

GOALS	CORRIDOR CHARACTERISTICS	
Recreation Travel	Five Scenic Byways and one Scenic Backway	Recreation/tourism/travel industry
System Preservation		
Safety	Major wildlife corridor	Buffalo Bill Historical Center in Cody is major tourist attraction
Public Transportation		
Aviation		

PRIMARY INVESTMENT TYPE: SAFETY

The primary investment need on this corridor is to reduce the number and severity of vehicle crashes. This may be accomplished with the addition of auxiliary lanes, shoulders, or other geometric improvements. The possible correction of horizontal and vertical curves should be further investigated in the future corridor plan. Regular maintenance and pavement resurfacing should be included to prevent deterioration of roadway surfaces. Plans should include the rehabilitation and replacement of deficient bridges.

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 6 extends from Yellowstone National Park's east entrance eastward to Interstate 90 (I-90) and has generally low volumes. Agriculture is an important industry along this corridor. The majority of the traffic is tourism related. US 14 and US 16 are combined with US 20 for 105 miles from the park entrance east to Greybull, where it then becomes US 14. It connects the city of Cody (population 9,309) on the west to the communities of Greybull (population 1,739) and Dayton/Ranchester (population 1,555) on the east. The 186 mile corridor also serves the smaller communities of Wapiti, Emblem, and Shell.

SSC 6 is also the Buffalo Bill Cody Scenic Byway from Yellowstone National Park to just west of the town of Wapiti. It passes through the Shoshone National Forest and has an abundance of wildlife crossings. The corridor continues through the Shoshone National Forest east to Cody, then east through the high plains, crossing the Bridger Trail to the communities of Emblem and Greybull. The corridor is a designated segment of the Northern Tier East-West Bicycle Route. Fifteen miles east of Greybull, US 14 intersects the Red Gulch/Alkali Scenic Backway. US 14 goes through Shell Canyon and continues northeastward over the Granite Pass into the Bighorn National Forest, which is also the Big Horn Scenic Byway. US 14 intersects US 14A and the Medicine Wheel Passage Scenic Byway at Burgess Jct. At Dayton/Ranchester, US 14 intersects the Bozeman Trail. Just east of the I-90/US 14 intersection, US 14 intersects with WYO 343 and WYO 345.

WYO 296 heads north into Montana off of WYO 120. The Chief Joseph Scenic Byway overlays WYO 296 and links the town of Cody to Park. US 212 intersects WYO 296 and heads northeast into Montana. The Beartooth Scenic Byway overlays US 212. This road is the highest primary road in Wyoming, and connects Red Lodge, Montana to Yellowstone National Park.

US 14/16/20 was reconstructed by the Wyoming Department of Transportation (WYDOT) between the East Entrance to Yellowstone National Park and the Shoshone National Forest boundary in 2002.



Environmental Context

The Shoshone National Forest is east of Yellowstone National Park and was the first “Forest Reserve” in the U.S. as designated by President Benjamin Harrison in 1891, later becoming a National Forest. North of the route is North Absaroka Wilderness Area and to the south is the Washakie Wilderness Area. Both wilderness areas are adjacent to Yellowstone and are renowned for their relatively inaccessible terrain and wildlife, especially bighorn sheep, elk, moose, grizzly bears, and wolves.

This portion of SSC 6 passes through the Shoshone Canyon before entering Buffalo Bill State Park and Reservoir near Cody. Surrounded by mountain scenery, the park offers camping, picnicking, and excellent trout fishing, and it is Wyoming’s premier wind surfing reservoir.

Closer to Greybull, US 14 crosses the Big Horn River before

entering the Big Horn Mountain Range. The Big Horn Mountains form a northwest-trending spur from the Rocky Mountains extending approximately 200 miles northward on the Great Plains. West of the Bighorn Mountains is the Bighorn Canyon National Recreation Area including Big Horn Lake, a reservoir damming the Big Horn River. The river is approximately 461 miles long and is considered, by some, to be the best trout stream in the continental U.S. as well as the best brown trout fishery in the world.

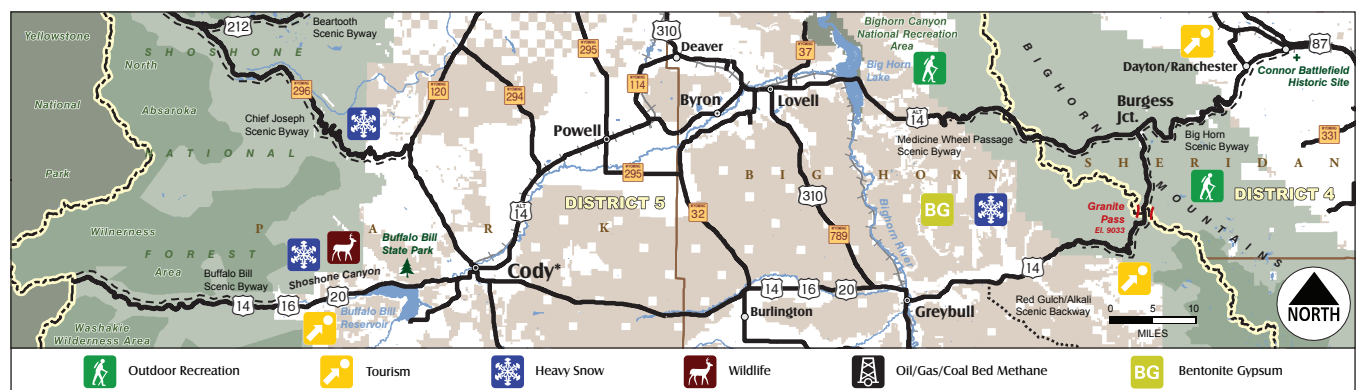
US 14 continues across Granite Pass (elevation 9,033 feet), then descends into Burgess Junction. Just east of Dayton/Ranchester is the Connor Battlefield Historic Site. The Battle of the Tongue River in 1865 (the site is known as the Connor Battlefield) represents the single most important engagement of the Powder River Indian Expedition of 1865.

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

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

- National Parks
- Ski areas – Sleeping Giant & Antelope Butte
- Buffalo Bill State Park
- Other tourism destinations – Cody
- Dispersed recreational traffic – National Forests

- The ski industry has been regionally significant in the past, but several areas have closed. Sleeping Giant and Antelope Butte Ski Areas anticipate resuming operations in the near future.
- Maintenance and construction costs per mile in some locations is higher than average due to geologic concerns, rockfall, mountainous terrain and especially slope stability.
- During winter, wildlife on private land in the river valleys near the natural highway route contribute to wildlife/vehicle crashes and higher right of way and wildlife mitigation costs.
- US 14/16/20 from Cody to Yellowstone is a major tourism route. It also has significant vehicle/wildlife conflicts. Cody itself is a tourist destination.
- US 14 east of Greybull is an important tourism route, but has steep grades, safety, and geometric issues.
- US 20 from Yellowstone National Park east to Greybull shares the Northern Tier East-West Bicycle Route.



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. Major goals and strategies for the corridor aim to improve travel for recreation, maintain pavement in good conditions and reduce vehicle crashes.

GOALS	STRATEGIES
Support farm to market economic sustainability	Auxiliary lanes (passing, turn, accel/decel)
Support recreation travel	Roadway pullouts for breakdowns, buses and slow vehicles
	Wildlife crossing improvements
Preserve the existing transportation system	Surface treatments/overlays
	Bridge rehabilitation/replacement
Reduce fatalities, injuries, and property damage crash rate	Geometric improvements - curves
	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Shoulder improvements where feasible
Improve public transportation opportunities	Intercity bus
	Local transit services/operations
Ensure airport facility meets existing and projected demands	Passenger air service

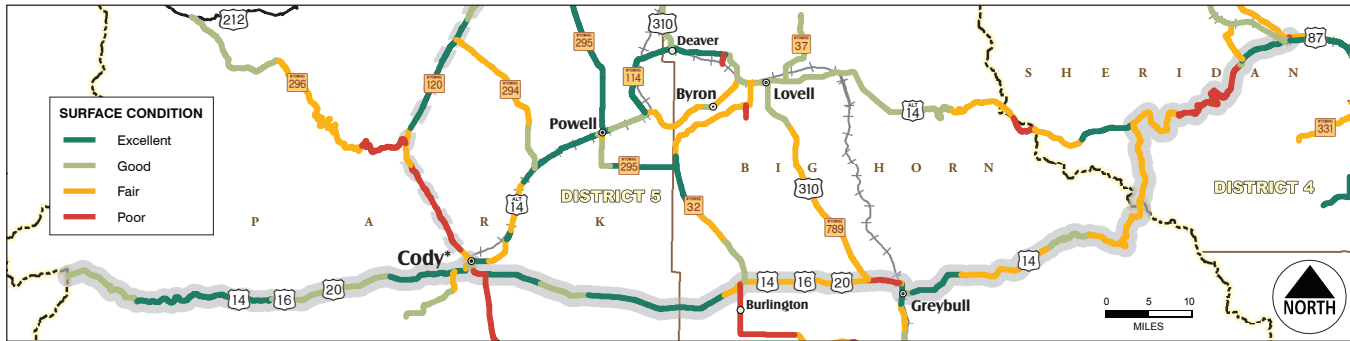
Primary Investment Type

SAFETY – The primary investment need on this corridor is to reduce the number and severity of vehicle crashes. This may be accomplished with the addition of auxiliary lanes, shoulders, or other geometric improvements. The possible correction of horizontal and vertical curves should be further investigated in the future corridor plan. Regular maintenance and pavement resurfacing should be included to prevent deterioration of roadway surfaces. Plans should include the rehabilitation and replacement of deficient bridges.

Roadway Characteristics

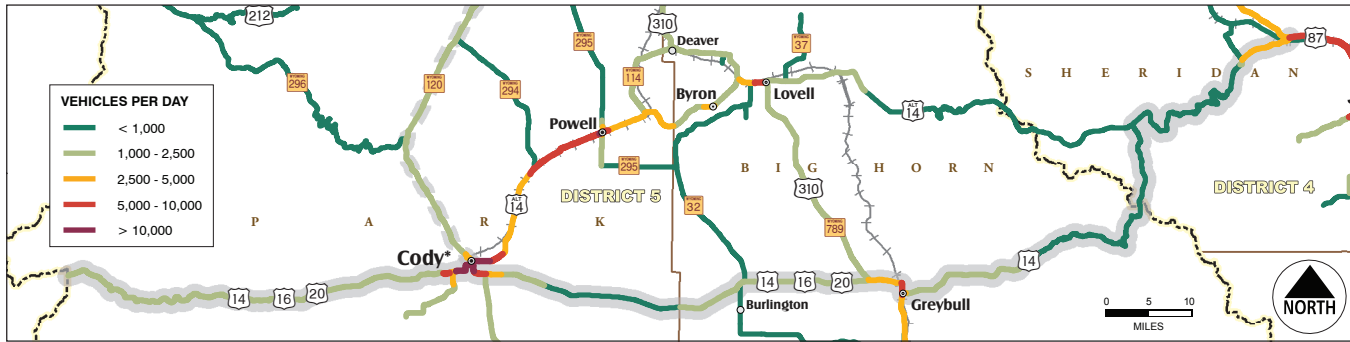
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system 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



US 14/16/20, is rated as good/excellent surface condition to just west of WYO 32. From just west of WYO 32 to Greybull, the roadway surface is rated fair to poor. From Greybull northeast to the I-90 junction, there are intermittent areas where the surface conditions are rated as good/excellent, with the majority being rated fair.

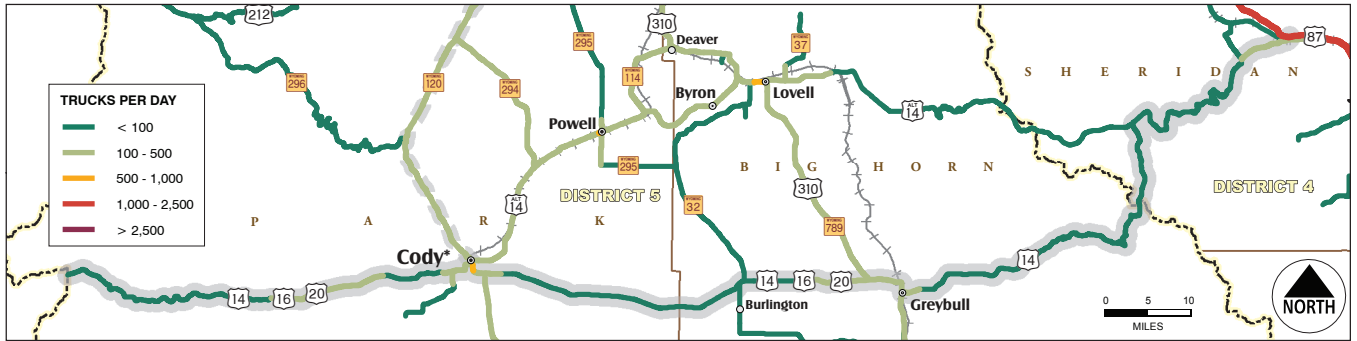
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The AADT for a majority of SSC 6, from the Park entrance east to Cody along US 14/16/20 is 1,000 to 2,500 vehicles per day (vpd). Through Cody, the AADT increases to an average of 5,000 to 10,000 vpd. From Cody to Greybull, the AADT is less than 2,500 vpd and increases to an average of 5,000 to 10,000 approaching Greybull. From Greybull northeast to I-90, the AADT is less than 2,500 vpd and increases to 2,500 to 5,000 vpd approaching I-90.

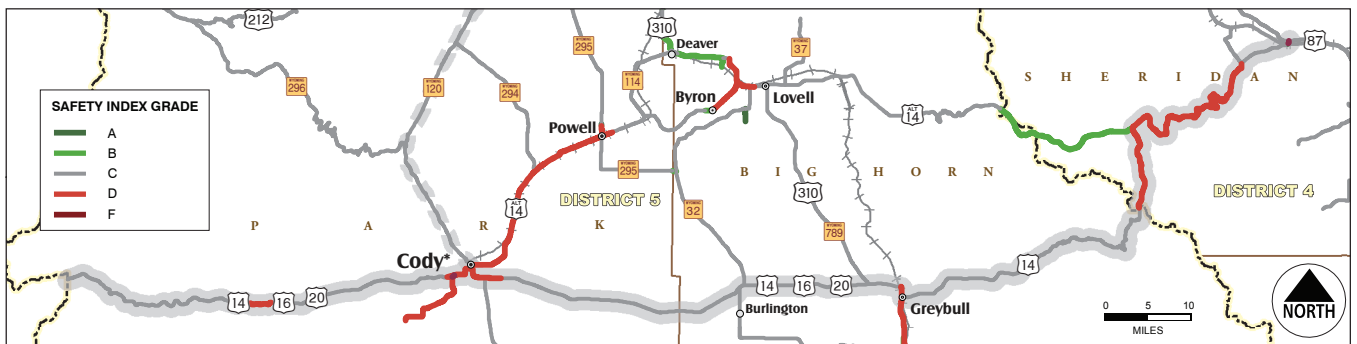


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



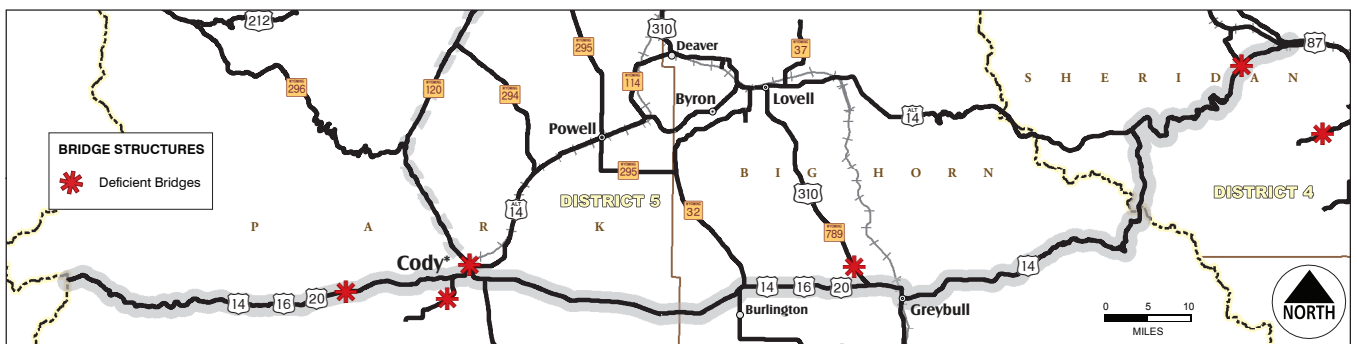
Truck traffic along SSC 6 is relatively low. The majority of the corridor is 0 to 100 trucks per day. In the vicinity of Cody, Greybull and the I-90 junction the truck traffic is between 100 to 500 trucks per day.

SAFETY INDEX



US 14/16/20 has a below average Safety Index rating of D in the Cody area and in the mountainous section from Burgess Junction to Dayton. Approximately 26 percent of the total corridor length is below average.

DEFICIENT BRIDGES



There are four deficient bridges located on the corridor or adjacent routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

US 14A (SSC 7) connects Powell into Cody on the west end of SSC 6. WYO 120 is a regional route from Montana into Cody that continues south to Meeteetse and Thermopolis.

URBAN AREAS

Cody is the only urban area along SSC 6 that has a population greater than 5,000. Urban areas are discussed in detail in the Urban Corridors section later in the document.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 30	Big Horn	US 14/16/20	US 16/US 20/WYO 789
WYO 32	Big Horn	US 14/16/20	US 14A/US 310/WYO 789
US 212	Park	WYO 296	Northeast to Montana
WYO 291	Park	US 14/16/20	Buffalo Bill State Park
WYO 296	Park	WYO 120	US 212
WYO 343	Sheridan	US 14	WYO 345
WYO 345	Sheridan	I-90/US 87/14	Montana

Source: Official State Highway Map of Wyoming

INTERMODAL FACILITIES

Intercity Bus Routes

None

Class 1 Railroads

A Class I Railroad operated by the BNSF Railway Company runs from Cody north to the Montana state line; another branch crosses the corridor near Greybull.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
City of Cody	Cody	Public; Seasonal Shuttle Service (June 1 - September 30)	1 Vehicle	2,569
Cody Council on Aging	Cody	Non-Profit - Demand Response	4 Vehicles	12,192
Palmer's Outpost	Cody to Greybull	For-profit; Shuttle	1 Vehicles	Not Available
Black Hills Stage Lines	Greybull	Private; Fixed Route Intercity Bus	N/A	N/A
South Big Horn Senior Citizens	Greybull	Non-Profit - Demand Response	4 Vehicles	13,037

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

SSC 6 travels through three counties: Park, Big Horn and Sheridan. The county with the fastest growth rate was Sheridan County with 7.9 percent growth between 2000 and 2008. Sheridan County includes the city of Sheridan, which had a population of 17,197 in 2008 and had an 8.3 percent growth rate between 2000 and 2008.

Park County increased 6.9 percent of its population between 2000 and 2008, with 27,574 people living in the county. Cody is located in Park County and experienced the same trend in population.

Big Horn County lost 1.2 percent of its population between 2000 and 2008, with 11,322 people living in the county.

Education & Health jobs account for the highest category of employment for the three counties. In Big Horn County, Education & Health, Agriculture, Mining, and Retail are the top four categories with Mining only accounting for eight percent of the employment. In Park County, Education & Health accounts for 21 percent of employment. In Sheridan county, Education & Health accounts for 24 percent of employment. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Big Horn County		11,461	11,322	-1.2	2.1
	Basin	1,238	1,243	-0.2	
	Burlington	250	253	1.2	
	Byron	557	557	0.0	
	Cowley	560	614	9.6	
	Deaver	177	177	0.0	
	Frannie (pt.)	180	179	-0.6	
	Greybull	1,815	1,739	-4.2	
	Lovell	2,281	2,276	-3.6	
	Manderson	104	100	-3.8	
Park County		25,786	27,574	6.9	5.2
	Cody	8,835	9,309	4.7	
	Frannie (pt.)	29	29	0.0	
	Meeteetse	351	342	-2.6	
	Powell	5,373	5,524	2.4	
Sheridan County		26,560	28,662	7.9	5.4
	Clearmont	115	114	-0.9	
	Dayton	678	757	11.7	
	Ranchester	701	798	13.8	
	Sheridan	15,804	17,197	8.3	

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

* pt. is the part of the town located within the jurisdiction

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)
Yellowstone Regional Airport (Cody)	P - N	NPIAS	Commercial	Commercial	38,285	51,841	51,841

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