeAnne Gomez [REDACTED] had about our state highways.

1. They are concerned about the flow of traffic into the Wedding of the Waters boat launch area. They think a turning lane would make that flow a lot safer.
2. They are concerned about the shoulders and bar ditch on highway 212 over Beartooth Pass. They feel that a lined bar ditch would better route the runoff water. Their main concern here is the shoulder and the edge of the pavement being unsafe.

Thank you for your time, Cody and have a wonderful day!

--

Jennifer O'Rourke
Construction/Field Survey Tech

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