

GOALS	CORRIDOR CHARACTERISTICS	
Safety	Significant route to National Parks and other public lands recreation areas	Energy development and associated traffic
System Preservation		
Public Transportation	Dubois to Jackson is part of the Centennial Scenic Byway	Wind River Indian Reservation
Environmental		
Trucks	Visual Resources	Blowing and drifting snow affects winter travel
Energy Development		
Bicycles & Pedestrians	PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION	
Intergovernmental Coordination	The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions. The northern end of the corridor is in mountainous terrain requiring significant snow and ice mitigation expenditures. The general capacity of the highway is adequate for current and projected traffic volumes.	
Recreation Travel		
Commuting		

CORRIDOR CHARACTERISTICS

Corridor Description

The Rawlins to Jackson corridor is 287 miles long and passes through four WYDOT Districts and four counties. From I-80/US 30, US 287 splits north at Rawlins and heads northwest to Muddy Gap, Lander, and Moran Junction before turning south to Jackson.

State Significant Corridor (SSC) 5 spans a region of diverse topography and economic markets. The high plains to the south have significant traffic due to gas/oil development in the region. The first oil well in Wyoming was drilled east of Lander in 1884. There has been recent growth in jobs-related traffic from Riverton and Lander to Thermopolis. The northwest part of the corridor is mountainous and encounters wildlife issues near Moran Junction where elk, moose, deer and grizzlies are prevalent. The area between Moran Junction and Jackson is filled with beautiful scenery and provides locals and tourists many outdoor recreational opportunities. Six miles north of Jackson through the Grand Teton and Yellowstone National Parks, US 89 is under the jurisdiction of the National Parks. Likewise, on US 287, heading east from Moran Junction for about one mile is National Parks jurisdiction.

Multiple jurisdictions are located along SSC 5 requiring ongoing communication and coordination to ensure transportation issues are addressed appropriately, including, two national forests, the Bureau of Land Management (BLM), and the Wind River Indian Reservation. The 2.3 million acre reservation is the third largest in the nation.

US 287 north from Rawlins is contiguous with WYO 789 to Lander. About seven miles north of Rawlins, US 287 and WYO 789 cross the Continental Divide at 7,245 feet. Northwest of Muddy Gap, US 287 and WYO 789 travel through Jeffrey City and Sweetwater Station. The portion of US 287 from Muddy Gap to Sweetwater Station is adjacent with the historic Oregon Trail.

The Centennial Scenic Byway overlays part of the corridor from Dubois to Jackson, and continues south to Pinedale. This part of northwestern Wyoming provides a view of the region that is filled with diverse landscapes and wildlife.

SSC 5 crosses Togwotee Pass (elevation 9,658 feet) in the Shoshone National Forest. US 26 splits off from US 287 at Moran Junction and merges with US 89/191 to Jackson, while US 287/89/191 merge and head north to Jackson Lake and Yellowstone National Park.

US 287 is designated as the Wyoming segment of the Transcontinental Bicycle Route from West Yellowstone to Rawlins, approximately 350 miles. A branch extends south from Moran Junction following US 191 to Jackson. The TransAmerica Trail was established for Adventure Cycling's celebration of the US bicentennial in 1976 and is still the most used bicycle route crossing the country.

At Lander, WYO 789 splits to the northeast to Riverton, while US 287 continues northwest. North of Lander, US 287 passes through the town of Fort Washakie and continues north until it merges with US 26 at Diversion Dam Junction and parallels the Wind River to the northwest. US 287/26 goes through the Wind River Indian Reservation from about Lander north to just before arriving at Dubois and Togwotee Pass, marking the Continental Divide.



Environmental Context

The Chief Washakie Trail parallels SSC 5 from Rawlins through the Green Mountains to north of Lander, where US 287 merges with US 26 at Diversion Dam Junction. Six miles southwest of Lander, off Highway 131, is Sinks Canyon State Park. Sinks Canyon State Park features a geologic phenomenon in which the Popo Agie River vanishes into a large cavern (the Sinks) but reappears about a half-mile down the canyon.

At Diversion Dam Junction, US 287 parallels the Wind River to the northwest to Dubois and the Togwotee Pass. Togwotee Pass is a 38 mile corridor surrounded by prime wildlife habitat and wetland areas through the Shoshone National Forest, including fen wetlands and pristine waters that require special consideration during maintenance and construction. US 287 continues northwest to Moran Junction, which is surrounded by national parks and wilderness areas. North of Moran Junction is the Teton Wilderness Area and to the west is the Grand Teton National Park. The Teton Wilderness Area was designated in 1964, making

it one of Wyoming's most untouched and largest (585,000 acres) wilderness areas. It is also ranked as one of the United States' most diverse wildlife locations. It is home to mink, otters, porcupines, bobcats, martens, beavers, coyotes, grizzly bears, bison, wolves, fox, elk, moose, grouse, hawks, bald eagles, golden eagles, singing birds, falcons, geese, ducks, cranes and swans.

Grand Teton National Park was established in 1929 and covers 484 square miles of land and water, and it is a textbook example of glaciated alpine topography. South of Moran Junction and east of Jackson are the Gros Ventre Wilderness Area and the National Elk Refuge, discussed in SSC 4.

Regional corridor WYO 191 continues north from Moran Junction through forested, mountainous country. Jackson Lake is located to the west of WYO 191. This lake is fed by the Snake River from the north and runoff from small glaciers located in the Teton Range. WYO 191 connects to the

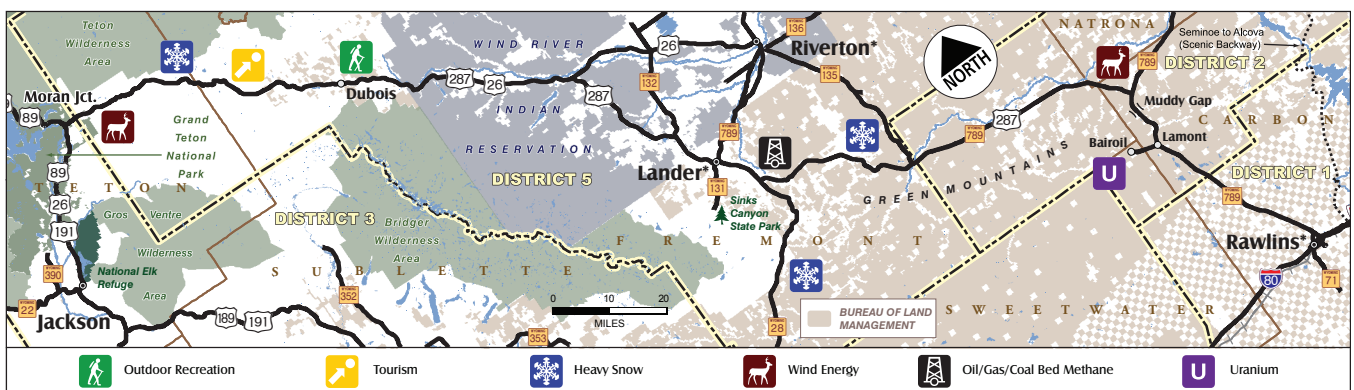
Corridor Interests:

- 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

John D. Rockefeller, Jr. Memorial Parkway, the southern entrance to Yellowstone National Park.

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

- US 287 handles a substantial amount of traffic related to gas and oil development on the southern end of the corridor and tourism-related traffic throughout.
- SSC 5 connects several small rural communities in which US 287 is the main street. Several issues are associated with high traffic volumes in a small town setting. Smaller communities do not have the tax structure or the ability to raise revenues to construct major projects on their own.
- Mountainous terrain, unstable geologic formations, avalanches, multiple recreational interests, unpredictable weather, and sensitive wildlife habitat create highway conditions that are difficult and expensive to maintain and construct. The Togwotee Pass area is especially sensitive to these concerns.

When there is snow on the ground, Togwotee Pass and the Continental Divide trail are heavily used by backcountry skiers, snowmobilers and cross-country skiers. Dogsledding is also very popular in the area.

- SSC 5 has numerous stakeholders, including various state, tribal, and federal jurisdictions. WYDOT consistently coordinates with these entities to ensure issues with the highway are effectively managed. SSC 5 stakeholders and their concerns are listed below:

U.S. Forest Service (USFS) – Two National Forests are located along the corridor. WYDOT and the USFS coordinate on several issues to ensure minimal impact to USFS land and highway operations: project impacts to USFS lands, forest fire impacts on highways including traffic control and visual-aesthetic issues including radio towers and maintenance buildings. WYDOT pays the salary for two USFS employees to work as liaisons between the agencies to help streamline and accelerate communication efforts.

Wind River Indian Reservation – WYDOT works closely with the Tribal Transportation Office and Tribal Employments Rights Office. WYDOT meets with the tribes and the Bureau of Indian Affairs (BIA) frequently and has worked to improve coordination and communication in recent years.

Wyoming Game and Fish Department – WYDOT work closely with the Game and Fish Department to address wildlife/highway related issues such as minimizing barriers to migration routes caused by the highways and associated snow fencing and locations. Vehicle/animal collisions increase dramatically during the winter months. Fencing issues are difficult because livestock growers use fences to keep livestock off the highway, creating a barrier to wildlife attempting to migrate or move between forage and water locations.

Bureau of Land Management – WYDOT works closely with the BLM officials in areas where state highways bisect BLM lands. This is typically handled on a project by project basis.

Adjacent Landowners – Adjacent landowners are a primary user of the state facilities. WYDOT meets with landowners to share information about maintenance or construction activities that impact local uses.

Major Traffic Generators

- National Parks – Jackson
- Dispersed recreational traffic – National Forest/BLM
- Casinos – Riverton
- Gas/oil fields – Lander
- Sinks Canyon State Park – Lander



Goals & Strategies

Goals for the corridor represent issues communicated by participants in the planning process. These goals lay the 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 SSC 5, the impact of the natural environment on the planning, construction, and maintenance of highways were important factors in determining goals. Goals also focused on making improvements to the existing system to enhance safety and promote multi-modal connections.

Primary Investment Type

SYSTEM PRESERVATION –

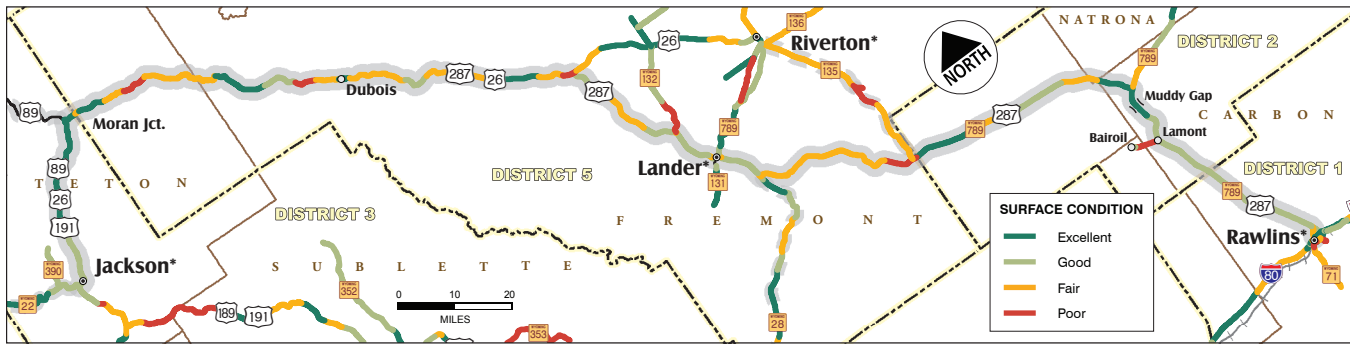
The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions. The northern end of the corridor is in mountainous terrain requiring significant snow and ice mitigation expenditures. The general capacity of the highway is adequate for current and projected traffic volumes.

GOALS	STRATEGIES
Preserve the existing transportation system	Reconstruction
	Surface treatment/overlays
Improve public transportation opportunities	Carpool/vanpool
	Coordinate service among transit providers
	Intercity bus
	Park and ride facilities
	Local transit services/operations
	Travel Demand Management
Promote environmentally responsible transportation improvements	Cultural resources
	Stormwater runoff
	View sheds
Improve access to public lands	Wetlands preservation/banking
	Wildlife corridors/wildlife habitat connectivity
Accommodate growth in truck freight transport	Truck impacts Mainstreet/downtown
	Truck parking areas
	Truck passing lanes
Plan for continuing energy industry impacts to road system	Surface treatment/overlays
	Reconstruction
	Develop impact agreements
Provide for bicycle/ pedestrian travel	Bicycle/pedestrian facilities/trails/lanes
Promote intergovernmental coordination	Transportation and land use coordination
	WYDOT/community partnerships
	Tribal relations
Support commuter and recreation travel	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Blowing and drifting snow mitigation
	ITS/VMS

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



The pavement conditions vary along SSC 5 from Rawlins to Jackson. Fifty-eight percent of the corridor is rated excellent, 36 percent fair, and six percent poor. Fair pavement conditions are located between Sweetwater Station Junction and Moran Junction, with good/excellent pavement conditions from Rawlins to Muddy Gap and from Moran Junction to Jackson.

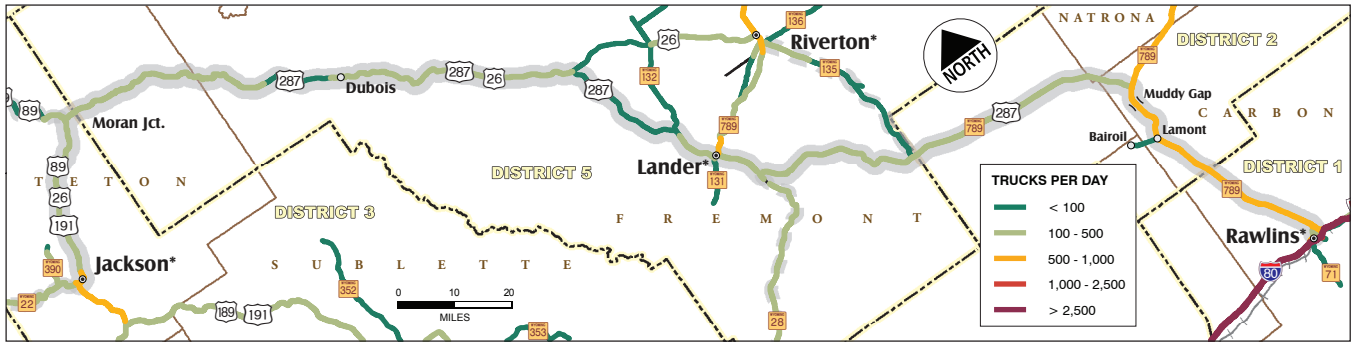
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The majority of SSC 5, from Rawlins to Moran Junction, averages less than 2,500 vehicles per day (vpd). From Moran Junction to Jackson, US 26/89/191 averages 2,500 to 5,000 vpd increasing to between 5,000 and 10,000 vpd as the corridor enters Jackson.

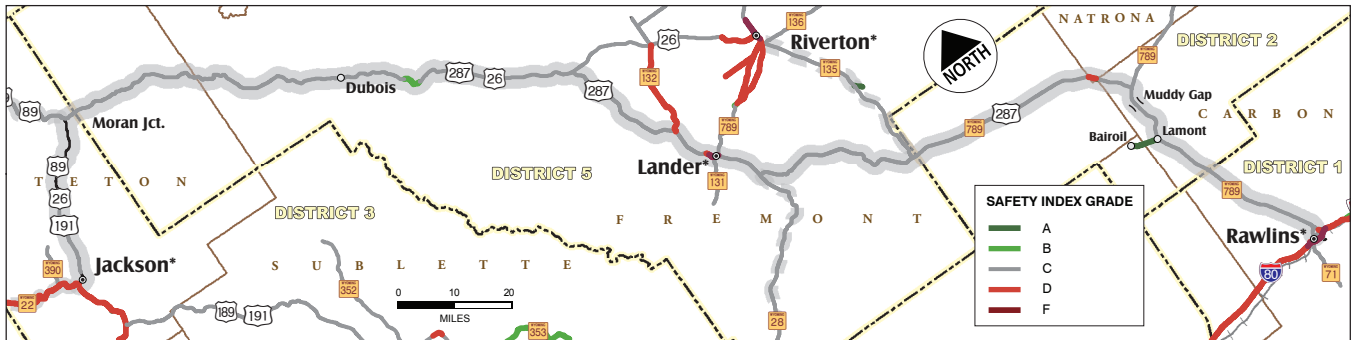


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



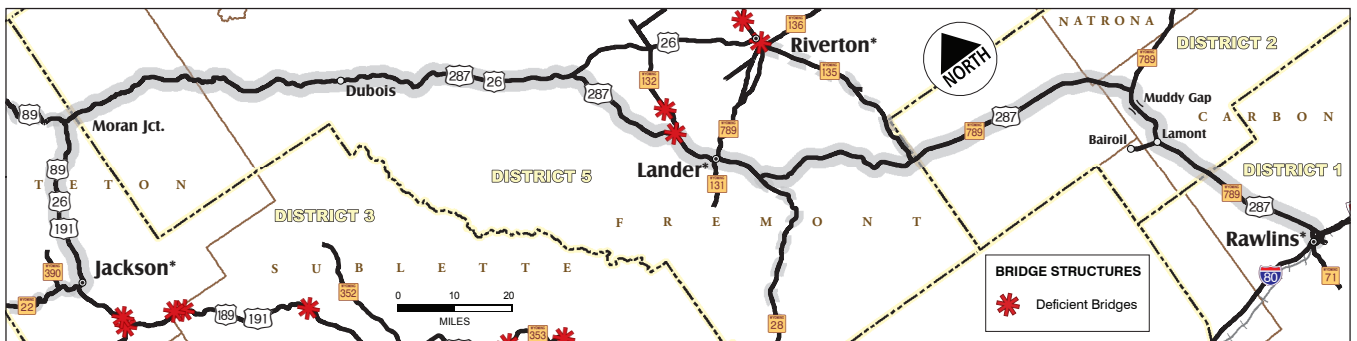
Truck traffic on SSC 5, from Rawlins to Muddy Gap, averages between 500 and 1,000 trucks per day. The rest of the corridor, from Muddy Gap to Jackson averages less than 500 trucks per day. The reduction in truck traffic at Muddy Gap is due to trucks traveling to/from Casper on WYO 220.

SAFETY INDEX



Most of SSC 5 has an average Safety Index rating. Two spot locations, northwest of Muddy Gap and near Lander are graded below average. In addition, WYO 132, a local corridor connecting US 287 to US 26 has a below average grade.

DEFICIENT BRIDGES



There are two deficient bridges located along SSC 5 on WYO 132 north of Lander. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

From US 287 at Sweetwater Station, WYO 135 heads northwest to WYO 136 just south of Riverton.

WYO 28 - The Atlantic City Mercantile, constructed in 1893, is one of the oldest buildings in the Atlantic City area and is a well-known landmark in the South Pass region. Atlantic City was a gold mining town.

North of Moran Junction, US 191, US 26, and US 89 combine and pass through Grand Teton National Park

before connecting to the John D. Rockefeller, Jr. Memorial Parkway, which enters Yellowstone National Park. It is also a designated segment of the TransAmerica Bicycle Route.

From the convergence of US 26/89/189/191 in Jackson, WYO 22 (Teton Pass Highway) travels 17.5 miles to the Idaho-Wyoming state line before connecting to Idaho State Highway 33.

URBAN AREAS

There are three urban areas associated with SSC 5. Rawlins, Lander, and Jackson have populations greater than 5,000 people. These urban areas are discussed in detail in the Urban Corridors section later in the document.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 131	Fremont	US 287	Sinks Canyon State Park
WYO 132	Fremont	US 26	US 287
WYO 139	Fremont	WYO 135	East
WYO 390	Teton	WYO 22	Teton National Park Border

Source: Official State Highway Map of Wyoming

INTERMODAL FACILITIES

Intercity Bus Routes

Intercity bus service is available in Jackson.

Class 1 Railroads

None

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Carbon County Senior Service	Rawlins	Non-Profit - Demand Response	5 Vehicles	19,999
Child Development Services of Fremont County	Lander and Dubois	Non-Profit - Demand Response	17 Vehicles	29,149
Lander Senior Center	Lander	Non-Profit - Demand Response	5 Vehicles	30,163
High Country Senior Citizens Center	Dubois	Non-Profit - Demand Response	2 Vehicles	10,544
Wind River Transportation Authority	Lander	Public Organization; Fixed Route, Demand Response	15 Vehicles	69,148
Senior Center of Jackson Hole	Jackson	Non-Profit - Demand Response	2 Vehicles	9,145
Southern Teton Area Rapid Transit (START)	Jackson	Public Transit; Fixed Route, Demand Response	29 Vehicles	855,108
Children's Learning Center	Jackson	Non-Profit - Demand Response	5 Vehicles	4,161

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

SSC 5 travels through four counties: Carbon, Natrona, Fremont, and Teton. The county with the fastest growth rate was Teton County with 11.6 percent growth between 2000 and 2008. Teton County includes Jackson, which had a population of 9,806 in 2008 and experienced a 13.2 percent growth rate between 2000 and 2008.

Rawlins lost three percent of its population between 2000 and 2008.

Education & Health jobs account for the highest category of employment for three of the four counties. This is an exception for Teton County, where Arts & Recreation is the leading industry. In Carbon, Education & Health, Public Administration, Construction, and Retail are the top four categories with Mining only accounting for five percent of the employment. In Fremont County, Education & Health accounts for 28 percent of employment. Natrona also has significant Education & Health employment followed by retail. Natrona County data is affected by Casper, which is not on this corridor. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Carbon County		15,639	15,624	-0.1	2.9
	Baggs	348	400	14.9	
	Dixon	79	81	2.5	
	Elk Mountain	192	200	4.2	
	Encampment	X	452	2.0	
	Hanna	873	866	-0.8	
	Medicine Bow	274	267	-2.6	
	Rawlins	8,538	8,740	-3.0	
	Riverside	59	63	6.8	
	Saratoga	1,726	1,759	1.9	
	Sinclair	423	405	-4.3	
Fremont County		35,804	38,113	6.4	7.2
	Dubois	962	1,053	9.2	
	Hudson	407	429	5.4	
	Lander	6,867	7,264	5.1	
	Pavillion	165	169	2.4	
	Riverton	9,310	10,032	8.4	
	Shoshoni	635	689	8.5	
Natrona County		66,533	73,129	9.9	13.7
	Bar Nunn	936	1,828	95.3	
	Casper	49,644	54,047	8.7	
	Edgerton	169	176	4.1	
	Evansville	2,255	2,393	5.9	
	Midwest	408	435	6.6	
	Mills	2,591	3,143	11.0	
Teton County		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
Dubois Municipal Airport (Dubois)	GA	NPIAS	Local	Intermediate	5,000	11	N/A
Hunt Field (Lander)	GA	NPIAS	Intermediate	Intermediate	11,180	55	N/A
Rawlins Municipal/ Harvey Field (Rawlins)	GA	NPIAS	Intermediate	Business	12,000	22	N/A

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

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

Source: WYDOT and FAA