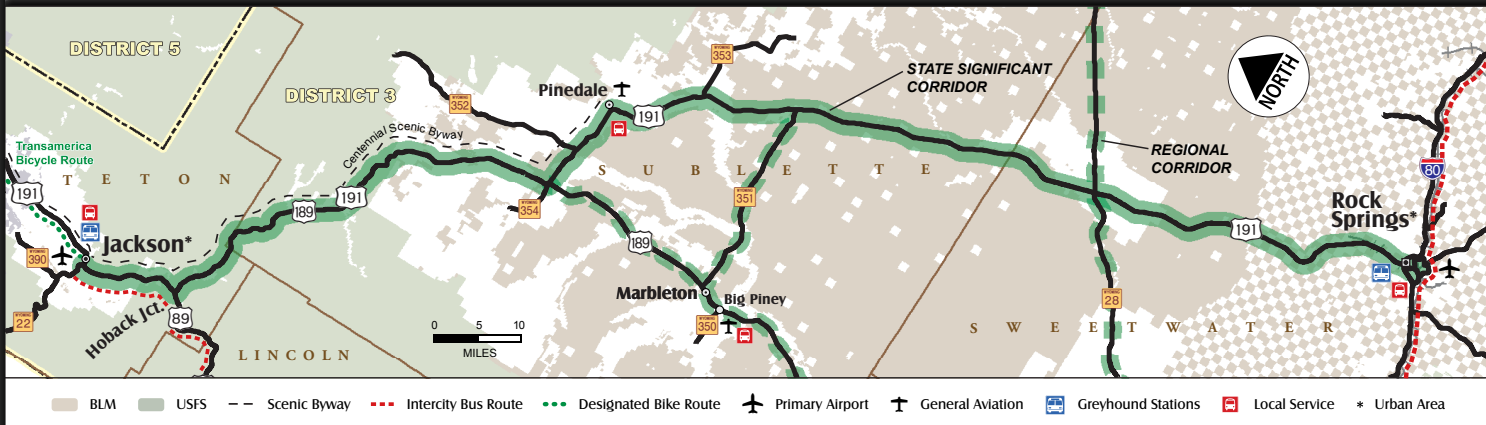




Hoback Canyon



GOALS	CORRIDOR CHARACTERISTICS	
Energy Development	Jonah Field and Pinedale Anticline two of the most active oil and gas fields in the state	Wildlife/vehicle crashes are problematic throughout
Trucks		
Commuting		
Recreation Travel	Pinedale to Jackson is part of the Centennial Scenic Byway	Blowing and drifting snow affects winter travel
System Preservation		
Safety		

PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION AND SAFETY

Primary investments for the corridor should focus on preserving the existing system, including level of service and condition for traffic, pavement, and bridges. While certain spot locations may require minor capacity, the general capacity of the highway is adequate for current and future traffic volumes. In addition, a segment of US 191 and WYO 351 require safety improvements. Additional mobility options will become more important in future years in the Jackson area to accommodate recreational and commuter traffic with public transportation and associated facilities. Plans should include the rehabilitation and replacement of deficient bridges.

CORRIDOR CHARACTERISTICS

Corridor Description

The Rock Springs to Jackson corridor is a heavily traveled 175 mile route in western Wyoming. Identified as State Significant Corridor (SSC) 4, it connects Interstate 80 (I-80) on the south at Rock Springs (population 20,200) to the town of Jackson (population 9,806) on the north.

The corridor spans a region of diverse geography and economies. The high plains area to the south has been heavily developed by extractive energy interests across agricultural and public lands, primarily Bureau of Land Management (BLM). North of Pinedale, the corridor transitions to mountainous terrain, with some agriculture, and a vibrant recreation-based tourism industry centered on the Grand Teton and Yellowstone National Parks, as well as the Bridger-Teton National Forest. The section from Pinedale to Jackson includes part of the Centennial Scenic Byway.

The type of travel is largely dependent on the surrounding land uses, and whether the traffic is local, regional, or just passing through. Truck traffic and oil field service dominates the traffic mix to the south, while recreational travelers use the corridor as a major access to the national park area north of Jackson. The Jonah Field and the Pinedale Anticline in the Green River Basin west of US 191 between Pinedale and Marbleton represent two of the most active oil and gas fields in the state. Blowing and drifting snow affects winter travel, especially south of Pinedale, while deeper snowfall accumulation affects the northern end of the corridor. Wildlife/vehicle crashes are problematic throughout, especially to the north.

The Centennial Scenic Byway overlays part of the corridor. It is the longest Byway in Wyoming and connects Pinedale, Jackson, and Dubois through a region of high mountains and deep valleys, abundant with wildlife. The route includes spectacular views of the Teton Range, one of the most recognized mountain scenic views in the world. (*“Wyoming’s Scenic Byways and Backways;” WYDOT; 7/1/04*).

Environmental Context

North of Rock Springs, US 191 traverses the Badland Hills before entering the towns of Eden and Farson. About 15 miles north of Farson, Big Sandy Dam and Reservoir are located on Big Sandy Creek and offers boat launching, primitive camping, picnicking and other outdoor activities.

The Bridger-Teton National Forest is located to the west and offers more than 3.4 million acres of public land for outdoor recreation enjoyment. The Forest offers pristine watersheds, abundant wildlife, and wildlands, all a part of the Greater Yellowstone Ecosystem - the largest intact ecosystem in the lower 48 United States.

Due to the active oil and gas fields in this area, Jonah Field and the Pinedale Anticline in the Green River Basin have become the center of attention for exceeding the 8-hour ozone standard. The Governor of Wyoming has asked US EPA, Region 8 to designate all areas of Wyoming as attainment/unclassifiable

Corridor Interests:

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

Source: U.S. Forest Service



except for Sublette County and portions of Sweetwater and Lincoln Counties. The Wyoming Department of Environmental Quality (WDEQ) has identified sources in this area such as drill rigs, pneumatic pumps, dehydration units, and small heaters as primary contributors to the problem. WDEQ recognizes the importance of this issue and in response has implemented stringent air pollution permitting and mitigation requirements for this area.

Just north of Daniel, the Green River is a major tributary of the Colorado River system, originating in the Wind River Mountains of Sublette County. From Green River Lakes, it runs 730 miles to join the Colorado River in Utah's Canyonlands National Park. The Green River is not only one of the major waterways of the Rocky Mountain west, it is also Sublette

County's agricultural and recreational lifeline.

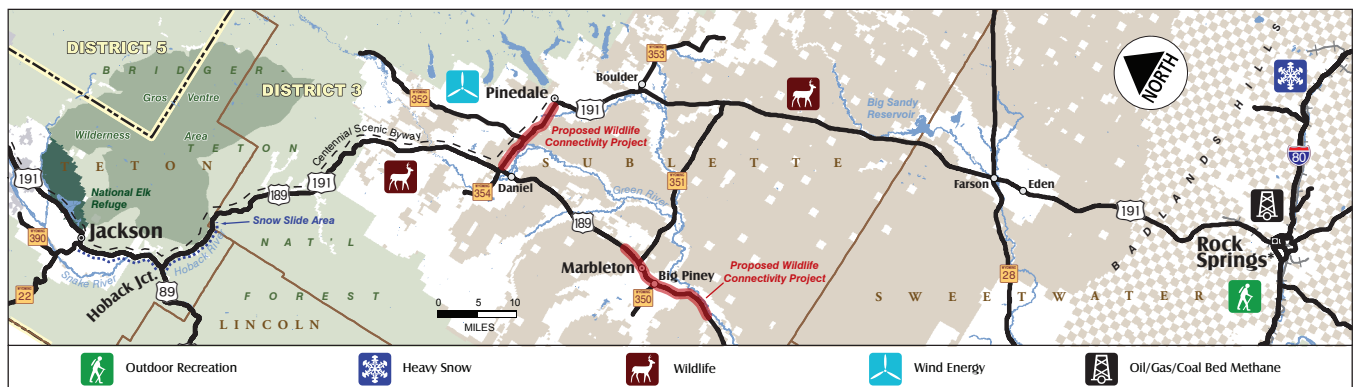
The State has proposed a section of US 191 between Pinedale and Daniel as a potential location for the statewide wildlife connectivity project. Known as Trappers Point, it will provide an opportunity for improvements to enhance wildlife migration corridors affected by oil and gas developments. Dry Piney Creek has also been proposed for the program and is located along US 189 between La Barge and Big Piney. This program will be funded with federal grants.

Hoback Junction is approximately 15 miles south of Jackson and is the entrance into scenic Hoback Canyon. Known for its whitewater, fishing, and beauty, the Hoback River joins the Snake River, creating one of the major confluences in northwest Wyoming.

The Gros Ventre Wilderness Area is between Hoback Junction and east of Jackson. It is roughly bounded by the Gros Ventre River to the north, the Green River to the east, the Hoback River to the south, and the National Elk Refuge and Snake River to the west. The Gros Ventre Wilderness lies within the greater Yellowstone ecosystem.

Northeast of Jackson is the National Elk Refuge, one of 548 National Wildlife Refuges administered by the U.S. Fish & Wildlife Service (USFWS). The National Elk Refuge works to provide, preserve, restore, and manage winter habitat for the nationally significant Jackson Elk Herd and other species, and provide compatible human uses associated with the wildlife.

ENVIRONMENTAL CONTEXT



The above map identifies issues and environmental constraints that form the basis for environmental review. Future projects in the corridor will take these and other issues under consideration prior to final design.

Key Issues and Emerging Trends

Major Traffic Generators

- Gas/oil fields – Pinedale & Marbleton
- National Parks – Jackson
- Dispersed recreational traffic – National Forest/BLM

- Truck traffic serving the gas/oil fields, while in a temporary pause as of this writing due to a general decline in economic activities is expected to rebound and resume steady growth. The large number of trucks servicing field locations will continue to have a dramatic effect on roadway surface conditions largely due to their weight. The roadways were not built to withstand this activity, which is relatively new.
- Farming and ranching continues to be a significant part of the culture. Although it's economic share has dipped below the energy industry, preservation and support of the ranching way of life is critical to maintaining the desired quality of life.
- Tourism and recreation travel, both to points along the corridor and to the national parks to the north, is expected to continue at historic levels. While US 191 is not the most traveled route to Yellowstone, it is an important connection. Providing adequate services to these travelers is an important part of the State's image.
- The north end of the corridor, from Hoback Junction to Jackson carries a high volume of traffic. The traffic mix includes commuters working in the service and recreation industries as well as visitors. Recreational traffic is significant in all seasons and peaks during the summer months.
- The corridor has challenging blowing and drifting snow and snow removal issues, including avalanches in mountainous areas. While District 3 puts a high priority on these activities, the high costs erode expenditures on other improvements.
- Wildlife mortality and the costs associated with vehicle/wild animal crashes are a problem the length of the corridor, but especially high north of Pinedale. Providing wildlife crossings in the often wide-open territory has not been very effective in reducing crashes.



Goals & Strategies

Goals for the corridor represent issues communicated by participants in the planning process. These goals lay groundwork for the development of a financially feasible multi-modal transportation plan designed to support the planning, engineering, construction, operation, and maintenance of the State's transportation system.

By identifying broad goals that are both visionary and practical, and that respond to the values of this region, the focus of future actions is readily identified. The goals are further defined with specific supporting strategies to attain each goal. For this corridor, the impact of energy industry truck traffic on the road system emerged as the most pressing need due to the recent increase in truck traffic on US 191. Goals for the northern part of the corridor focus more on recreational travel and wildlife issues. Preserving the existing system through continuing investments in maintenance and repaving is critical to the long-range vision.

GOALS	STRATEGIES
Plan for continuing energy industry impacts to road system	Develop impact agreements
Accommodate growth in truck freight transport	Truck passing lanes
Support commuter travel in the Jackson area	Traveler information
	Traffic signals/operations
	TDM strategies in major traffic generators
Support recreation travel	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Roadway pullouts for breakdowns and slow vehicles
Preserve the existing transportation system	Surface treatment / overlays
	Bridge rehabilitation/replacement
Reduce fatalities, injuries, and property damage crash rate	General safety improvements
	Improve wildlife crossing areas

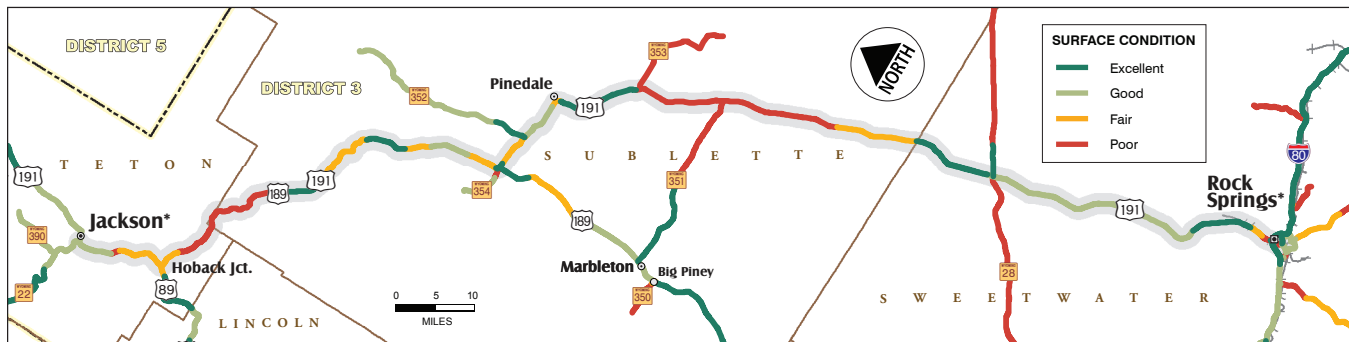
Primary Investment Type

SYSTEM PRESERVATION AND SAFETY – Primary investments for the corridor should focus on preserving the existing system, including level of service and condition for traffic, pavement, and bridges. While certain spot locations may require minor capacity, the general capacity of the highway is adequate for current and future traffic volumes. In addition, a segment of US 191 and WYO 351 require safety improvements. Additional mobility options will become more important in future years in the Jackson area to accommodate recreational and commuter traffic with public transportation and associated facilities. Plans should include the rehabilitation and replacement of deficient bridges.

Roadway Characteristics

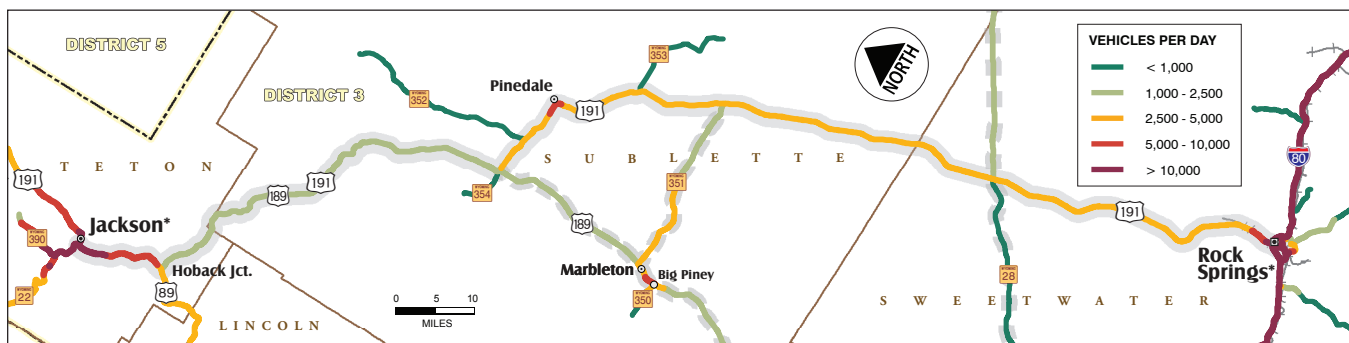
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system data play a big part in determining current operating characteristics, the type of need, and the extent of improvements necessary to achieve corridor goals.

PAVEMENT SURFACE CONDITION



Nearly half of SSC 4 has pavement surface conditions that are rated good/excellent, including the segments from Rock Springs to the Sweetwater/Sublette county line and in the Pinedale area. Intermittent segments are rated fair, as shown. Segments with poor surface condition, approximately 28 percent of the corridor, include US 191 south of Pinedale and US 189/191 approaching Hoback Junction.

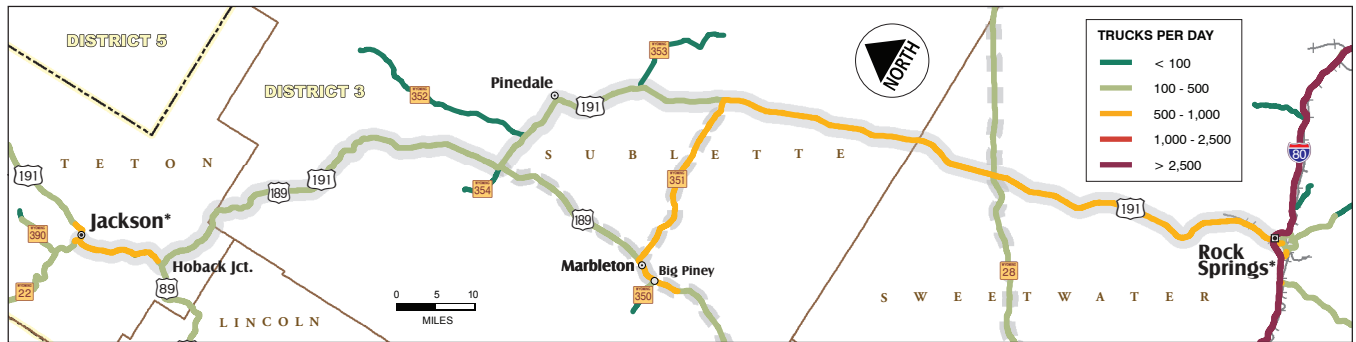
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The majority of SSC 4, from Rock Springs to Pinedale along US 191, averages approximately 2,500 to 5,000 vehicles per day (vpd). Just north of Pinedale, US 191 joins with US 189 and continues to Hoback Junction. The AADT on this stretch is 1,000 to 2,500 vpd. From Hoback Junction to Jackson, this small stretch of highway carries approximately 5,000 to 10,000 vpd with greater than 10,000 vpd as it enters Jackson.

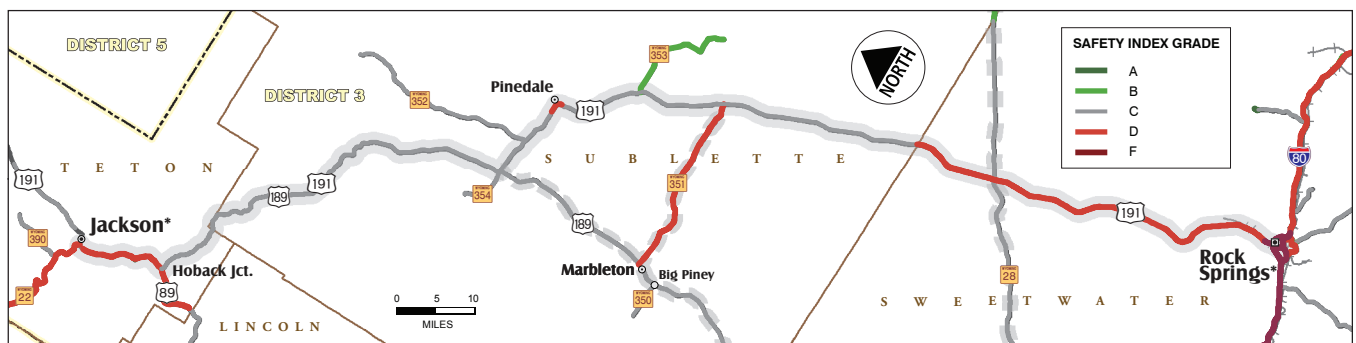


AVERAGE ANNUAL DAILY TRUCK TRAFFIC



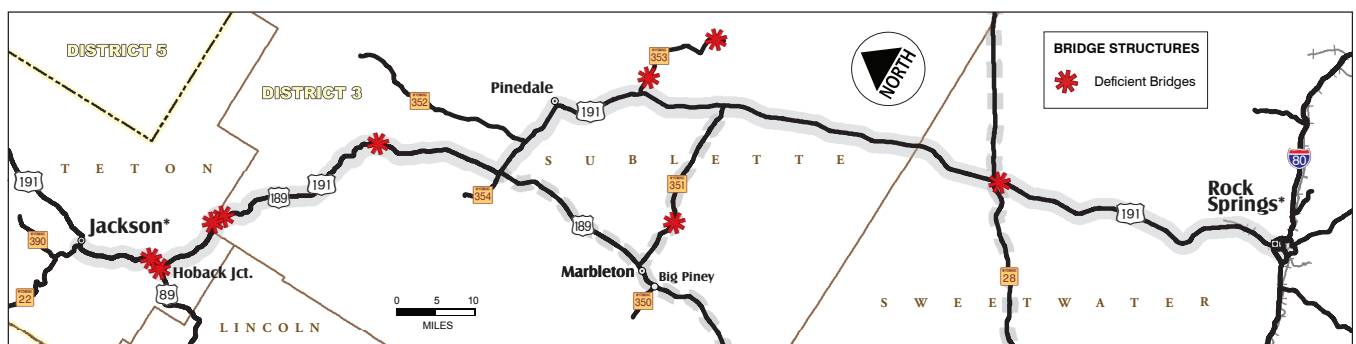
Truck traffic along SSC 4 averages between 500 and 1000 trucks per day along the southeastern portion of the corridor and between 100 and 500 trucks per day along the northwestern portion of the corridor. Heavier truck traffic in the southern part of the corridor is due to the mining of natural gas in Jonah Field as trucks are traveling between Marbleton and Rock Springs. Truck traffic increases between Hoback Junction and Jackson.

SAFETY INDEX



Thirty-seven percent of US 191 has a below average Safety Index rating. The areas with a D grade include the segments from Rock Springs north to the Sweetwater/Sublette County line, in the Pinedale area, and from Hoback Junction to Jackson. The Regional Corridor WYO 351 east of Marbleton also has a below average rating.

DEFICIENT BRIDGES



There are nine deficient bridges along SSC 4. Six of the nine bridges are located along US 191. Two of the bridges are located on WYO 353, and one bridge crosses the Green River on WYO 351 between US 191 and Marbleton. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

For the most part, regional routes in the corridor travelshed carry moderate traffic volumes.

Elevated truck volumes are evident on WYO 351 and US 189 in the Marbleton area. WYO 351 serves especially to carry energy industry workers and equipment to and from the Jonah Field and the Pinedale Anticline as well as the town of Pinedale. WYO 28 is an important interregional connector from the southwest part of the State to the Lander/Riverton area in central Wyoming.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 350	Sublette	US 189	West
WYO 352	Sublette	US 191	North
WYO 353	Sublette	US 191	Southeast
WYO 354	Sublette	US 191	Northwest

Source: Official State Highway Map of Wyoming

URBAN AREAS

There are two cities, Jackson and Rock Springs, with populations greater than 5,000 along SSC 4. These urban areas are discussed in detail in the Urban Corridors section later in the document.

INTERMODAL FACILITIES

Intercity Bus Routes

Intercity bus service is available along I-80. Bus stations are located in Rock Springs and Jackson. The Sublink Stage has operated an intercity bus route from Big Piney to Pinedale, but recently suspended operations.

Class 1 Railroads

None.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Sweetwater County Transportation Authority (STAR)	Rock Springs	Public Transit	13 Vehicles	106,574
Young at Heart Seniors of Rock Springs	Rock Springs	Public Transit		
Rendezvous Pointe Senior Center	Pinedale	Seniors and Persons with Disabilities - Demand Response	4 Vehicles	9,850
The Learning Center	Pinedale, Big Piney and Jackson	Non-Profit - Demand Response	5 Vehicles	4,161
Southwest Sublette County Pioneers	Big Piney	Non-Profit - Demand Response	2 Vehicles	2,791
Senior Center of Jackson Hole	Jackson	Non-Profit - Demand Response	2 Vehicles	9,145
Southern Teton Area Rapid Transit (START)	Jackson	Public Transit	29 Vehicles	855,108
Alltrans	Jackson	Jackson Hole Airport Shuttle; Targhee Express; Jackson Hole Express; Idaho Falls		

(note: See Evanston to Cheyenne Corridor Vision for Rock Springs facilities)

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

Counties along this corridor have experienced significant growth between the 2000 Census and 2008. Sublette County has seen a 42.8 percent increase in population, but only makes up 1.6 percent of the state total. Urban centers along the corridor, Rock Springs and Jackson, have increased in population nearly 10 percent. Smaller towns serving the energy industry, such as Marbleton and Pinedale, have experienced a significant increase in the number of residents since 2000.

The major employment industry for Sweetwater and Sublette Counties is Education & Health, followed closely by Retail, Mining, and Construction. The leading industry in Teton County is Arts & Recreation, which has increased mostly due to the newly constructed Jackson Hole Center for the Arts. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Sweetwater		37,613	39,944	6.2	7.5
	Bairoil	97	96	-1.0	
	Granger	146	145	-0.7	
	Green River	11,808	12,149	2.9	
	Rock Springs	18,708	20,200	8.3	
	Superior	244	237	-2.9	
	Wamsutter	261	269	0.7	
Sublette		5,920	8,456	42.8	1.6
	Big Piney	408	495	21.3	
	Marbleton	720	1,084	35.7	
	Pinedale	1,412	2,162	53.7	
Teton		18,251	20,376	11.6	3.8
	Jackson	8,647	9,806	13.2	

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

Airport Information

AIRPORT NAME (Associated City)	NPIAS ROLE & HUB TYPE ¹	NPIAS	WYDOT CLASSIFICATION (2008)	WYDOT CLASSIFICATION (FUTURE)	TOTAL AIRPORT OPERATIONS	BASED AIRCRAFT	TOTAL PASSENGERS (2006)
Jackson Hole Airport (Jackson Hole)	P - N	NPIAS	Commercial	Commercial	30,605	47	603,967
Rock Springs-Sweetwater County (Rock Springs)	P - N	NPIAS	Commercial	Commercial	17,017	49	49,572
Big Piney-Marbleton (Big Piney)	GA	NPIAS	Intermediate	Intermediate	3,500	7	
Ralph Wenz Field (Pinedale)	GA	NPIAS	Business	Business	9,516	17	

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

¹NPIAS (National Plan of Integrated Airport Systems) Role and Hub Type are same for both existing (2007) and 5-year federal forecast

Source: WYDOT and FAA